



Heidi Vonblum
Director
City Planning Department
202 C Street
San Diego, CA 92101

Subject: Feedback on the Bicycle Master Plan Update

Dear Director Vonblum,

We are writing to provide feedback on the City's Draft Bike Master Plan Update. As the plan is finalized, we urge the Department to adopt the feedback below to ensure that the final adopted plan sets a bold vision for safe mobility in San Diego.

1. The City must treat this plan as a vision for cycling in San Diego.

This plan is an opportunity for the City of San Diego to update its bike master plan to reflect our mobility, climate, and equity goals. This plan should be treated as a statement of the City's vision for cyclists. It should reflect the city's commitment to ensuring cyclists can ride safely and making the infrastructure investments necessary to achieve our modeshift goals.

2. This updated plan must remain consistent with the City's stated "Class IV First" approach.

The initial draft of the bike network proposed under this plan had substantially more Class IV bikeways than the current draft published for community feedback.¹ The initial draft identified appropriate facilities according to NACTO guidance. After staff review, the majority of Class IV facilities were stripped out. This change runs counter to both NACTO guidance and the City's own "Class IV First" approach.

Class IV Bikeways are for the exclusive use of micromobility users, such as bicyclists, and include physical vertical separation from traffic. Class IV bikeways allow cyclists to enjoy the safety of a separated lane, with the efficiency of on-road travel. The City acknowledges that Class IV bikeways provide a safer experience for cyclists, even committing to a "Class IV First" approach as it implements bike networks. Moving away from this commitment as the City crafts its updated bike master plan is a significant step back in making San Diego a safe and easy place to bike, and runs counter to the City's own stated approach.

¹ City of San Diego Planning Department, Bicycle Master Plan Update Mobility Board, (April 1 2026), available at https://www.sandiego.gov/sites/default/files/2026-04/item4-bike-master-plan_4.1.26.pdf, last visited April 22, 2026.

A Class IV first approach must mean doing all we can to ensure the safe facilities are built. This means taking a hard look at how to make Class IV facilities work, even if it comes at a cost to existing street parking or travel lanes for motor vehicles.

3. Apply objective standards when selecting facility type.

When presenting the draft network, City staff identified a number of reasons for deviating from the ideal bikeway facility type as determined by NACTO's Urban Bikeway Design Guide. These reasons included curb width, emergency vehicle access, driveway density, and potential parking impacts. While some of these considerations can be applied consistently based on existing data, others cannot, including parking considerations. The final plan should either find a way to objectively measure and do a cost benefit analysis of the parking impact of each bikeway, or ignore parking concerns altogether to create a plan that is not influenced by bias or public perceptions around parking availability.

Any instance where a Class III bikeway is proposed, particularly on corridors that would otherwise call for greater protection based on traffic volume, posted speeds, or a history of crashes resulting in injury or death, must include a documented explanation justifying the downgrade. This requirement creates accountability and ensures that deviations from higher-protection standards reflect genuine constraints, not convenience or political pressure.

Additionally, the placement of Class II and Class III bikeways must as a rule avoid placing cyclists within door zones of parked vehicles. The Bike Master Plan should establish this as a baseline design requirement, not an afterthought, and the street design manual update should reflect this standard explicitly.

4. Without an updated street design manual, this is not a realistic plan.

The City has been in the process of finalizing an updated street design manual for over one year. Without an updated street design manual, a new bike master plan cannot be taken seriously as is. Guidance in the street design manual underpins determinations on the types of facilities the City plans for. Without this updated guidance, the City cannot justifiably determine which facilities are appropriate where.

5. A good plan is crafted to be implemented.

Too often, good City plans remain as plans. To give this planned network the best chance of being realized, the final plan should prioritize each of the planned bikeway facilities based on a quantitative score. Appendix A of the Mobility Master Plan provides a prioritization methodology that should serve as a model for this update.² The scoring methodology should heavily weight

² City of San Diego, Mobility Master Plan, (April 2025) [Final-mmp_april-2025-w-app_3.pdf](#), last visited April 22, 2026.



safety, mobility, sustainability, and connectivity. Facilities in locations that have seen crashes resulting in fatalities or serious injuries should be prioritized.

The plan should also propose projects to be funded annually according to the prioritization. While City budgets can be difficult to predict, transportation funding is distinct and largely flows down from federal and state governments via formula. As such, funding available to be expended on transportation infrastructure is generally predictable. Therefore, this plan should include an estimated amount available to be expended on bike infrastructure for the following ten years and prescribe projects that the city anticipates initiating using this estimated funding. The plan should also identify discretionary sources of funding that will be sought to fund additional projects.

6. Suggested network improvements.

The current draft network downgrades or completely omits bikeways included in SANDAG's 2025 Regional Plan and Bike Plan Early Action Program. These bikeways should be included in the plan, and at a class that is appropriate for the assigned roadway. Alignment with existing transportation plans is vital for continuity of the network, and consistency in facilities between jurisdictions. Some of the SANDAG projects not reflected in the draft network include Pacific Beach Bikeway, Pacific Beach to East Mission Bay, and the Balboa Transit Center Connector Bikeway. A full list can be found in Appendix A.

Additionally, the current draft network fails to connect communities to each other, resulting in isolated segments of separated facilities that do not create a cohesive bicycle network. Each neighborhood should have at least one separated facility (Class I or IV) connecting it to each neighboring community.

Further, The current draft network contains many Class IV or Class I bikeways that strand cyclists on their trip. This plan should avoid creating Class IV or Class I facilities that immediately convert into Class III facilities at one or both ends. This plan should outline a bike network that is comfortable for all ages and abilities, and stranding cyclists runs counter to that goal.

We have compiled a list of concerns that should be addressed in the final proposal (Appendix B). These have come from district representatives on the mobility board as well as residents across the City of San Diego.

7. Without the staff to design the proposed facilities, this plan will never be implemented.

Finally, the Mayor's draft FY 2027 City budget proposed eliminating the city engineers responsible for planning and designing bike infrastructure. Without adequate staff resources dedicated to planning and designing the network proposed in this plan, it will never become a



reality. If the City intends to finalize this plan update, it must maintain the staff required to implement it.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel Reeves", is written over a light blue horizontal line.

Daniel Reeves
 Chair
 City of San Diego Mobility Board

Cc:
 Chida Warren, Director, Office of Boards and Commissions
 Naomi Chavez, Interim Director, Transportation Department

Appendix A

Districts	Project Name
1	Ocean Beach to Mission Bay
1	Pacific Beach to East Mission bay
1	Pacific Beach Bikeway
1	North Mission Bay Drive to Rose Creek Bike Path
1	Coastal Rail Trail San Diego - Mission Bay (Clairemont to Tecolote)
1	Central Coast Corridor: Pacific Beach to La Jolla
1	Gilman Connector
1	Central Coast Corridor: La Jolla to Del Mar
1, 2	Balboa Transit Center Connector Bikeway
1, 2	Midway to Pacific Beach Bikeway
2	Rosecrans Bikeway
2	Midway to Sunset Cliffs
2	Kearny Mesa to Beaches Corridor - Clairemont Drive to Genesee Avenue
2	Kearny Mesa to Beaches Corridor - Genesee Avenue to Linda Vista Road
3	Downtown Mobility Plan Phase 2
3	Downtown to Southeast

3, 8	Golden Hill to Bayshore Bikeway
3, 8	Golden Hill to Logan Heights
3, 8, 9	Market Street Bikeway
4	South Bay to Southeastern San Diego
4	Valencia Bikeway
4	Lemon Grove to Imperial Bikeway
4, 8	Encanto to Barrio Logan Bikeway
5	Pomerado Bikeway
6	Mira Mesa Neighborhood Bikeway
7, 9	San Carlos to College and Grantville Bikeway
9	Rolando to Grossmont/La Mesa

Appendix B

District One

- **La Jolla Shores Drive** would benefit from a Class II or Class IV rather than a Class III.
- **East Mission Bay Drive** should be upgraded to a protected facility. Drivers use the road to bypass heavy traffic on I-5, exceeding speed limits and creating an unsafe environment for cyclists.
- The proposed Class IV on **Mission Boulevard** should extend through Mission Beach. This is especially important considering certain classes of bicycles can no longer be used on the boardwalk.
- **Pacific Beach** should have at least one East to West protected bikeway that connects to the Balboa Avenue trolley stop.
- **Loring Street** should have a protected facility connecting to the Foothill Blvd and La Jolla Blvd facilities.
- **Ingraham Street** from Foothill Blvd to Crown Point Dr. should be upgraded to a protected facility. This is a high-use through street frequented by drivers heading to the freeway.

District Two

- **Shelter Island Drive** sees a high volume of cars and recreational bike use by both locals and tourists. It should include a separated facility.
- The Class III gap on **Canon St** between Evergreen St and Valemont St should be upgraded to a Class I.
- **Catalina Boulevard** should be upgraded to a Class IV as it sees high volume of bike and high-speed car traffic.
- **Chatsworth Blvd** sees high volume and is a key connector. It should be upgraded. At minimum, the Class III segments should be upgraded to Class IV.
- The gap on **West Point Loma Blvd** at Sunset Cliffs Blvd should be remedied.

- The gap on **Taylor Street** between Presidio Drive and Pacific Highway should be remedied.

District Three

- **Broadway** through downtown is currently marked as a Class III. This facility should be upgraded to a Class IV. Additionally, there has been conversation about turning a lane on Broadway to a dedicated transit lane. This plan should reflect that priority.
- The **Market Street** bike lane is projected to end at 19th street. It should extend to connect to planned and existing cycle tracks to ensure continuity of protected East-West connections throughout downtown.
- **30th Street**, between Ash and Market Streets, should include a bike facility. At minimum the uphill segment should be upgraded.
- The proposed Class IV on **University Avenue** should extend to Boundary St.
- **Harbor Island Drive** sees a high volume of cars and recreational bike use by both locals and tourists. It should include a separated facility.
- **Presidio Dr and Jackson St** are major routes that are too narrow for cars to pass cyclists safely. The proposed Class III should be upgraded to a separated facility.
- The Class IV path on **Laurel St** from Harbor Dr to Union St should be continuous, without any gaps.

District Four

- **Reo Dr** should have one continuous Class II facility.
- The **Munda Rd** facility should be upgraded to Class IV.
- **Potomac St** should be upgraded to a Class II, in line with the existing facility.
- **Briarwood Rd** between Alta View Dr and Paradise Valley Rd should have consistent separated facilities.
- The gap in the Class II facility along **Skyline Dr** between Valencia Parkway and S 58th St should be addressed.
- **Logan Ave** from S 43rd St continuing onto **Olvera Ave** to Bonita Dr should be a continuous Class IV facility. This is the only continuous East-West route that does not intersect with freeway traffic and is on the SANDAG safety focus network.
- **Euclid Ave** from Imperial Ave to Federal Blvd should be upgraded to a Class IV, in line with SANDAG's Safety Focus Network.
- The gap in the Class II facility on **Jamacha Rd** between Beacon Dr and Joana Dr should be addressed
- **36th St** should be upgraded to a Class IV.

District Five

- **Bernardo Center Drive** between Camino del Norte and Duenda Road should be upgraded to a Class IV facility.

- **W Bernardo Drive** from between Bernardo Center Road and Rancho Bernardo Road should be upgraded to a Class IV facility to match conditions north of Rancho Bernardo Road.
- **Salmon River Road** between Calle de las Rosas and the 56 Bike Path should have a class II facility going uphill. This is a location where a cyclist was killed after being hit from behind.

District Six

- The facility on **Lusk Boulevard** between Vista Sorrento Parkway and Mira Mesa Boulevard should be upgraded to a Class IV.
- **Mercy Road** from Black Mountain Road and the 15 Freeway should be upgraded to a Class IV to match the condition east of the 15 Freeway.

District Seven

- The facility on **College Avenue** between Del Cerro Boulevard and Montezuma Road should be upgraded to a Class IV. (D7 and D9)
- **Camino Del Rio N** between Fairmount to Rancho Mission Road should be a continuous Class IV facility. This would ensure that SDSU students have a complete safe path between campus and Snapdragon

District Eight

- The **Palm Avenue** facility should be a continuous Class IV bikeway. The Class II facility between Hollister and the 805 should be upgraded.
- The planned Class III facility along **Chicano Park Boulevard** (formerly Cesar Chavez Parkway) should be upgraded to a Class II. This would provide a continuous Class II connection from 25th Street to the Bayshore Bikeway.
- The Class IV facility on **Dairy Mart Rd** should extend between Camino de la Plaza and W San Ysidro Blvd.
- The **J St** cycle track should extend to Sherman Elementary.
- The Class II facility on **S 32nd** Street should extend to Harbor Dr.

District Nine

- The facility on **College Avenue** between Del Cerro Boulevard and Montezuma Road should be upgraded. (D7 and D9)
- The **Adams Avenue** facility should be upgraded to a Class IV. It is an important thoroughfare and is wide enough to accommodate an upgraded facility.
- The facility on **El Cajon** should be upgraded. At minimum beginning where the Class II facility on Meade Ave ends heading east.