

CITY OF SAN DIEGO
MOBILITY MASTER PLAN
APPENDICES

Discussion Draft
October 2023





APPENDICES

Appendix A Project Prioritization Criteria

A-1

Appendix B Focus Areas Project List

B-1

Appendix A

PROJECT PRIORITIZATION CRITERIA





The Mobility Master Plan establishes a robust methodology for prioritizing mobility projects in San Diego. The following is a full list of this comprehensive prioritization criteria and the methodology used to assign scores for each criterion. Since this Plan is a living document, as new mobility projects are identified they may be evaluated using this framework. This prioritization criteria may also be refined to adapt to and reflect evolving future conditions.

The maximum score a project could receive for each of these criteria is 10 points; the points a project received for each criterion were totaled together to create the project's composite prioritization score. Note, some criteria have multiple scoring metrics for the same criterion category.

SAFETY CRITERION A:

MOBILITY IMPORTANCE:

- » Does the project improve safety?

SCORING METRIC:

- » 10: Significantly/directly/high
- » 7: Moderately/medium
- » 3: Slightly/indirectly/low
- » 0: Does not

EXAMPLE SCORES:

- » 10: Class I and IV bicycle facilities
- » 7: Class II bicycle facilities
- » 3: Class III bicycle facilities

SAFETY CRITERION B:

MOBILITY IMPORTANCE:

- » How many severe and fatal collisions are in the project area?

SCORING METRIC:

- » 10: Highest normalized number of collisions per project type
- » 1-9: Low to moderate number of normalized collisions
- » 0: No collisions

EXAMPLE SCORES:

- » 10: 44 collisions for segment-based projects, 24 collisions for intersection-based projects
- » 1-9: Scaled and normalized collisions between zero and the maximum per project type
- » 0: No collisions

HEALTH/ACCESS CRITERION:

MOBILITY IMPORTANCE:

- » Does this project improve livability/health near crucial public infrastructure?

SCORING METRIC:

- » 10: There are three or more crucial public facilities (school, school bus stop, park, shopping center, bus stop, mass transit facility, retirement home, library, etc.) within half a mile of the project area.
- » 7: There are two crucial public facilities (school, school bus stop, park, shopping center, bus stop, mass transit facility, retirement home, library, etc.) within half a mile of the project area.
- » 3: There is one crucial public facility (school, school bus stop, park, shopping center, bus stop, mass transit facility, retirement home, library, etc.) within half a mile of the project area.
- » 0: There are no crucial public facilities (school, school bus stop, park, shopping center, bus stop, mass transit facility, retirement home, library, etc.) within half a mile of the project area.

SUSTAINABILITY CRITERION A:

MOBILITY IMPORTANCE:

- » Does the project advance the Climate Action Plan goal of the City achieving net zero greenhouse gas emissions by 2035?

SCORING METRIC:

- » 10: Advances walking or rolling and/or biking
- » 7: Advances the use of public transit
- » 3: Advances the use of micro-mobility devices, electric vehicles, zero emission vehicles
- » 0: Advances driving fuel combustion vehicles/does not promote mode shift

SUSTAINABILITY/MULTIMODAL CRITERION B:

MOBILITY IMPORTANCE:

- » Does the project reduce auto dependency and promote other modes of transportation?

SCORING METRIC:

- » 10: Yes, to a high degree
- » 5: Yes, to some degree
- » 0: Does not

EQUITY CRITERION A:

MOBILITY IMPORTANCE:

- » Does the project improve transportation access for people of all ages and abilities?

SCORING METRIC:

- » 10: The project is located in an area with a Climate Equity Index score of 0-19
- » 7: The project is located in an area with a Climate Equity Index score of 20-39
- » 3: The project is located in an area with a Climate Equity Index score of 40-59
- » 0: The project is located in an area with a Climate Equity Index score of 60+

Scoring Rationale: Low Climate Equity Index (CEI) scores indicate an area has low access to opportunity. Low CEI scores were given the most points when scoring for this criterion as these areas have higher access needs that mobility projects can help address. Conversely, areas with high CEI scores already have high access to opportunity and would benefit less from mobility projects compared to areas with low CEI scores.

EQUITY CRITERION B:

MOBILITY IMPORTANCE:

- » Does the project improve transportation access for people of all ages and abilities?

SCORING METRIC:

- » 10: CalEnviroScreen score 75+
- » 7: CalEnviroScreen score 50-74
- » 3: CalEnviroScreen score 25-49
- » 0: CalEnviroScreen score 0-24

Scoring rationale: A higher CalEnviroScreen score indicates the area is one that experiences a higher pollution burden and would benefit the most from mobility projects.

CONNECTIVITY/USER EXPERIENCE CRITERION:**MOBILITY IMPORTANCE:**

- » Does the project fill a gap in and/or enhance the transportation system?

SCORING METRIC:

- » 10: Fills a gap in the system with new infrastructure
- » 5: Facility already exists but the project enhances it
- » 0: Does not fill a gap or enhance the transportation system

LAND USE AND TRANSPORTATION CONNECTION/SUPPORT FUTURE GROWTH CRITERION:**MOBILITY IMPORTANCE:**

- » Is the project within a Sustainable Development Area (SDA)?¹

SCORING METRIC:

- » 10: Inside SDA (Mobility Zones 1-3)
- » 5: Inside SDA (Mobility Zone 4)
- » 0: Outside SDA

¹SDA means the area within a defined walking distance along a pedestrian path of travel from a major transit stop that is either existing or planned (if the major transit stop is included in a transportation improvement program or applicable regional transportation plan) as follows:

- Within Mobility Zones 1 and 3, the defined walking distance is 1.0 mile
- Within Mobility Zone 4, the defined walking distance is .75 mile. (City of San Diego Ordinance 21618)

COST EFFECTIVENESS CRITERION:**MOBILITY IMPORTANCE:**

- » What is the relationship between the benefits and costs of the project?

SCORING METRIC:

- » 10: Cost effectiveness range 29.1+
- » 7: Cost effectiveness range 12.1-29
- » 3: Cost effectiveness range 6.1-12
- » 0: Cost effectiveness range 0-6

Scoring rationale: The cost effectiveness range was calculated by dividing the cost of the project (cost estimate range: cost of the project factored down to a scale of 1-10) by the benefits (all other scores).

COST ESTIMATE RANGE:

- » 10: \$12,000,001+
- » 7: \$800,001-\$12,000,000
- » 3: \$100,001-\$800,000
- » 0: \$0-\$100,000

SCORING EXAMPLE:

- » Project cost estimate: \$190,000 → Cost estimate range: 3
- » Project benefit (score without cost effectiveness points): 60
- » 60 (project benefit score) / 3 (cost estimate range score) = 20
- » 20 → Cost effectiveness score 7

Appendix B

FOCUS AREAS

PROJECT LIST





The Mobility Master Plan compiles mobility projects from existing City plans and documents and creates a repository of those located in Mobility Master Plan Focus Areas. This mobility project inventory within the Mobility Master Plan Focus Areas is presented in the following pages and includes project name, description, type, potential cost estimate, and high-level ranking. These projects are sorted and presented in the following order: total score, then project type (alphabetized), and then project title (alphabetized).

Project ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
1	Market Street Improvements	This project will provide the following improvements along Market Street: A. Implement a road diet by reducing the roadway from a four-lane collector with center turn-lane to a two-lane collector street with center turn-lane in order to implement Class IV one-way cycle tracks between 19th Street & 32nd Street. B. Remove on-street parking in order to accommodate bicycle facilities (i.e., one-way cycle tracks) between 32nd Street & Boundary Street. C. Market St & 24th St intersection improvements: implement a road diet to reduce the roadway from a four-lane collector with center turn-lane to a two-lane collector street with center turn-lane; Install curb extensions on the northeast & southeast corners of the intersection; upgrade the four existing crosswalks to high visibility crosswalks with advanced limit lines; upgrade existing pedestrian signal heads to pushbutton-integrated accessible pedestrian signals that provide an audible and vibrotactile indication of the WALK signal. D. Market St & 32nd intersection improvements; Implement a road diet to reduce the roadway from a four-lane collector with center turn-lane to a two-lane collector street with center turn-lane and install a raised median; install curb extensions on all four corners of the intersection; upgrade the four existing crosswalks to high visibility crosswalks with advanced limit lines. E. Market St & Boundary St intersection improvements; install a curb extension on the northeast corner of the intersection; upgrade the one existing crosswalk to a high visibility crosswalk with advanced limit line.	Comprehensive	1, 2	8, 9	\$\$\$	Very High	These project features could be unbundled to be separate projects.
2	Boston Avenue Class I Bikeway	Implement Class I multi-use path along Boston Avenue (north side) between 29th Street and Chollas Creek.	Bikeway	1	8	\$\$	Very High	Coordination with Caltrans on potential right-of-way opportunities to accommodate this bikeway is on-going. It should also be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
3	Main Street Class IV Two-Way Cycle Track (also referred to as Chollas Creek to Bayshore Multi Use Path)	Project connects two interstate freeways where non-motorized travel was previously not possible; connects Southeastern San Diego residents to San Diego Bay, Bayshore Bikeway, and the trolley system. The project extends from Schley Street all the way to Rigel Street along Main Street and includes the removal of a travel lane to install a Class IV two-way cycle track on the south side, and the installation of new raised medians, driveways and new curb ramps.	Bikeway	1	8	\$\$\$	Very High	Project is identified in the City's Capital Improvement Program (CIP) as under preliminary engineering design and partially funded.
4	College Avenue at Montezuma Road and Linda Paseo Intersections: Feasibility Study and Improvements	Improvement of College Avenue at the Montezuma Road and Linda Paseo intersections. These improvements include right-of-way acquisition, removal of existing structures/buildings, traffic signal modifications and relocating raised center median. These improvements will provide three through lanes, separate right-turn lanes on the north and south legs of College Avenue at both intersections plus Class II bicycle lanes.	Comprehensive	5	9	\$\$\$	Very High	Class II bicycle lanes along College Avenue between Alvarado Road and Montezuma have been designed. It should also be noted that the College Area Community Plan Update is underway and the Bicycle Master Plan will be updated soon, which could modify this proposed project/recommendation.
5	San Ysidro Bike Facilities - South Vista Avenue	Class IV cycle tracks along South Vista Ave between Smythe Crossing and Cottonwood Road.	Bikeway	6	8	\$\$	Very High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
6	Barrio Logan Traffic Signal Installation - Harbor Drive and Sigsbee Street	New traffic signal at Harbor Drive and Sigsbee Street intersection.	New Traffic Signal	1	8	\$\$	Very High	Harbor Drive 2.0 project also assumes a new signal with freight signal priority at this intersection. In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
7	Congress Street and Twiggs Street Intersection Improvements	Implement bulb-outs at all four corners.	Pedestrian Improvements	4	2, 3	\$\$	Very High	
8	East Park and West Park- Bulb-Outs, Parking, & Crossing Improvements	Design and construction of the following improvements: A. Traffic calming & Class I bike lanes at West Park Avenue & East Park Avenue. B. Bulb-outs and crossing improvements at West Park Avenue and Seaward Avenue. C. Bulb-outs and crossing improvements at Hall Avenue and East Park Avenue. D. Bulb-outs and crossing improvements at Hall Avenue and West Park Avenue. E. Pedestrian & refuge area with additional street parking along East Hall Avenue between East and West Park.	Comprehensive	6	8	\$\$	Very High	These project features could be unbundled to be separate projects.
9	National Avenue Bikeway	Reclassify National Avenue between Commercial Street and 28th Street as a two-lane collector with no two-way left-turn lane. Also, install buffered Class II bike lanes.	Bikeway	1	3, 8	\$\$	Very High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
10	Sigsbee Street Sidewalk	Provide sidewalk along both sides Sigsbee St from E Harbor Dr to Main St and along eastside of Harbor Dr between Sigsbee St and Beardsley St where missing	Sidewalk Project	1	8	\$	Very High	
11	25th Street and Ocean View Blvd Bikeways	Class II bicycle facilities on 25th St from Market St to L St and Ocean View Blvd from Commercial St to Bancroft St and 30th St to 36th St	Bikeway	1	3, 8	\$\$	Very High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
12	Congress Street/San Diego Avenue/Ampudia Street Intersection Improvements	Improve the traffic control at Congress Street/San Diego Avenue/Ampudia Street intersection to all-way stop control. Implement bulb-outs on all legs and widen sidewalks along north side of San Diego Avenue. At the project-level evaluate for roundabout feasibility and opportunity in lieu of stop control.	Comprehensive	4	2, 3	\$\$	Very High	
13	Kelton Road Sidewalk	Provide sidewalk along Kelton Rd westside from Bethune Ct to Bayview Heights Way in Southeastern where missing	Sidewalk Project	2	4	\$	Very High	
14	Diary Mart Road Bikeway	Class II bicycle facilities on Dairy Mart Rd to southern terminus of San Ysidro Blvd.	Bikeway	6	8	\$\$\$	Very High	San Ysidro Community Plan notes that section between Cottonwood Rd and Border Village Rd that the bikeway type is to be determined at project-level. It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
15	San Ysidro Sidewalk Improvements - Calle Primera	Design and construction of new sidewalks and curb ramps at Calle Primera (north side) between Via De San Ysidro and Willow Road, where missing.	Pedestrian Improvements	6	8	\$\$\$	Very High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and topographical constraints.
16	Old Town Pedestrian Improvements	Implement bulb-outs on the west leg of the intersection at Presidio Drive and Jackson Street; Complete sidewalks on all sides; Square up intersection and remove southbound yielded right-turn movements; Provide crosswalks across all legs	Pedestrian Improvements	4	2, 3	\$\$\$	Very High	
17	Boston Avenue - 26th Street to 28th Street Traffic Calming	Provide traffic calming improvements which impact vehicular traffic, improve pedestrian safety, and provide parking and bicycle facilities.	Comprehensive	1	3, 8	\$\$\$	Very High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
18	Harbor Drive and Beardsley Street Treatments	Modify raised median along Harbor Drive to restrict the eastbound left-turn movements and southbound left-turn movements, which converts the Harbor Drive and Beardsley Street intersection into right-in/right-out intersection. The project also includes traffic calming measures along Beardsley Street between Logan Avenue and Harbor Drive.	Roadway Treatment	1	8	\$\$	Very High	Project treatment could help alleviate truck traffic traveling on residential streets. Coordination with the Port of San Diego at the project-level maybe required especially on how these features will related to their Harbor Drive 2.0 project.
19	Linwood Street and San Diego Avenue	Implement pedestrian refuge island on the southern leg (Linwood Street).	Pedestrian Improvements	4	2, 3	\$\$	Very High	
20	East San Ysidro Boulevard Pedestrian & Road Improvements	Design and construction of the following improvements: A. Sidewalk widening, completion of a raised median, and buffered Class II bike lanes on East San Ysidro Boulevard between Border Village Road (south) and Camino De La Plaza. B. Sidewalk widening, roadway widening to implement the ultimate classification of a 4-Lane Major, including a raised median and buffered Class II bike lanes, from Camino De La Plaza to Rail Court.	Comprehensive	6	8	\$\$\$	Very High	These project features could be unbundled to be separate projects. Potentially also evaluated San Ysidro Mobility Hub Phase 1 by SANDAG. It should be noted that the Bicycle Master Plan will be updated soon which could modify the proposed bikeway component of this project.
21	Hollister Street and Outer Road Bikeways	Class II bicycle facilities: Hollister St from Main St to Outer Rd and Outer Rd from Hollister St to Coronado Ave.	Bikeway	6	8	\$\$	High	This project was identified as a high priority project in the City's adopted Bicycle Master Plan; however, it should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
22	Donax Avenue Sidewalk	Provide approximately 80' of sidewalk along southside of Donax Ave west of Saturn Blvd and provide sidewalk on westside on Saturn Blvd between Dahlia Ave and Cantamar Rd in Otay Mesa-Nestor where missing	Sidewalk Project	6	8	\$	High	
23	East Beyer Blvd Sidewalk	Provide sidewalk along East Beyer Blvd approximately 275' of sidewalk, westside, 600' from Bolton Hall Rd in San Ysidro where missing	Sidewalk Project	1	8	\$	High	

Project ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
24	Transit Leap: Rapid 10 Phase 2	La Mesa to Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub (full version of Rapid)	Transit Improvements	3, 4	2, 3, 9	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
25	Transit Leap: Rapid 12 Phase 1	Spring Valley to Downtown via Southeast San Diego (light version of Rapid)	Transit Improvements	1, 2	4, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
26	Transit Leap: Rapid 12 Phase 2	Spring Valley to Downtown via Southeast San Diego (full version of Rapid)	Transit Improvements	1, 2	3, 4, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
27	Uptown Traffic Signal Installation - Fifth Avenue and Grape Street	Install a new traffic signal at Fifth Avenue and Grape Street	New Traffic Signal	3	3, 9	\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
28	Transit Leap: LRT 520	Orange Line: (El Cajon to Downtown, double/third tracking and grade separations at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, and Severin Drive)	Transit Improvements	1, 2	3, 4, 8, 9	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
29	Transit Leap: LRT 520	Orange Line (El Cajon to Downtown, double/third tracking)	Transit Improvements	1, 2	3, 4, 8, 9	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
30	San Ysidro Sidewalk Improvements - Cottonwood Road	Design and construction of new sidewalks and curb ramps at Cottonwood Road (west side) between Beyer Boulevard to Foothill Road, where missing.	Pedestrian Improvements	6	8	\$\$\$	High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and physical constraints.
31	Eastern Area Bikeway along College Avenue	Implement bikeway along College Avenue from Navajo Road to Lemon Grove city limits.	Bikeway	5	4, 7, 9	\$\$\$	High	Class II bike lanes have been implemented along portions of College Avenue within this project's limits. Bikeway design along College Avenue between Del Cerro Boulevard and Montezuma Road is underway by the City's Transportation Department. Additionally, it should be noted that both the College Area and Mid-City Community Plan Updates are underway, which could modify this proposed project/recommendation.
32	Old Town Sidewalk Improvements - Jackson Street	Implement sidewalks along the west side of Jackson Street between Presidio Drive and Mason Street	Sidewalk Project	4	2	\$	High	Proposed sidewalk connections will need to consider right-of-way and open space constraints.
33	San Ysidro Sidewalk Improvements - Smythe Avenue	Design and construction of new sidewalks and curb ramps at Smythe Avenue (both sides) between Beyer Boulevard and SR-905, where missing	Pedestrian Improvements	6	8	\$\$\$	High	
34	Grove Avenue Sidewalk	Provide approximately 150' of sidewalk along Grove Ave northside approximately 250' west of Tesoro Grove Wy and provide approximately 250' of sidewalk on southside of Grove Ave from Hollister St traversing WB in Otay Mesa-Nestor where missing	Sidewalk Project	6	8	\$	High	
35	Hancock Street Sidewalk	Provide approximately 500' of sidewalk along westside of Hancock St between Old Town Ave and Witherby St and provide approximately 300' of sidewalk along westside of Hancock St traversing from Witherby St in where missing	Sidewalk Project	4	2, 3	\$	High	
36	Hollister Street Sidewalk (east side)	Provide approximately 180' of sidewalk along eastside of Hollister St, approximately 150' north of Grove Ave and install sidewalk on eastside of Hollister St between Flower Ave and Starburst Ln in Otay Mesa-Nestor where missing	Sidewalk Project	6	8	\$	High	
37	Old Town Avenue Sidewalk	Provide approximately 410' of sidewalk along the northside of Old Town Ave between Moore St and Hancock St in Old Town San Diego where missing	Sidewalk Project	4	2, 3	\$	High	
38	Oro Vista Road Sidewalk	Provide approximately 700' of sidewalk along eastside of Oro Vista Rd going SB beginning at where Grove Ave turns into Oro Vista Rd in Otay Mesa-Nestor where missing	Sidewalk Project	6	8	\$	High	
39	Smythe Avenue Sidewalk	Provide sidewalk along Smythe Ave on eastside from Foothill Dr to approximately 600' towards Avenida de la Madrid in San Ysidro where missing	Sidewalk Project	6	8	\$	High	
40	Sports Arena Blvd Sidewalk	Provide approximately 1900' of sidewalk along the northside of Sports Arena Blvd from Rosecrans St traversing SE towards Enterprise St in Midway-Pacific Highway where missing	Sidewalk Project	4	2	\$	High	
41	W San Ysidro Blvd Sidewalk	Provide approximately 800' of sidewalk along northside of W San Ysidro Blvd traversing SE from Sunset Ln and approximately 2500' along southside of W San Ysidro Blvd traversing SE from Dairy Mart Rd in San Ysidro where missing	Sidewalk Project	6	8	\$	High	
42	San Ysidro Traffic Signals Installation	This project will provide for the installation of new traffic signals at Smythe Crossing and Vista Avenue.	New Traffic Signal	6	8	\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
43	National Avenue Improvements	The first phase of this project provided for improving drainage systems at 36th St and National Ave and at 37th St. The first phase is complete. The second phase of this project provides for improvements between 27th St and 43rd St. Remove the continuous left-turn lane, implement buffered bike lanes in each direction, install curb ramps at 11 intersections, install curb extensions at National Ave & 29th St, install enhanced crosswalks at 14 intersections, install new traffic signals at National Ave & 31st St and National Ave & 41st St, install pedestrian countdown indications at National Ave & 30th St, modify signal timing at National Ave & 1-5 NB off-ramp and National Ave & 30th St.	Comprehensive	1	8	\$\$\$	High	These project features could be unbundled to be separate projects.
44	San Ysidro Traffic Signal Installation	Installation of new traffic signal at West San Ysidro Boulevard and Alverson Road.	New Traffic Signal	6	8	\$\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
45	Flex Lanes	Flex Lanes between I-5 Interchange and I-15 Interchange	Transit Improvements	9	6	\$\$	High	The City will coordinate with peer agencies, including SANDAG, MTS, and Caltrans.
46	Border Village Bike Lanes	Buffered Class II bike lanes within the Border Village area at the following locations: East San Ysidro Boulevard (northbound only) between both ends of Border Village Road.	Bikeway	6	8	\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
47	Euclid Avenue Corridor Improvements	Improvements on Euclid Avenue from 300 feet north of Redwood Street to El Cajon Boulevard and will include curb, gutter, sidewalk, curb ramps, landscaping, roadway restoration, striping, and traffic calming installations. A left turn traffic signal may be needed at the intersection of El Cajon Blvd and Euclid Ave going north on Euclid, west on El Cajon Blvd.	Comprehensive	3	3, 9	\$\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
48	College Avenue/Canyon Crest Drive/Alvarado Road Intersection: Feasibility Study and Improvements	Improvements to the College Avenue/Canyon Crest Drive/Alvarado Road intersection, the realignment of Alvarado road for approximately 1,600 feet east of College Avenue, and Class II bicycle lanes on College Avenue/Canyon Crest Drive.	Comprehensive	5	9	\$\$\$	High	Class II bicycle lanes already exist along Alvarado Road between Canyon Crest/East Campus Drive and 70th Street. It should also be noted that the College Area Community Plan Update and the Kumeyaay Corridor - I-8 Comprehensive Multimodal Corridor Plan are underway and the Bicycle Master Plan will be updated soon, which could modify this proposed project/recommendation.
49	Border Village Bike Lanes	Buffered Class II bike lanes within the Border Village area at the following locations: Border Village Road (southbound only) between both ends of East San Ysidro Boulevard.	Bikeway	6	8	\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
50	Old Town Bikeway - Old Town Avenue	Implement Class II bicycle lanes along Old Town Avenue from Hancock Street to San Diego Avenue.	Bikeway	4	2	\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
51	San Ysidro Bike Facilities - Otay Mesa Road	Class II bicycle lanes along Otay Mesa Road north of Beyer Boulevard.	Bikeway	6	8	\$\$	High	Some portions of the project study area already have bicycle lanes. Additionally, there are designs underway to implement Class IV cycle tracks on some segments.

Project ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
52	Northeast side of Sports Arena Boulevard, between Midway Drive and Rosecrans Street	Install a 12 ft. wide multi-use urban path on the northeast side of Sports Arena Boulevard, between Rosecrans Street and Pacific Highway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay).	Pedestrian Improvements	4	2, 3	\$\$	High	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
53	Midway Bicycle Improvements	Bicycle improvements on Kemper St from Midway Dr to Kenyon St (Class II)	Bikeway	4	2, 3	\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
54	San Ysidro Bike Facilities - Smythe Avenue	Bikeway along Smythe Avenue between South Vista Avenue and West San Ysidro Boulevard.	Bikeway	6	8	\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
55	Midway Bicycle Improvements	Bicycle improvement on Hancock St from Sports Arena Blvd to Kurtz St	Bikeway	4	2, 3	\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
56	Coronado Avenue Sidewalk	Provide 800' of sidewalk along the northside Coronado Ave between Hollister St and Outer Rd and approximately 15' of sidewalk parallel to Coronado Ave for median at Hollister St and Coronado Ave and in Otay Mesa-Nestor where missing	Sidewalk Project	6	8	\$	High	
57	Hollister Street Sidewalk (west side)	Provide approximately 250' of sidewalk along westside of Hollister St just south of Elm Ave in Otay-Mesa Nestor where missing	Sidewalk Project	6	8	\$	High	
58	City Heights Bikeway - 43rd Street	Implement bikeway along 43rd Street from Meade Avenue to Ridge View Drive.	Bikeway	3	4, 9	\$\$	High	It should also be noted that the Mid-City Community Plan Update is underway and the Bicycle Master Plan will be updated soon, which could modify this proposed project/recommendation. Class II bicycle lanes also already exist along Fairmount Avenue between Poplar Street and Ridge View Drive.
59	Corridor Transit Improvements	Implement transit facilitating measures along the community's transit carrying corridors; such as queue jump lanes, transit signal priority, and measures identified within the City's Traffic Signal Communications Master Plan, in an effort to prioritize transit use and optimize transit operations. Improvements include, but are not limited to the following locations: A. Sports Arena Boulevard between Midway Drive and Rosecrans Street B. Midway Drive between Sports Arena Blvd and Rosecrans Street C. Rosecrans St Street between Lytton Street and Pacific Highway D. Pacific Highway between Taylor Street and Laurel Street	Comprehensive	4	2, 3	\$\$	High	These project features could be unbundled to be separate projects.
60	Transit Leap: Rapid 640	San Ysidro to Central Mobility Hub via I-5 and City College	Transit Improvements	1, 4, 6	2, 3, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
61	Transit Leap: Rapid 910	Coronado to Downtown via Coronado Bridge	Transit Improvements	1	3, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
62	6th Avenue Sidewalk (Downtown)	Provide approximately 160' sidewalk along westside of 6th Ave just north of C St in Downtown where missing	Sidewalk Project	1	3	\$	High	
63	Pershing Drive Sidewalk (north side)	Provide approximately 1500' of sidewalk along the northside of WB Pershing Dr from gore to B St in Balboa Park where missing	Sidewalk Project	1	3	\$	High	
64	Pershing Drive Sidewalk (south side)	Provide approximately 1500' of sidewalk along the southside of WB Pershing Dr between gore to B St in Balboa Park where missing	Sidewalk Project	1	3	\$	High	
65	Transit Leap/ Goods Movement: LRT 510	Blue Line (San Ysidro to UTC, grade separations at 28th Street, 32nd Street, E Street, H Street, Palomar Street, and Blue/Orange track connections at 12th/ Imperial)	Transit Improvements	1, 4, 6, 8	1, 2, 3, 6, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
66	Transit Leap: LRT 510	Blue Line (San Ysidro to UTC, grade separations at Taylor/Ash)	Transit Improvements	1, 4, 6, 7, 8	1, 2, 3, 6, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
67	Multi-use path along Pacific Highway between Midway- Pacific Highway community boundary and Taylor Street	Implement a 12 ft. wide multi-use path on the east side of Pacific Highway that will replace the existing sidewalk. Install pedestrian-scale lighting along the length of the trail (Historic Highway 101 Coastal Trail).	Pedestrian Improvements	4	2	\$\$	High	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
68	Transit Leap: Rapid 28	Point Loma to Kearny Mesa via Central Mobility Hub, Linda Vista	Transit Improvements	4, 10	2, 3, 6, 7	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
69	San Ysidro Traffic Signals Installation	This project will provide for the installation of new traffic signal at Dairy Mart Road and Vista Lane.	New Traffic Signal	6	8	\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
70	Boundary Street Sidewalk	Provide approximately 600' of sidewalk along eastside of Boundary St between Lincoln Ave and University Ave in Greater North Park where missing	Sidewalk Project	3	9	\$	High	
71	Whitman Street Bikeway	Class II bicycle facilities: Whitman St from Swift Ave to Fairmont Ave.	Bikeway	3	3, 9	\$\$	High	This project was identified as a high priority project in the City's adopted Bicycle Master Plan; however, it should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
72	Uptown Traffic Signals Installation	New traffic signal at Cleveland Avenue and Lincoln Avenue	New Traffic Signal	3	3, 9	\$\$	High	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
73	Camino De La Plaza Road and Bridge Improvements	Design and construction of the following improvements: A. Widening of the freeway overpass on Camino De La Plaza between the I-5 SB off-ramp to East Beyer Boulevard, to implement the ultimate classification of a 4-Lane Major Arterial. B. Reconfiguration of the intersection of Camino De La Plaza, East Beyer Boulevard, and East San Ysidro Boulevard to include a pedestrian scramble. C. A Class I bike facility on south side of roadway between the I-5 SB off-ramp to East Beyer Boulevard. D. Additional SB lanes at the intersection of the I-5 SB off-ramp and Camino De La Plaza. E. Sidewalk widening along Camino De La Plaza between the I-5 SB off-ramp to East Beyer Boulevard.	Comprehensive	6	8	\$\$\$\$	High	These project features could be unbundled to be separate projects.
74	San Ysidro Bike Facilities - Sunset Lane	Bikeway along Sunset Lane between West San Ysidro Boulevard and South Vista Avenue.	Bikeway	6	8	\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
75	Transit Leap: Rapid 120	Kearny Mesa to Downtown via Mission Valley	Transit Improvements	1, 3, 10	3, 6, 7	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
76	Bicycle Master Plan Project 2 - Broadway: Park Boulevard to 19th Street	Implement enhanced bikeways along Broadway from Park Boulevard to 19th Street.	Bikeway	1	3	\$	High	This project was identified as a high priority project in the City's adopted Bicycle Master Plan; however, it should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.

Project ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
77	City Heights Bikeway - Federal Boulevard	Implement bikeway along Federal Boulevard from Home Avenue to Euclid Avenue.	Bikeway	2	4, 9	\$\$	High	It should also be noted that the Mid-City Community Plan Update is underway and the Bicycle Master Plan will be updated soon, which could modify this proposed project/recommendation
78	Midway Bicycle Improvements	Bicycle improvements may include at Pacific Highway from Taylor St to Laurel St (Class IV - Cycle Track)	Bikeway	4	2, 3	\$\$\$	High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
79	Pacific Highway Bikeway	Class I multi-use path on east side & Class IV cycle track on west side of Pacific Hwy from OB Bike Path to Washington Street	Bikeway	4	2, 3	\$\$\$	High	This project was identified as a high priority project in the City's adopted Bicycle Master Plan; however, the project description is superseded with the planned facility based off of the Midway Pacific Highway Community Plan. It should also be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
80	Transit Leap: Rapid 637	North Park to 32nd Street Trolley Station via Golden Hill	Transit Improvements	3	3, 9	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
81	Miramar Mobility Hub	Mobility hub at the Miramar College Transit Station	Mobility Hub	9	6	\$\$\$\$	High	The City will coordinate with peer agencies, including SANDAG and MTS.
82	College Avenue Sidewalk	Provide 3100' of sidewalk along westside of College Ave from Del Cerro Blvd to Canyon Crest Dr in Navajo where missing	Sidewalk Project	5	9	\$	High	
83	Pacific Highway Sidewalk	Provide approximately 4600' of sidewalk along westside of Pacific Hwy and 3200' along the eastside of Pacific Hwy from Sea World Dr traversing south to Taylor St where missing	Sidewalk Project	4	2, 3	\$\$	High	
84	Transit Leap: Tram 555	Tram: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	Transit Improvements	1, 3	3, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
85	Transit Leap: Rapid 630	Iris Trolley/Palomar to Kearny Mesa via I-5/ SR 163 and City College	Transit Improvements	1, 3	3, 6, 7, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
86	Transit Leap: Rapid 41	Fashion Valley to UTC/ UC San Diego via Linda Vista and Clairemont	Transit Improvements	8, 10	1, 2, 3, 6, 7	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
87	Taylor Street Sidewalk	Provide approximately 1700' of sidewalk along the northside of Taylor St approximately 500' east of Morena Blvd in Mission Valley where missing	Sidewalk Project	4	2	\$	High	
88	Uptown Traffic Signals Installation	New traffic signals at Eighth Avenue and Robinson Avenue	New Traffic Signal	3	3, 9	\$\$	Medium	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
89	Euclid Avenue - El Cajon Boulevard to Chollas Creek	This project provides for the design and construction of Euclid Avenue to a 3-lane collector from El Cajon Boulevard to Chollas Creek with bikeway.	Comprehensive	2, 3	4, 9	\$\$	Medium	It should also be noted that the Mid-City Community Plan Update is underway and the Bicycle Master Plan will be updated soon, which could modify this proposed project/recommendation
90	Transit Leap: LRT 530	Green Line (Santee to Downtown, double/third tracking and grade separations)	Transit Improvements	1, 4, 5	2, 3, 7, 8, 9	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
91	Transit Leap: Rapid 950 Phase 2	Otay Mesa Port of Entry to Imperial Beach via SR 905 (full version of Rapid)	Transit Improvements	6	8	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
92	Old Town Bikeway - Taylor Street	Implement Class II bicycle lanes along Taylor Street from Rosecrans Street to Community Boundary	Bikeway	4	2, 3	\$\$	Medium	Class II bicycle lanes already exist along Taylor Street from Presidio Drive to I-8 off-ramps. It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
93	Dairy Mart Road & Dairy Mart Road Bridge Improvements	Design and construction of the following improvements: A. Widen the freeway overpass on Dairy Mart Road between West San Ysidro Boulevard and I-5 SB off-ramp, to implement the ultimate classification of a 4-Lane Collector. B. Widen Dairy Mart Road between I-5 SB off-ramp and Servando Road, to implement the ultimate classification of a 4-Lane Collector. C. Raise median on Dairy Mart Road between Servando Avenue and Camino De La Plaza to implement the ultimate classification of a 2-Lane Major. D. Class II bike lanes on Dairy Mart Road between West San Ysidro Boulevard and Camino De La Plaza. E. Sidewalk improvements (both sides) on Dairy Mart Road between West San Ysidro Boulevard and Camino De La Plaza.	Comprehensive	6	8	\$\$\$\$	Medium	These project features could be unbundled to be separate projects. It should be noted that the Bicycle Master Plan will be updated soon which could modify the proposed bikeway component of this project.
94	Uptown Traffic Signals Installation	New traffic signal at Tenth Avenue and Robinson Avenue	New Traffic Signal	3	3, 9	\$\$	Medium	In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level.
95	Transit Leap: Rapid 638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	Transit Improvements	6	8	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
96	Transit Leap: Rapid 293	Imperial Beach to Otay Ranch via Palomar Street	Transit Improvements	6	8	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
97	Old Town Bikeway - Juan Street	Implement bikeway along Juan Street from Taylor Street to Community Boundary	Bikeway	4	2	\$	Medium	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed bikeway component of this project.
98	Damon Avenue Pedestrian Improvements	This project includes the following improvements: A. Installation of lighting along the I-5 underpass. B. Enhancement of the traffic island at the intersection of Damon Avenue and Santa Fe Street with pedestrian refuge areas and the elimination of free right turn movements at the intersection of Damon Avenue and Mission Bay Drive.	Pedestrian Improvements	7	1	\$\$	Medium	These project features could be unbundled to be separate projects.
99	6th Avenue Sidewalk (Uptown)	Provide approximately 1600' of sidewalk along both sides of 6th Ave beginning at approximately 200' north of 6th Ave and University Ave intersection NB in Uptown where missing	Sidewalk Project	3	3	\$	Medium	
100	Morena Blvd Sidewalk	Provide approximately 1400' of sidewalk along Morena Blvd and Balboa Ave interchange Off/On-Ramps in Clairemont Mesa where missing	Sidewalk Project	7	2	\$	Medium	

Project ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
101	Midway Pedestrian Improvements	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the northeast side of Sports Arena Boulevard, between Midway Drive and Rosecrans Street. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the northeast side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).	Pedestrian Improvements	4	2, 3	\$\$\$	Medium	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
102	North Park Traffic Signals Installation	New traffic signals at Boundary Street/I-805 Southbound Ramps	New Traffic Signal	3	3	\$\$	Medium	Included in University Avenue Mobility Project and a roundabout was preferred. In general, new traffic signals should be implemented at the time of need and when signal warrants are met. All proposed signal modifications, including new signals, should evaluate alternative intersection controls such as roundabouts, at the project level. This project will also require coordination with Caltrans.
103	Transit Leap: Rapid 237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	Transit Improvements	8, 9, 11	1, 5, 6	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
104	San Ysidro Roadway Striping Improvements	Design and construction of the following improvements: A. Re-stripe to provide left turn pockets along Smythe Avenue at the intersections of Via De La Melodia, Las Lomas Mobile Park, and Foothill Rd to implement the ultimate classification of a 4-Ln Collector. B. Cul-de-sac the furthest east section of Sunset Lane between South Vista Avenue & Smythe Avenue. C) Reconfigure triangular configuration (Southside Only). D. Sidewalk improvements at Smythe Crossing between Vista Avenue and Beyer Boulevard.	Comprehensive	6	8	\$\$\$	Medium	These project features could be unbundled to be separate projects.
105	Transit Leap: Rapid 235	Escondido to Downtown San Diego via I-15 (DAR stations)	Transit Improvements	1, 3, 9, 11	3, 5, 6, 7, 8, 9	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.
106	Old Town Sidewalk Improvements - Taylor Street	Complete sidewalks along both sides of Taylor Street, east of Presidio Drive	Sidewalk Project	4	2	\$	Medium	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and topographical constraints.
107	Old Town Pedestrian Improvements	Implement pavers/other high-visibility material in the center of San Diego Avenue and Twiggs Street intersection.	Pedestrian Improvements	4	2, 3	\$\$	Medium	
108	Grand Avenue Pedestrian Improvements	This project includes the following improvements: A. Installation of enhanced pedestrian crossings at signalized intersections to connect uses on the north and south sides of the street. B. Intersection improvements, including new pedestrian crossings and streetscape enhancements at Mission Bay Drive and Grand Avenue.	Pedestrian Improvements	7	1	\$\$	Medium	These project features could be unbundled to be separate projects.
109	Mira Mesa Pedestrian Bridge	I-15 near Hillery Drive DAR Bridge - Construct a pedestrian bridge connecting the Mira Mesa and Scripps Miramar Ranch communities.	Pedestrian Improvements	9	6	\$\$\$\$	Medium	Coordination with Caltrans may be required.
110	Mira Mesa Pedestrian Bridge	Mira Mesa Blvd and Westview Pkwy - Construct a pedestrian bridge on the east side of the intersection.	Pedestrian Improvements	9	6	\$\$\$\$	Medium	
111	Fairmount Avenue Sidewalk	Provide approximately 2500' of sidewalk along eastside of Fairmount Ave from Meade Ave NB to Aldine Dr underpass and provide approximately 800' of sidewalk on westside of Fairmount Ave from Meade Ave NB. In addition provide approximately 800' of sidewalk for sidewalk from Meade Ave for SB Fairmount Ave in Mid-City; Kensington-Talmadge	Sidewalk Project	3	3, 9	\$\$	Medium	
112	Florida Street Sidewalk	Provide approximately 500' of sidewalk along westside of Florida St north of Robinson Ave in Greater North Park where missing	Sidewalk Project	3	3	\$	Medium	
113	La Jolla Village Drive Sidewalk	Provide approximately 800' of sidewalk along southside of La Jolla Village Dr between La Jolla Scenic Dr N and Villa La Jolla Dr and approximately 200' of sidewalk along the eastside of Gilman Dr between the La Jolla Village Dr Off/On-Ramps in University where missing	Sidewalk Project	8	1	\$	Medium	
114	Washington Street Sidewalk	Provide approximately 1100' of sidewalk along northside of Washington St west at gore of 163 On-Ramp and Washington St in Uptown where missing	Sidewalk Project	3	3	\$	Medium	
115	Rosecrans St between Sports Arena Boulevard and Taylor Street	Implement green street elements/improvements that are aimed to improve active transportation facilities along Rosecrans St between Sports Arena Boulevard and Taylor Street. Active transportation improvements include: Implement a 12 ft. wide trail on the south side of Rosecrans Street, between Lytton Street and Pacific Highway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (La Playa Trail). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).	Comprehensive	4	2, 3	\$\$\$	Medium	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
116	Balboa Avenue Station Pedestrian and Bicycle Improvements	This project includes the following improvements: A. Provide a shared-use pedestrian/bicycle facility along the east side from Garnet Avenue to Damon Avenue. B. Coordinate with MTS to provide a shared-use pedestrian/ bicycle facility along the east side from Garnet Avenue to Damon Avenue.	Comprehensive	7	1	\$\$\$	Medium	These project features could be unbundled to be separate projects.
117	Southwest side of Midway Drive, between Sports Arena Boulevard and Barnett Avenue	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Midway). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).	Comprehensive	4	2, 3	\$\$\$	Medium	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
118	Southwest side of Sports Arena Boulevard, between I-8 and Midway Drive	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Implement a 12 ft. wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting.	Comprehensive	4	2, 3	\$\$\$	Medium	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
119	Flex Lanes	Flex Lanes between Black Mountain Rd and Hillery Dr	Transit Improvements	9	6	\$	Medium	The City will coordinate with peer agencies, including SANDAG and MTS.
120	Transit Leap: Rapid 238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	Transit Improvements	8, 9, 11	1, 5, 6	\$\$\$\$	Medium	This project would be led by SANDAG, but could operate within the City of San Diego right-of-way. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria as well. The City of San Diego will continue to coordinate with SANDAG as these projects are considered.

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121	Balboa Avenue/Garnet Avenue Improvements	This project includes the following multimodal improvements: A. Modification of westbound Balboa Avenue travel lanes to provide three westbound lanes and two eastbound lanes from Moraga Avenue to Morena westbound ramps. B. Modification of the I-5 Northbound Ramp to a dual right-turn only with signal control at Balboa Avenue. C. Removal of the northbound Morena Boulevard to westbound Balboa Avenue ramp to remove barriers that deter bicyclists and pedestrians along the roadway. D. Modification of the Morena Boulevard ramp roadway and the existing traffic signal at Morena Boulevard north of Balboa Avenue to accommodate northbound Morena Boulevard traffic traveling west to Balboa Avenue. E. Installation of a traffic signal at the westbound Balboa Avenue and Morena Boulevard ramps to provide safe crossings for pedestrians and bicyclists while maintaining right turning movements at the intersection. F. Modification of the I-5 southbound onramp along westbound Garnet/Balboa Avenue to reduce turning speeds and improve visibility of pedestrians and cyclists. G. Inclusion of wider sidewalks with trees and planted parkways on the north and south sides to enhance the pedestrian experience. H. Support the inclusion of protected intersection treatments to reduce conflicts between motorists and cyclists. I. Incorporation of pedestrian-scale lighting, especially near transit stops. J. Removal of the free-right movements at intersections with Morena Boulevard. K. Enhancement of the I-5 under-crossing with a multi-use path for pedestrian and bicycles with pedestrian lighting to increase pedestrian and bicycle safety.	Comprehensive	7	1	\$\$\$\$	Medium	These project features could be unbundled to be separate projects. Some of these features may also have been implemented or superseded with treatments installed as part of the Mid-Coast Trolley project. Additionally, the Clairemont Community Plan Update and the Caltrans Project Study Report on active transportation improvements across Interstate 5 are underway, which could modify this proposed project and its recommendations.
122	East side of Pacific Highway, between Taylor Street and Laurel Street	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the east side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Historic Highway 101). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).	Comprehensive	4	2, 3	\$\$\$	Medium	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
123	Hancock Street Extension	Extend Hancock Street between Midway Drive and Sports Arena Boulevard as a pedestrian and bicycle connection.	Pedestrian Improvements	4	2, 3	\$\$\$	Medium	It should be noted that the Bicycle Master Plan will be updated soon which could modify the proposed bikeway component of this project.
124	Washington Street Bikeway	Class II bicycle facilities on Washington St from University Ave to Normal St.	Bikeway	3	3, 9	\$\$	Low	This project was identified as a high priority project in the City's adopted Bicycle Master Plan; however, it should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
125	Main Street/Schley Street/26th Street Intersection Treatment	Construct an island on 26th Street to restrict the northbound traffic from Schley Street to 26th Street.	Roadway Treatment	1	8	\$\$	Low	Project treatment could help alleviate truck traffic traveling on residential streets.
126	South side of Lytton Street/Barnett Avenue, between Rosecrans Street and Pacific Highway	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the south side of Lytton Street/Barnett Avenue, between Rosecrans Street and Pacific Highway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).	Comprehensive	4	2, 3	\$\$\$	Low	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
127	Mission Bay Drive Pedestrian Improvements	This project includes the following improvements: A. Inclusion of a multi-use path for pedestrians and bicyclists on both sides. B. Incorporation of pedestrian-scale lighting. C. Intersection improvements at Grand Avenue, Damon Avenue and Garnet Avenue which include providing enhanced pedestrian crossings, treating high conflict movements and providing areas to enhance the streetscape. D. Shared driveways and the reduction of curb cuts.	Comprehensive	7	1	\$\$\$\$	Low	These project features could be unbundled to be separate projects.
128	Magnolia Avenue Improvements	This project includes the following improvements: A. Utilization of signs, pavement markings, and traffic calming measures, such as bulb outs and traffic circles, to discourage motor vehicle cut-through trips and to create comfortable and convenient bicycle travel on Magnolia Avenue west of Mission Bay Drive. B. Enhancement of the intersection of Mission Bay Drive and Magnolia Avenue with street and pedestrian lighting and enhanced crosswalks.	Comprehensive	7	1	\$\$	Low	
129	Morena Boulevard Pedestrian Improvement	This project includes the following improvements: A. Inclusion of wider sidewalks for pedestrians. B. Removal of the free-right movements at intersections with Balboa Avenue.	Comprehensive	7	1	\$\$\$	Low	These project features could be unbundled to be separate projects.
130	Transit Leap/ Goods Movement: Commuter Rail 398	Oceanside to Downtown San Diego (includes upgrades to Pacific Surfliner/ COASTER/Metrolink/freight LOSSAN services from Orange County to Downtown San Diego, wooden bridge replacements, add station at Downtown San Diego)	Transit Improvements	1, 4, 7, 8	1, 2, 3, 6, 7	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
131	Transit Leap/ Goods Movement: Commuter Rail 398	Oceanside to Downtown San Diego (build Sorrento Mesa and UTC tunnels, add station at Balboa Avenue)	Transit Improvements	8	1, 6	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
132	Transit Leap: Commuter Rail 581	Downtown to El Cajon via SDSU and La Mesa 581B: Central Mobility Hub to El Cajon via SDSU and La Mesa	Transit Improvements	1, 3, 5	2, 3, 8, 9	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
133	Transit Leap: Commuter Rail 582	National City to U.S. Border	Transit Improvements	6	8	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
134	Transit Leap: Commuter Rail 582	Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights	Transit Improvements	2, 3, 8	3, 4, 6, 7	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
135	Transit Leap: Commuter Rail 583	Central Mobility Hub to U.S. Border via Downtown San Diego	Transit Improvements	1, 4, 6	2, 3, 8	N/A	N/A	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.

Notes

¹Implementation cost symbols reflect the following scale: \$ (\$100,000 or less); \$\$ (between \$100,000 and \$1 million); \$\$\$ (between \$1 and \$10 million); \$\$\$\$ (\$10 million or more)

