



January 7, 2026

Honorable Mayor Todd Gloria
& Honorable City Council Members
202 C Street
San Diego, CA 92101

Subject: FY 2027 Draft Budget – San Diego Mobility Board Priorities

Dear Mayor Gloria and City Council Members,

On behalf of the City of San Diego Mobility Board and in furtherance of its mission to provide guidance and advice to City of San Diego decision makers on policies and issues related to the City's transportation network, I respectfully submit this letter. In reviewing, you will find the Mobility Board's stated budget priorities for the coming 2026/2027 fiscal year, reflecting a well-rounded, city-wide list of policy priorities and CIP projects that will facilitate the ongoing achievement of the City's adopted priorities including Vision Zero, Climate Action Plan, equity, and accessibility goals.

The Mobility Board recognizes the current fiscal challenges the City is addressing and, as such, has limited this list of priorities to low-cost policy changes, low-cost planning efforts, projects with dedicated funding streams, and unfunded projects with critical life/safety implications.

Thank you, Mayor Gloria and honorable City Councilmembers, for your continued leadership in advancing access to safe, equitable, and sustainable transportation options throughout our city. The Mobility Board urges you to include the priorities stated below in the coming fiscal year budget as a down payment on current and future efforts that will greatly advance our city's connectivity and vitality in the years to come.

Previous Budget Priorities

The Mobility Board is encouraged that several priority mobility investments outlined in last year's budget letter ultimately were funded in the FY 2026 budget or have been included in the FY 2027 draft budget. It is essential that this body recognize and express appreciation for leadership that aligns with the guidance and priorities the Mobility Board has been charged by you to advance. The Mobility Board commends you for making the following high-impact investments in our City's safety and connectivity.

- Gompers Prep 47th Street Safety Enhancements (B23146; \$2,035,570)
- Street Lighting Project on Logan Avenue (B17050/17051)
- Market Street (47th to Euclid) Complete Street Project (\$11,689,018)
- Feasibility study for Park Blvd / Normal Street / El Cajon Blvd (the Fork) intersection (P26001; \$600,000)

These investments reflect meaningful progress toward Vision Zero goals, safe routes to school, and multimodal access for some of our most underserved communities.

Critical Safety Improvements

While the progress the City has made by funding the Mobility Board’s stated priorities listed above is laudable, several urgent safety priorities remain unfunded. The Mobility Board respectfully urges you to consider including the following critical safety projects in the coming fiscal year’s budget.

1. Fund Improvements Addressing the 6 Most Dangerous Corridors (\$1.725M)

These corridors fall within SANDAG’s Regional Safety Focus Network and are known to be the most dangerous in the city. They are also essential walking routes to school:

- Garnet Avenue (Mission Blvd to Balboa Ave) – District 1
- Broadway (North Harbor to 21st Street) – District 3
- Market Street (2nd to 26th) – Districts 3 and 8
- Palm Avenue (Georgia St to Manning Way) – District 8
- El Cajon Boulevard (48th to Dawson) – District 9
- University Avenue (35th to 48th) – District 9

Each of these corridors should receive cost-effective and proven countermeasures, such as Rectangular Rapid Flashing Beacons (RRFB), curb extensions, crosswalk striping, and prohibiting right turns on red where viable.

2. Complete Safety Improvements at the “Fatal 15” Intersections

Some of the most dangerous intersections in San Diego, known as the “Fatal 15,” remain glaring threats to life and safety despite previous years’ commitments to funding improvements at all fifteen locations. Intersections such as W. Point Loma Boulevard and Nimitz Boulevard, University Avenue and Cherokee Avenue, and Federal Boulevard and Euclid Avenue remain unfixed. These locations must receive high-visibility striping, countdown and audible signals, and where needed, traffic calming strategies to address recurring fatal crashes.

3. Implement AB43 School Zone Speed Reductions (\$150K)

Assembly Bill 43 empowers cities to reduce school zone speed limits to 15 to 25 miles per hour to preserve safety in these critically important spaces for children. With speeding still a top factor in pedestrian deaths, this low-cost strategy would immediately improve safety for children and families walking to and from schools.

4. Continue Investing in Daylighting

Assembly Bill 413 makes it illegal for vehicles to park 20 feet from a crosswalk. The City of San Diego must continue to prioritize marking these no-parking zones and enforcing them. This low-cost measure improves visibility at intersections for pedestrians and vehicles alike, reducing collisions and helping to advance the City's Vision Zero goals.

Policy and Planning Efforts

The remaining items the Mobility Board has identified for prioritization in the coming fiscal year's budget are largely policy changes and low-cost planning efforts meant to provide the City with a strong foundation upon which to build future advancements in safety and mobility in future, more abundant fiscal times.

5. Position the City to Receive Streetcar Planning

Streetcars are extremely effective at connecting communities and commuters to the transit network, helping to bridge a gap impeding greater transit adoption. To pull the streetcar project in the SANDAG Regional Plan forward from 2050 to 2035 and better align with neighborhood growth, \$500,000 is needed to perform initial planning for the project. This concept has been endorsed by all affected Community Planning Groups, Councilmember Whitburn and Mayor Gloria. Funding this initial planning effort would accelerate a visionary project to reduce traffic congestion and contribute to reduced greenhouse gas emissions in the City's urban neighborhoods while bringing demand for parking in Balboa Park into equilibrium with parking supply.

6. Add Traffic Enforcement Officers for Bikeway & Moving Violations

Illegal parking and driving in protected bikeways undermine the protective nature of these investments, while speeding and disregarding traffic lights, stop signs, transit-only lanes and pedestrian crossings is a rampant problem in our urban communities. These violations drastically compromise safety, and undercut the City's investment in these interventions. The addition of just two additional officers dedicated to enforcement of these issues in the urban core would have a significant deterrent effect. Likewise, in the absence of additional investment in human resources, the addition of speed cameras in specific corridors, limited in scope to traffic violations, would offer similar deterrence at a reduced overall cost to the City.

7. Invest In Flexible Fleets Planning and Pilots

San Diegans, especially in underserved communities, deserve and rely on dependable mobility services. Faster transit can be achieved with investments in transit-only lanes and corridors, but communities still need access to these corridors to make them effective. Flexible Fleet projects identified in SANDAG's Regional Plan serve as critical connection points to traditional transit, and encourage mode shift away from single occupancy vehicles. This advances the City's equity and accessibility goals, as well as Climate Action Plan and Vision Zero goals, not to mention facilitating economic development in underserved communities. The Mobility Board urges the City to find ways to bring flexible fleet services back to San Diego communities through public/private partnerships, state and philanthropic funding, and creative partnerships. Bikeshare, scootershare and NEV programs can and have succeeded in San Diego in the past and will again given the proper policy approach and creative alignments. As a first, low-cost step, the Mobility Board encourages the City to issue a Request For Proposals for the provision of these services, including concepts for how to fund and sustain them long term.

8. AB 289 State Highway Work Zone Speed Safety Program

The City should take advantage of State of California policies by providing modest funding for staff coordination, data analysis, and interagency engagement to pursue San Diego's inclusion in the AB 289 State Highway Work Zone Speed Safety Program¹ administered by Caltrans. This effort would support the deployment of automated speed safety systems in active state highway work zones within San Diego to reduce speeding, improve road safety, and protect construction and maintenance workers.

9. Support Off-Cycle Resurfacing to Close Bikeway Gaps

The City has invested millions of dollars in modernizing the bikeway network to improve safety and mobility for our communities. However, these investments will only start to pay dividends by encouraging mode shift once the bikeway network is more comprehensive. Each year more dedicated bicycle infrastructure is built, and the Mobility Board recognizes and applauds this achievement, yet significant gaps in the network remain, and in some cases materialize due to construction in the right of way. To more quickly address this incomplete network, and make good on past investments, the City must prioritize low-cost, quick-build bike network connectivity by enabling full-build bikeways during repaving. This includes prioritizing this work outside of normal resurfacing cycles.

¹ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB289

10. Prioritize Parking Revenue for Mobility and Access

The City has made significant changes to parking policy in the last year and will very likely realize significant revenue generation as a result. While addressing the backlog of deferred maintenance of City infrastructure is a worthy effort, this work has and should be funded by the City's tax revenue, not the fees paid by parkers. The Mobility Board urges the City to invest this newly augmented stream of revenue into projects that improve the parking ecosystem and mobility of the communities where the revenue is generated, and for which there is a more demonstrable nexus to parking fees. Putting parking revenue to work by funding innovative solutions both facilitates the achievement of many of the City's stated policy priorities, and allows the communities most impacted by parking challenges to recognize where these fees are being invested to improve the experience.

11. Residential Parking Permit Program

San Diego benefits immeasurably from our City of Villages layout, however, this hub and spoke model creates uneven parking and access impacts for certain communities. The Mobility Board encourages the City to allocate staff time and modest planning funds to evaluate the feasibility of a low-cost residential parking permit program in high-demand neighborhoods. The effort should assess impacts on parking availability, equity, enforcement, and revenue generation, and draw on proven residential permit models used in major California cities including San Francisco, Los Angeles, and Berkeley. This effort will not only improve curb management and facilitate better access for residents, but could create a revenue stream to invest in further transportation safety and mobility improvements.

District-Specific Priorities

In addition to the above list of critical safety improvements and policy and planning priorities, the Mobility Board continues to believe in the value of calling out specific capital improvement projects that, given available resources, should be prioritized for funding in the coming fiscal year. Attached to this letter is a list of such projects by Council District provided by district representatives and community groups.

The Mobility Board sincerely appreciates and applauds the City for the continued progress on mobility priorities as reflected in the FY 2026 investments. However, with traffic deaths still rising and Vision Zero goals looming, urgent safety priorities must be addressed in the FY 2027 budget. Further, in lean fiscal times, it is essential that modest investments be made through

policy and planning efforts to position the City to quickly, effectively, and efficiently implement projects that further the City's stated goals when funding becomes available. With that in mind, the Mobility Board strongly urges you, our elected city leaders, to continue acting boldly in lean times as well as abundant times, to make San Diego safer, more connected, and more accessible for all San Diegans.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Daniel Reeves', with a long horizontal flourish extending to the right.

Daniel Reeves
Chair
City of San Diego Mobility Board

cc: Charles Modica, Independent Budget Analyst
Chida Warren, Director, Office of Boards and Commissions

ATTACHMENT 1

District-Specific Priorities

District 1

- Traffic calming at Beryl Street & Lamont Street
- Improve pedestrian/bicycle access on Garnet Avenue west of Ingraham Street
- Fund PB Pathways Phase 3
- Neptune Place – Repave entire street at Windansea
- La Jolla Shores Drive – Install 3 roundabouts
- Fay Avenue Bike Path – Resurface areas, including Via del Norte
- Pedestrian safety improvements (crosswalks, signals, stop signs, upgrades throughout La Jolla)
 - Crosswalks for sidewalk on west side of La Jolla Shores Drive
 - Pedestrian crosswalk at El Paseo Grande and Camino del Oro triangle
 - Install stop signs at all corners from La Jolla Shores Drive west to the ocean
 - Install a pedestrian-activated signal at La Jolla Shores Drive and Vallecitos
 - Add and upgrade pedestrian signals on La Jolla Boulevard between Palomar Avenue and Colima Street
- Conduct comprehensive traffic study for “The Throat” at La Jolla Parkway and Torrey Pines Road
- Widen and rebuild sidewalk in Scripps Park adjacent to Coast Boulevard
- Install automated traffic enforcement systems throughout La Jolla
- Improve the Rose Creek Bike Path from Mission Bay to Mission Bay Drive

District 2

- Fund Robb Field Gateway Path (B19212)
- Install roundabout at Voltaire Street & Poinsettia Drive
- Build Class IV bikeway on W. Point Loma Boulevard
- Improve connection between PB & Balboa Trolley Station

District 3

- Redesign the El Cajon Boulevard/Park Boulevard/Normal Street “fork” following completion of the feasibility study
- Improve Golf Course Drive design for bike safety (S15040)

- Connect Downtown Mobility Network to Embarcadero via J Street
- Implement targeted pedestrian safety improvements on the Polk Avenue Corridor in North Park between 30th Street and Idaho Street
- Implement the following safety improvements on Fort Stockton Drive, Presidio Drive, Juan Street, Sunset Street, Jackson Street, and Henry Street:
 - Reduce speed limit to 15 miles per hour
 - Re-stripe
 - Add speed humps on wider roads and at uncontrolled intersections

District 4

- Repave Logan Avenue/Encina Drive
- Fund new sidewalks on Groveland Drive
- Add signalized crossing on Euclid Avenue between Naranja Street & Imperial Avenue
- Complete pre-design for Chollas Skatepark near Gompers Park
- Add protected bikeways on Federal Blvd (47th Street to Euclid Avenue)

District 5

- Fund bicycle improvements on Pomerado Road
- Collaborate more closely with City of Poway

District 6

- Fund Governor Drive improvement (B22105)
- Add bicycle lanes to Nobel Drove (Lebon Drive to Interstate 5), and Regents Road (Berino Court to Arriba Street)
- Restore Class II bike lanes on Camino Santa Fe, Eastgate Mall, and Governor Drive (East of Genesee)

District 7

- Fund CIP project: P18007 for Alvarado Canyon Road Realignment - Allied Gardens/Grantville
- Fund CIP project: S15019 and B18104 for the Continental Crosswalk on Mission Gorge Road/Mission Gorge Place - Allied Gardens/Grantville
- Fund CIP project: S24004 for West Valley River Crossing - Mission Valley
- Fund CIP project: B23030 for Updated crosswalk signals Linda Vista Road/Comstock Street - Linda Vista

District 8

- (No items provided)

District 9

- Extend the dedicated bus-only lanes on El Cajon Boulevard from Fairmount Avenue to San Diego State University
- Add pedestrian improvements at Euclid Avenue and Monroe Avenue
- Fund RRFB at 45th Street & Landis Street (#12512)
- Install stop signs at 49th Street & Orange Avenue (near Ibarra Elementary School.)
- Fund Home Avenue Pedestrian Safety Study
- Fund streetlights near Interstate 805/Interstate 15 at the Home Avenue exit
- Activate Transit Plaza Kiosk Stations
- Repave El Cajon Boulevard