



MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, April 1, 2026

Hybrid Meeting, 4:00-5:30PM

Location: Civic Center Plaza

1200 3rd Ave, 4th Floor Conference Room

San Diego, CA 92101

Zoom Link: <https://sandiego.zoomgov.com/j/1619281857>

Chair: Daniel Reeves (Chair, Mayoral)

Board Members: Michael Donovan (Mayoral), Haylee Rea (Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Dr. Lima Saft (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (Vice Chair, D9)

Staff Liaisons: Sarah Pierce, Senior Planner and Philip Trom, Program Manager

The Link to Join the Webinar By Computer, Tablet, Or Smartphone Is:

<https://sandiego.zoomgov.com/j/1619281857>

Meeting ID: 161 928 1857

To Join by Using One-Tap Mobile:

US (English): + 16692545252,, 1619281857#

US (Spanish): + 16692161590,, 1619281857#

To Join by Telephone:

Dial (for higher quality, dial a number based on your current location):

(US West Coast): +1 669 254 5252 or +1 669 216 1590 or (US East Coast): +1 551 285 1373 or +1 646 828 7666 or (US Spanish): +1 415 449 4000 or +1 646 964 1167 or (US Toll Free) 833 568 8864

Meeting ID: 161 928 1857

Find your local number: <https://sandiego.zoomgov.com/u/aKT2VxCzG>

Public Comment

Public Comment on an Agenda Item: If you wish to address the Board on an item for today's agenda, please complete and submit a speaker form before the Board hears the agenda item. You will be called at the time the item is heard.

Written Comment through Webform: In lieu of in-person attendance, members of the public may submit their comments using a [web form](#). If using the web form, indicate the agenda item number you wish to submit a comment for. Instructions for word limitations and deadlines are noted on the web form. On the web form, members of the public should select Mobility Board.

Virtual Public Comment: When the Chair introduces the item, you would like to comment on (or indicates it is time for Non-Agenda Public Comment), raise your hand by either tapping the “Raise Your Hand” button on your computer, tablet, or Smartphone, or by dialing *9 on your phone. You will be taken in the order in which you raised your hand. You may only speak once on a particular item. When the Chair indicates it is your turn to speak, click the unmute prompt that will appear on your computer, tablet, or Smartphone, or dial *6 on your phone.

Public Comment on Matters Not on the Agenda: You may address the Board on any matter not listed on today's agenda. Please complete and submit a speaker form. However, California's open meeting laws do not permit the Board to discuss or take any action on the matter at today's meeting. At its discretion, the Board may add the item to a future meeting agenda or refer the matter to staff or a committee. Individuals' comments are limited to three minutes per speaker. At the discretion of the Chair, if a large number of people wish to speak on the same item, comments may be limited to a set period of time per item.

Requests for Accessibility Modifications or Accommodations

This information will be made available in alternative formats upon request, as required by the Americans with Disabilities Act (ADA), by contacting Sarah Pierce at 619-236-7385 or spierce@sandiego.gov. Requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by Sarah Pierce at 619-236-7385 or spierce@sandiego.gov. Requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for auxiliary aids, services or interpreters, require different lead times, ranging from five business days to two weeks. Please keep this in mind and provide as much advance notice as possible in order to ensure availability. The City is committed to resolving accessibility requests swiftly in order to maximize accessibility.

Requests for translation services to offer public comment may be made by contacting or Sarah Pierce at 619-236-7385 or spierce@sandiego.gov. The City is committed to addressing language translation requests swiftly to maximize public participation.

Item 1: Call to Order. Roll Call

Item 2: Approval of Meeting Minutes (Action)

Approval of the March 4, 2026 meeting minutes (Attachment 1).

Item 3: Non-Agenda Public Comment

Item 4: Bicycle Master Plan Update (Information)

Staff from the City Planning Department will provide a status update on the Bicycle Master Plan.

Item 5: San Diego E-Bike Share Feasibility Study (Information)

J.D. Weidman will provide an overview of a conceptual bike-share program for SDSU and surrounding communities.

Item 6: Subcommittee Updates (Discussion/ Possible Action)

6.a. ATI Workplan Subcommittee Activities

The ATI Subcommittee will present letters of recommendation on a regional bikeshare program (Attachment 2) and Governor Drive (Attachment 3).

6.b. Budget Subcommittee Activities

There are no updates from the Budget Subcommittee this month.

Note: Subcommittee minutes and agenda requests shall be submitted no later than 10 days prior to the next Mobility Board meeting.

Item 7: Staff Updates

Item 8: Updates from Members

Item 9: Schedule and Topics for Future Meetings

- May 6, 2026
- June 3, 2026
- July 1, 2026
- August 5, 2026

Mobility Board meeting agenda topic requests shall be submitted no later than 10 days prior to the next Mobility Board meeting.

Item 10: Adjournment

The next scheduled meeting of the Mobility Board is May 6, 2026.

The City of
SAN DIEGO
MOBILITY BOARD

Wednesday, March 4, 2026
 In Person Meeting: 4:00 – 5:30 PM
 Civic Center Plaza, 1200 3rd Ave., 4th Floor Conf. Room
 San Diego, CA 92101

Members: Michael Donovan (Mayoral), Haylee Rea (Mayoral), Daniel Reeves (Chair, Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Dr. Lima Saft (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (Vice Chair, D9)

Agenda:

Item 1: Call to Order. Roll call.

Chair Daniel Reeves called the meeting to order at 4:00 p.m.

Mobility Board Member	Seat	Attendance
Vacant	Mayoral	No
Daniel Reeves	Mayoral	Yes
Michael Donovan	Mayoral	Yes
Haylee Ann Rea	Mayoral	Yes
Harry Bubbins*	D1	Yes
Stephan Vance	D2	Yes
Vacant	D3	No
Vacant	D4	No
Lima Saft	D5	Yes
Jeff Dosick	D6	Yes
Steve Gelb	D7	Yes
Vacant	D8	No
Anar Salayev	D9	Yes

*This individual was present for the meeting but arrived after the roll call.

Item 2: Approval of the Meeting Minutes (Action)

Chair Reeves asked the Mobility Board to review and approve the minutes from its January 7, 2026 meeting.

There were no public comments on this item.

Action: Upon a motion by Steve Gelb and a second by Haylee Ann Rea, the Mobility Board voted to approve the January 7, 2026 meeting minutes with all members in attendance voting “yes” to approve the meeting minutes.

Item 3: Non-Agenda Public Comment

There were three non-agenda public comments during the meeting. The first public commenter noted that a portion of the Park Blvd. bus-only lane south of President’s Way had been removed with no notice provided to the public. This is impacting travel to/from Balboa Park. A second public commenter noted that the e-bike regulation proposed by Councilmember Campillo is ill informed and includes Class I e-bikes. The commenter noted that the Mobility Board should collaborate with bicycle advocacy

organizations to draft a statement to the Public Safety Committee to oppose this regulation. The commenter agreed with the previous comment regarding the impacts from removing the 215 bus-only lanes. The final public commenter noted that cars are driving in the unprotected bike lane on Harbor Drive between Laurel and Grape Streets. The Port of San Diego has banned e-bikes and scooters from the embarcadero path which forces those users into this unprotected bike lane. They advised the Board to suggest concrete barriers or other protective devices to protect bicycle riders or to contact the Port to advocate for the use of e-bikes and e-scooters on the embarcadero path.

A fourth non-agenda public comment was received via the web-portal when the meeting began. It was not read into the record during the meeting but is reflected here. The commenter noted that they are a volunteer with SanDiego350. They are strongly in favor of the following infrastructure projects: 1) Adams Avenue Class IV Bike Lanes; 2) Monroe Avenue Bike Corridor; 3) Euclid Avenue Class IV Bike Lanes; 4) Finishing the 215 Bus Only Lanes on El Cajon Blvd. and encouraged the City to move forward with project approvals to build out of these projects expeditiously.

Item 4: Brown Act Compliance and Board Membership Status (Information)

Sarah Pierce, Mobility Board liaison, provided an overview of recent Board membership changes and how expired seats are handled by the Office of Boards and Commissions. She also noted some recent changes to the Brown Act that came forward as part of Senate Bill 707 including the use of “just cause” instead of “emergency circumstances” for remote appearances and the process the City Council will go through to designate subsidiary bodies for future teleconference meetings.

There were no public comments on this item.

Michael Donovan noted that if a member has a disability, they can appear remotely always. Chair Daniel Reeves read out which seats were currently expired on the Board and reiterated that members can still serve on the Board if their seat is expired while the City’s Office of Boards and Commissions goes through the reappointment process.

Item 5: Mid-City Communities Plan Update (Information)

City Planning staff provided an overview of the Mid-City Communities Plan Update including work completed to date, engagement activities, and proposed timeline for the Plan. The team provided an overview of the existing conditions mobility assessment which highlights mobility needs and explains the opportunities and constraints related to the mobility network. The team also provided an overview of the mobility network and concepts that have been developed to date based on the existing conditions analysis and public engagement. Five pedestrian route types are proposed for inclusion in the Plan and the team shared where these route types are being considered. Additionally, the Planning team reviewed the six types of bicycle facilities and where these facilities currently exist or are recommended in the Mid-City Communities planning area. Select corridors were shown to indicate what additional analysis would be completed on a corridor-level. This may allow the City to respond with quick-build projects when streets are resurfaced in the future.

There was one in-person public commenter and five public commenters online. The first speaker encouraged the team to consider a center-running bus lane along El Cajon Blvd. The second speaker offered strong support of extending bus-bike lanes along El Cajon Blvd. and encouraged the City to consider other corridors like University Ave. for bus priority and bike infrastructure. This speaker also encouraged the City to consider transit priority along Fairmount Ave., protected bike infrastructure along Adams Ave. and Euclid Ave. and bike improvements along Monroe Ave. A third public speaker noted that the 215 bus lanes should be extended through entirety of route and signal priority should be added. They would also like to see safe and separated bike infrastructure on El Cajon Blvd. and protected bike facilities on Monroe Ave. and Adams Ave. In addition, the Plan should be more ambitious than the inclusion of bus-bike lanes. A fourth public speaker noted the need to make more north-south connections within the Mid-City Communities. They noted that Euclid Ave. should be

considered for Class II or IV bike lanes from El Cajon Blvd. to Home Ave. and that the 215 bus-only lane needs to be finished. They stated that bike lanes on Meade Ave. need to connect to Monroe Ave. which deserves to be a separated bike path. In addition, Adams Ave. needs to have a Class IV bike lane. The fifth public speaker noted that the bus-bike lanes on El Cajon are insufficient and do not provide sufficient protection for cyclists. A guided busway in the center of the road should be considered. In addition, the speaker advocated for more protected bike lanes on Adams Ave., and traffic signal priority on corridors like El Cajon Ave. and on the bus route 13 corridor. The final public speaker noted that the bikeways on El Cajon Blvd. and Adams Ave. need more protection.

Board members discussed the merits and safety implications of removing the pedestrian push buttons and including the pedestrian crossing indicator with the traffic signal. The Board also discussed the need for bike boxes to be incorporated into the Plan and for the Plan to acknowledge technology changes such as the ability for buses to detect pedestrians or cyclists in the future. Other comments focused on considering Euclid Ave. for a north-south bike corridor and improved bicycle facilities along Monroe Ave. and Adams Ave. One member noted support for transit only lanes on El Cajon Blvd. because Orange Ave, University Ave. and/ or Monroe Ave. may serve as parallel routes for cyclists. The Board also noted that shifting parking vs parking loss is a broader theme.

Item 6: Subcommittee Updates (Discussion/ Possible Action)

There were no updates on items 6.a. or 6.b. and no public comments on these items.

6.a. ATI Workplan Subcommittee Activities

6.b. Budget Subcommittee Activities

Item 7: Staff Updates

Sarah Pierce, Mobility Board Liaison, requested feedback from the Board on the organization of the Resources section on the Mobility Board webpage.

There were no public comments on this item.

Item 8: Updates from Members

Stephan Vance provided an overview of improvements to the San Diego River trail (in particular the west valley crossing) and inquired how DIF funds may be used for the project by the San Diego River Park Foundation.

Harry Bubbins noted that the La Jolla Light published an article about the City's Speed Management Plan. District 1 is excited to see that Plan come to fruition.

There were no public comments on this item.

Item 8: Schedule for Future Meetings

Tentative agenda items for the April meeting include a presentation on the Bicycle Master Plan Update draft network and an overview of the Flexible Fleets Grants program being administered by SANDAG.

There were no public comments on this item.

Board members reiterated support for a presentation from the Port of San Diego and a bike-share program.

Future Meeting Dates:

- April 1, 2026
 - May 6, 2026
- June 3, 2026
July 1, 2026

Item 9: Adjournment

Chair Reeves adjourned the meeting at 5:45 pm. The next Mobility Board meeting is scheduled for April 1, 2026.



April 1, 2026

Mayor's Office, Planning Department
202 C Street
San Diego, CA 92101

Subject: Prioritize Bringing Bikeshare to San Diego

Dear Mayor Todd Gloria and Planning Department,

The City of San Diego Mobility Board urges the City of San Diego to take a leading role in establishing a regional, docked e-bike share network across San Diego County. As the cultural, economic, and population center of the region, the City's participation would send a clear signal to neighboring jurisdictions that coordinated action on this initiative is a priority.

San Diego is one of the largest metropolitan regions in the United States without a modern, integrated bike share system. A regional, docked e-bike share network is an affordable, economically beneficial investment in mobility, workforce access, and regional competitiveness. It directly advances the City's Vision Zero goals, Climate Action Plan, mode shift targets, and first-mile/last-mile connectivity objectives, while supporting communities of concern where rates of car ownership are lower.

Why the City Should Lead

A fragmented, city-by-city approach increases costs and reduces usability. Regional collaboration under a unified model strengthens the region's negotiating position for funding and reduces duplication of efforts. The City of San Diego's early commitment to this would:

- Anchor the regional coalition and encourage other jurisdictions to participate;
- Establish a single coordinated procurement and contracting process;
- Create one interoperable system across participating jurisdictions; and
- Strengthen the region's competitive position for state and federal grant funding.

Funding Opportunities and City Actions

Successful e-bike share systems require public investment, as no form of transportation is self-sustaining without subsidy. However, the economic return, including increased sales tax revenue, reduced traffic congestion, and greater spending at local businesses, is well-documented.

We support a regional alliance to pursue a diversified funding model, including, but not limited to:

1. Corporate Title Sponsorship: Multi-year agreement with a major brand (e.g. CitBike, BikeTown, Bike Share Toronto + Tangerine).
2. Advertising Revenue at Stations - Subject to jurisdictional advertising regulations.
3. Public-Private Partnership: Infrastructure developer and investor(s).
4. Grant(s): Active Transportation Program (ATP), Clean Mobility Options (CMO), Congestion Mitigation and Air Quality Improvement (CMAQ) etc.



5. Operator Financing: Direct capital participation from the selected vendor.
6. Employer & University Subsidies: Bulk membership pricing and distribution to promote better commuting, traffic, and parking outcomes.
7. Strategic, Dedicated Public Funding: Strategic local investment aligned with mobility goals, especially in Communities of Concern.

Equity, Safety, and Climate Alignment

Transportation is the largest contributor to greenhouse gas emissions in San Diego County. A regional docked e-bike share system directly supports the City's adopted Climate Action Plan and mode shift commitments. We also recommend the program include:

- Equitable station siting in Communities of Concern, where mobility options are most needed;
- Affordable pricing programs, with additional subsidies for CalFresh recipients and other qualifying individuals;
- Safety education through League Certified Instructors and community outreach with trusted local partners; and
- Low- or no-cost helmet distribution through employers, universities, and other partners.

San Diego has the climate, density, transit infrastructure, and institutional partners to support a successful regional docked e-bike share system.

The Mobility Board respectfully urges the City Council and Mayor to:

- pursue ATP Cycle 8 and other available grant funding,
- reform [SMDC 83.0308](#), specifically waiving operator permit fees, removing overly restrictive geofencing requirements, and loosening parking restrictions in key areas (including schools, hospitals, and transit spots),

and take the steps necessary to ensure San Diego leads this regional effort.

The time to act is now.

Anar Salayev

Active Transportation, Infrastructure, Vision Zero Subcommittee Chair
City of San Diego Mobility Board



April 1, 2026

Mayor's Office, Planning Department
202 C Street
San Diego, CA 92101

Subject: Concerns with omitting safe bicycle infrastructure on Governor Drive

Dear Mayor Todd Gloria and Planning Department,

We are writing to express concern about the status of the planned buffered Class II bike lanes on Governor Drive west of Genesee Avenue, which were included in the updated University Community Plan and expected to be implemented following the Pure Water project. Many in the community understood that this project had both support and funding identified.

The recent communication from the Mayor's office indicating the project is on hold for "budget reasons," followed by statements that it was not yet budgeted, raises serious concerns about transparency and commitment.

Governor Drive is a heavily traveled corridor, often used as a bypass when Interstate 805, California State Route 52, and Interstate 5 are congested. Traffic is fast and aggressive at nearly all hours, despite the presence of schools, parks, athletic fields, and a community pool. If the City is delaying or stepping back from a project that would reduce vehicle miles traveled, it must take meaningful action to significantly slow traffic in the interim.

The segment of Governor Dr. East of Genesee, serves a school, a large community park, a ball field, and a fast growing 55+ residential community near Gullstrand Street. It is also a critical connection for students biking between neighborhoods and destinations such as University City High School and University of California San Diego, as well as for adults commuting to work and accessing daily needs.

There is no bus service along this portion of Governor Drive, increasing reliance on biking and walking. What was originally built as a complete Class II bike lane corridor has been degraded over time, with segments disappearing to accommodate left-turn lanes. The result is an environment that is now incredibly unsafe.

Two people have already been hit and killed in this part of Governor Drive.

This corridor presents a clear opportunity to uphold the City's Complete Streets Policy, advance Vision Zero goals, and meet Climate Action Plan commitments.

We ask the Mayor and Councilmember Kent Lee to recommit to these goals and take immediate action to make all of Governor Drive safer for all road users.

Anar Salayev
Active Transportation, Infrastructure, Vision Zero Subcommittee Chair
City of San Diego Mobility Board