



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
Vice Chair
City of San Diego Mobility Board