



MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, September 2, 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): +1 6692545252,, 1619281857#

US (Spanish): +1 6692161590,, 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

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Item 1: Call to Order. Roll Call

Item 2: Approval of Meeting Minutes (Action)

Approval of the August 5, 2026 meeting minutes (Attachment 1).

Item 3: Non-Agenda Public Comment

Item 4: Rules Committee Parking Item (Information)

Staff from Council District 7 will provide information on the *Ordinance to Preserve Free Parking at City-Owned Parking Lots That Provide Access to City Beaches and Mission Bay* which was presented to the Rules Committee on August 26, 2026.

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

The City Planning Department will present an overview of the first draft of the Mid-City Communities Plan and seek Mobility Board feedback on the proposed land use plan, mobility network, and key policies, which were developed through extensive public engagement and technical analysis.

Item 6: Subcommittee Updates (Discussion/ Possible Action)

6.a. ATI Workplan Subcommittee Activities

The ATI Workplan Subcommittee will share a draft letter which outlines recommended changes to be considered for the final Mid-City Communities Plan Update (Attachment 2).

6.b. Budget Subcommittee Activities

There are no Budget Subcommittee updates 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

- October 7, 2026
- November 4, 2026
- December 2, 2026
- January 6, 2027

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 October 7, 2026.

The City of
SAN DIEGO
MOBILITY BOARD

Meeting Minutes

Wednesday, August 5, 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 Reeves called the meeting to order at 4:02 p.m.

Mobility Board Member	Seat	Attendance
Vacant	Mayoral	No
Daniel Reeves	Mayoral	Yes
Michael Donovan	Mayoral	No
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 board member appeared remotely.

Item 2: Approval of the Meeting Minutes (Action)

Chair Reeves asked the Mobility Board to review and approve the minutes from its May 6, 2026 meeting.

There were no public comments on this item.

Action: Upon a motion by Steve Gelb and a second by Dr. Lima Saft, the Mobility Board voted to approve the May 6, 2026 meeting minutes with all members in attendance voting “yes” to approve the meeting minutes.

Item 3: Non-Agenda Public Comment

Two non-agenda public comments were made. One virtual participant made a follow-up comment on the Port of San Diego’s ban on electric bikes which forces bikes onto Harbor Drive. Cones that were in place to provide some protection to cyclists have been removed.

A second non-agenda public comment was submitted via the online portal. The commenter noted frustration at cars parking in the middle of the road along Clairemont Drive. He noted that some nearby streets allow cars to park along the curb while others have cars parking in the middle of the road creating a zig-zag effect.

Item 4: SDSU Master of City Planning and BikeSD Presents: The State of the Bike Network Report (Information)

Madison Cranford, SDSU City Planning alumni presented information on the State of the Ride Report on behalf of research partners Jong Houn Gang and Jack Noble. The purpose of the study was to evaluate the implementation of the City's bicycle network in comparison to the planned bike network and assess where gaps in the network remain and how the network functions. The report notes that while the network has many highly connected areas, many bike routes are uncomfortable for riders. In addition, the network includes many critical gaps which can impede access for cyclists. Network safety was also evaluated. Many collisions are concentrated on high stress corridors and it was concluded that bike infrastructure does not guarantee safety for riders. The team also performed a detailed evaluation of key corridors in the College Area, Mid- City/ City Heights, UTC, and Mira Mesa communities as well as along Pacific Coast Highway. Overall conclusions noted that the majority of the network is not low stress or protected and a recommendation was made that the City focus on building a continuous, low stress network that prioritizes high-impact corridors.

Three public commenters requested time to speak on this item. The first commenter noted that the current bicycle network offers good connectivity for more advanced riders but current state of the network likely isn't going to increase ridership. In the Kensington area there have been a number of improvements but its still hard to travel east on roads like El Cajon Blvd. The Orange Ave. bikeway may assist with east-west connectivity. Protected facilities on Adams Ave would help make the road safe for all road users.

A second commenter representing SD 350 noted that the Vision Zero Coalition uses mapping for fatal 15 and was wondering if the data from this report would be integrated with that platform.

A third commenter noted that this research should be expanded upon to also look at pedestrian connectivity since drivers become pedestrians when they exit their cars. It may make the research more relevant to people who do not ride a bike.

After public comment, board members responded to the item. Anar thanked Madison and the team for their research and noted that funding is being requested to continue this research with Dr. Bruce Appleyard. Another board member noted that Community Plan maps don't show what's actually implemented in some communities because some sections of Class II bike lanes have been removed. In addition, in certain parts of north county you can't have Class IV bikeway because of fire danger and access needs for evacuation and first responders. Another board member noted that studying the connectivity between bike lanes and transit routes is also very important. Madison noted that looking at first and last mile connections will be included as part of future research. Other board members expressed interest in looking at accident clusters and noted that this research may be used by the City when deciding where and when to repave streets. Finally, the Board noted interest in seeing the report's data overlaid with AB 43 data.

Item 5: Subcommittee Updates (Discussion/ Possible Action)

There were no subcommittee updates this month.

6.a. ATI Workplan Subcommittee Activities

6.b. Budget Subcommittee Activities

Item 6: Staff Updates

Philip Trom, Mobility Board Liaison, noted that the intersection feasibility study for El Cajon Blvd., Park Blvd., and Normal St is in it's final stages and will be released later this summer. Staff is connecting with the Council offices for updates on the improvements planned for Euclid and Monroe and the Crosswalk and Stop Sign policies.

There were no public comments on this item.

A Board member noted that a grand jury report called Shifting Gears was released earlier in 2026 and should be considered along with the data and information in the State of the Ride Report.

Item 7: Updates from Members

Board members noted that implementation of the Citywide Speed Management Plan was being noticed. Updates from District 1 included recognition that the Pacific Beach Planning Group approved closure of Ocean Blvd. to cars for weekends and a Safe Routes to School Report has been released from the San Diego Unified School District.

In addition, Board members noted that the Bike the Bay ride will take place on August 23rd. There is a new bike repair station at First Unitarian Universalist Church and a number of organizations are partnering with Council District 3 staff to host an Urbanist Townhall to discuss mobility issues on August 28th.

There were no public comments on this item.

Item 8: Schedule for Future Meetings

Future Meeting Dates:

- September 2, 2026
- October 7, 2026
- November 4, 2026
- December 2, 2026

Sarah Pierce, Mobility Board Liaison, provided an overview of tentative topics for the next two meetings including General Plan Updates, an introduction to the City's Slow Streets Work, and presentations on the Mid-City Communities Plan Update and an update the Bicycle Master Plan. Board members reiterated their desire to discuss e-bike restrictions with staff from the Port of San Diego. Board members also support a future presentation from Katie Crist on her recent research and from San Diego Airport staff to discuss airport access using alternative modes.

There were no public comments on this item.

Item 9: Adjournment

Chair Reeves adjourned the meeting at 5:03 pm. The next Mobility Board meeting is scheduled for September 2, 2026.



August 19, 2026

City Planning Department
202 C Street
San Diego, CA 92101

Subject: Draft Mid-City Communities Plan

Dear Planning Department Staff,

The City of San Diego Mobility Board appreciates the work that has gone into the Draft Mid-City Communities Plan and supports its overall direction toward a safer, more walkable, bikeable, and transit-oriented Mid-City.

The draft plans for substantial growth over the next 30 years, including capacity for approximately 42,000 additional homes and 89,000 additional residents. That growth creates an opportunity to improve access to housing, jobs, schools, parks, and transit. As Mid-City grows, it is especially important that the transportation network and other public infrastructure keep pace.

The City's adopted Mobility Master Plan provides an important implementation framework for this work. It is intended to connect community planning, project prioritization, funding, implementation, and performance monitoring into a coordinated citywide mobility program. The Mid-City Communities Plan should build directly on that framework by ensuring that the mobility projects needed to support substantial new housing growth are clearly identified, prioritized, funded, and incorporated into future Mobility Master Plan updates. The Mobility Master Plan itself describes community plans as a key source for the projects that will shape the future mobility network.

The Mobility Board recommends strengthening the final plan in the following areas:

1. Establish an all-ages-and-abilities standard for the bicycle network

The draft correctly identifies that bicycle demand is highest along El Cajon Boulevard, University Avenue, Euclid Avenue, and portions of Adams Avenue, while many of these same corridors experience high levels of traffic stress.

However, the plan's more specific urban design recommendations explicitly call for increased bicycle safety along El Cajon Boulevard without providing the same level of direction for University Avenue, Euclid Avenue, and Adams Avenue. If these corridors are recognized as places with both high bicycle demand and high traffic stress, the final plan should provide a consistent safety standard across the network.

The final plan should establish an all-ages-and-abilities, low-stress standard for the planned bicycle network and implement the City's existing "Class IV First" policy. The Mobility Master Plan specifically calls for implementation of community plan bicycle networks using a Class IV First approach. On high-volume and high-speed corridors, Class IV or equivalent physical protection should be the default, with lower-class facilities used only where traffic conditions can provide an all-ages-and-abilities environment.

This standard should also consider whether the network actually connects people to the places they need to go. Bike facilities should provide safe, continuous access to schools, jobs, commercial districts, parks, transit, and neighboring communities. A low-stress segment that ends before reaching a destination or forces someone onto a high-stress arterial does not provide meaningful mobility.

Recent local research reinforces this need:

- The [San Diego County Civil Grand Jury](#) identified safety and network connectivity as two of the most significant barriers to bicycle mobility and recommended prioritizing continuous facilities, closing network gaps, improving access to transit, and directing investments toward communities with the greatest need.
- The [SDSU State of the Ride](#) report similarly found that more than 30 percent of San Diego's bicycle network operates under high-stress conditions

A bicycle network should therefore be evaluated based on safety, comfort, connectivity, and access to destinations, rather than the number of miles designated on a map.

2. Create a ranked Mid-City mobility project list

The draft identifies a wide range of worthwhile improvements, including bikeways, traffic calming, safer crossings, transit priority, freeway crossings, and pedestrian improvements. What is missing is a clear framework for determining which projects should happen first.

Create a ranked Mid-City mobility project list using the City's existing Mobility Master Plan prioritization framework, supplemented where appropriate by collision risk, Bicycle Level of Traffic Stress, bicycle and pedestrian demand, transit ridership, equity, access to schools and parks, and network connectivity.

This approach is consistent with the Mobility Master Plan, which identifies pedestrian and bicycle collisions, severe and fatal collisions, equity indicators, and access for people of all ages and abilities as factors in identifying needs and prioritizing projects.

The resulting projects should be incorporated into future updates of the Mobility Master Plan. This would give the City, SANDAG, MTS, and community members a shared roadmap for directing limited funding toward projects with the greatest potential impact.

3. Make transit priority a network commitment

The draft recognizes that transit reliability is affected by congestion on El Cajon Boulevard, University Avenue, Euclid Avenue, and Fairmount Avenue. It supports transit priority measures and identifies opportunities for transit lanes, peak-period transit lanes, shared bus-bike lanes, and a potential center-running bus lane on El Cajon Boulevard.

Unfortunately, many of these recommendations are framed around studying, supporting, or coordinating future improvements.

The final Community Plan should implement the Mobility Master Plan's direction to provide transit priority in roadway corridors and at intersections by establishing El Cajon Boulevard and University Avenue as priority transit corridors, with specific commitments to transit signal priority, queue jumps, dedicated or peak-period transit lanes, and other measures necessary to improve travel times and reliability.

4. Make safety the top priority of a detailed implementation program

Implementation should begin with the projects that address the greatest safety risks.

The Mobility Master Plan states that safety is the City's paramount mobility concern and uses severe and fatal collisions as an explicit project evaluation criterion. The Grand Jury's *Shifting Gears* report also underscores the consequences of an incomplete and inconsistent bicycle network, including locations where facilities disappear precisely where riders encounter the greatest conflicts.

The final plan should use the implementation framework established by the Mobility Master Plan to identify priority, responsible agencies, estimated costs, potential funding sources, and near-, medium-, and long-term delivery timelines for Mid-City mobility projects. Projects addressing fatal and serious injury corridors, high-stress bicycle gaps, unsafe pedestrian crossings, and transit access should receive the highest priority.

The implementation matrix should identify:

Project | Safety Need | Priority | Estimated Cost | Responsible Agency | Potential Funding Source | Delivery Timeframe

This would make it easier to coordinate community plan priorities with resurfacing, the Capital Improvements Program, development impact fees, regional funding opportunities, and SANDAG and MTS investments. It would also support the Mobility Master Plan's stated goal of maintaining a comprehensive project inventory that can be used to plan, prioritize, and budget mobility investments.

5. Link infrastructure investment to planned growth

Mid-City is being planned to accommodate approximately 227,000 residents at buildout. The plan also identifies significant existing and future needs for parks and recreation, including a projected recreation goal of 22,700 value points compared with approximately 6,199 today. The final plan should clearly show how transportation, parks, recreation, libraries, public facilities, and other infrastructure will scale alongside new housing.

We recommend developing an infrastructure-growth framework that identifies what improvements are needed as Mid-City grows, when they should occur, and how they will be funded. This will help ensure that new homes are accompanied by safer streets, better transit, parks, and public facilities that improve quality of life for both current and future residents. The Draft Mid-City Communities Plan presents an important opportunity to shape one of San Diego's most transit-rich and diverse areas for the next generation. The Mobility Board supports the plan's emphasis on growth, multimodal transportation, and safer streets. The City's own plans, along with the recent Grand Jury and SDSU analyses of the bicycle network, point toward the same priorities: safety, connectivity, equitable investment, and a clear path from planning to construction.

Strengthening the plan's performance standards, project prioritization, transit commitments, and implementation strategy will help ensure that the vision described in the plan is reflected in the infrastructure that gets built.

Sincerely,

Anar Salayev
ATI Subcommittee Chair
City of San Diego Mobility Board