

Department of Sustainability & Mobility

Mobility Master Plan Update

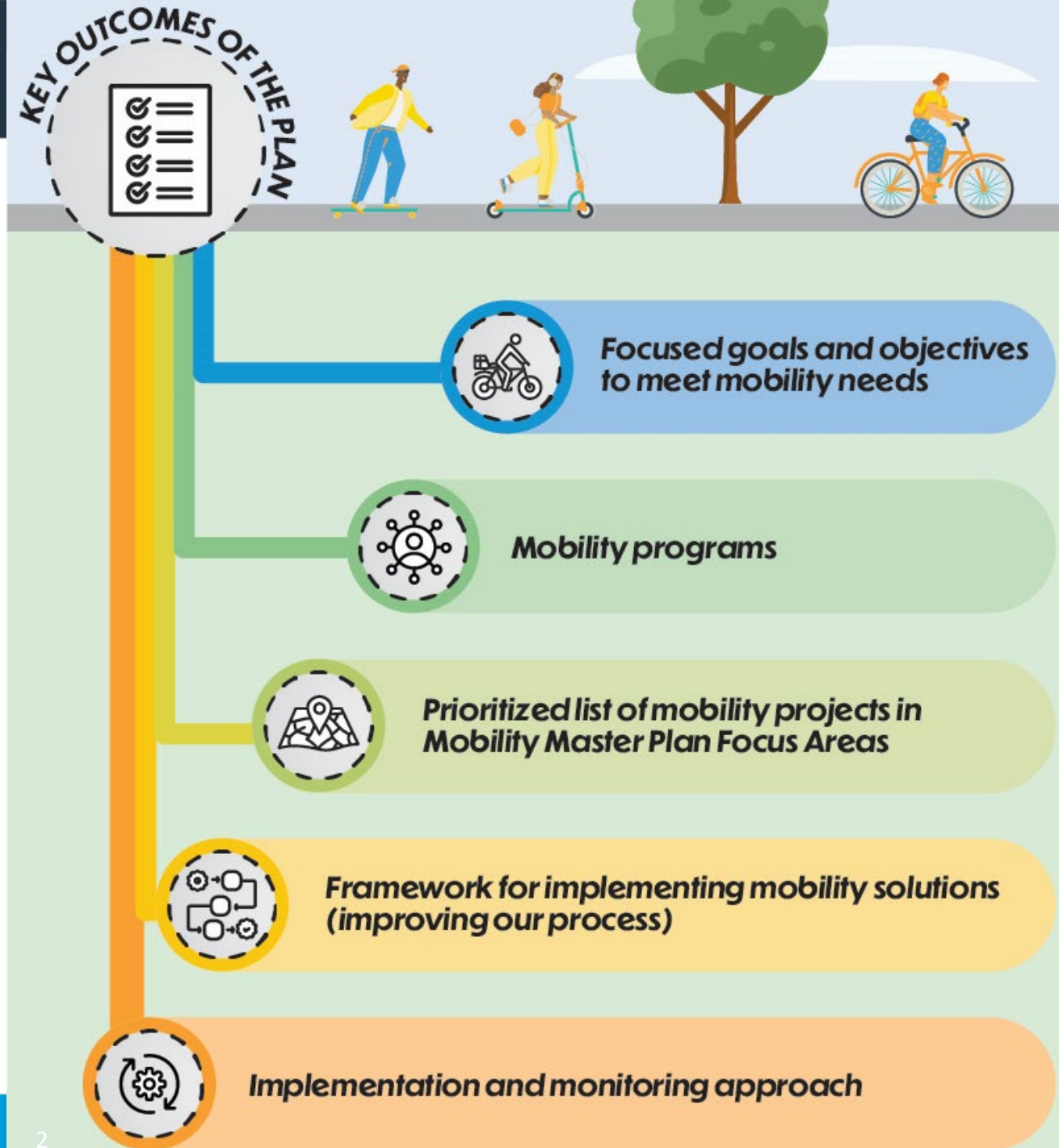
February 4, 2025
Climate Advisory Board





Mobility Master Plan

- City's comprehensive mobility plan
- Create a balanced, equitable, and sustainable mobility system
- Support investments in areas with the greatest needs
- Promote Vision Zero
- Advance the Climate Action Plan







Outreach Efforts

Climate Action Plan Library Series

- March 2023**
- ❖ Montain View/Beckworth Library
 - ❖ City Heights/Weingart Library

Pop-Up Events Phase 1

- April and May 2023**
- ❖ Sherman Heights Community Center
 - ❖ City Heights/Weingart Library
 - ❖ Mt. Hope Earth Day Event
 - ❖ Otay Mesa-Nestor Library

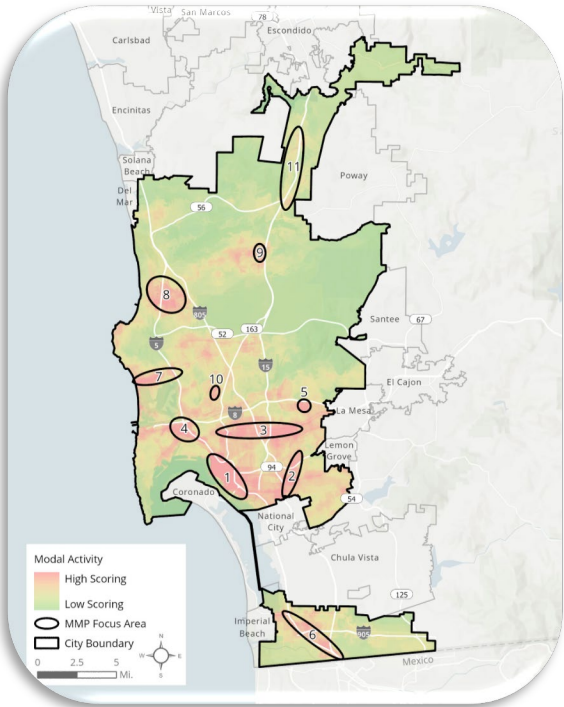
Pop-Up Events Phase 2

- March and April 2024**
- ❖ San Ysidro Library
 - ❖ City Heights/Weingart Library
 - ❖ Valencia Park/Malcolm X Library
 - ❖ Rancho Bernardo Library
 - ❖ Mira Mesa Library
 - ❖ Linda Vista Library
 - ❖ Pacific Beach/Taylor Library
 - ❖ Virtual "Open House"
 - ❖ Southeast San Diego Transportation Expo

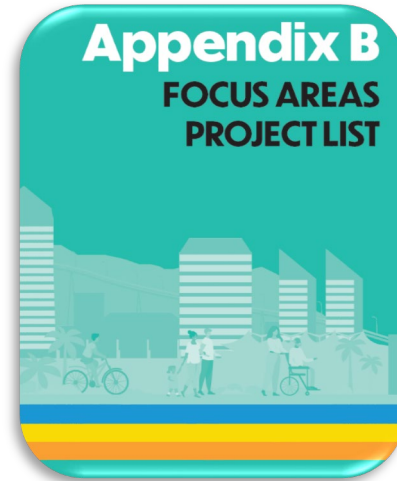
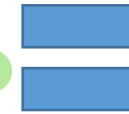
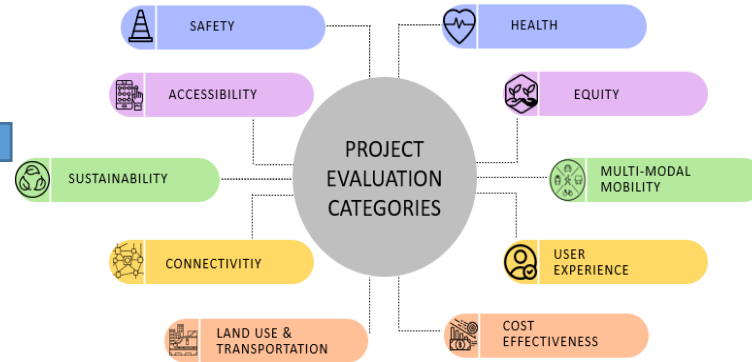





Mobility Projects

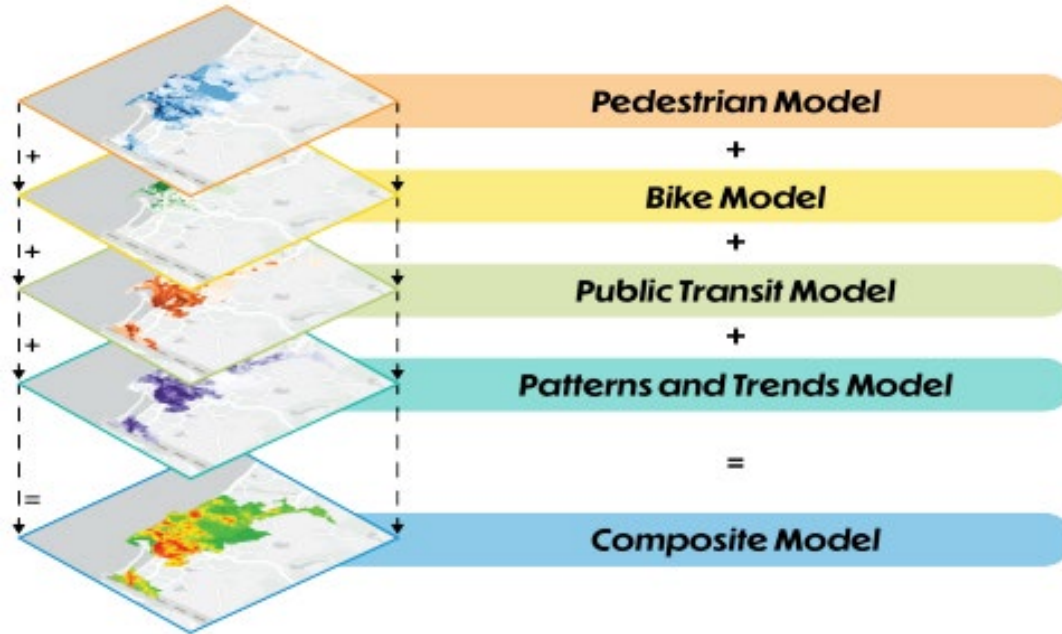


What projects are within those high need geographies?



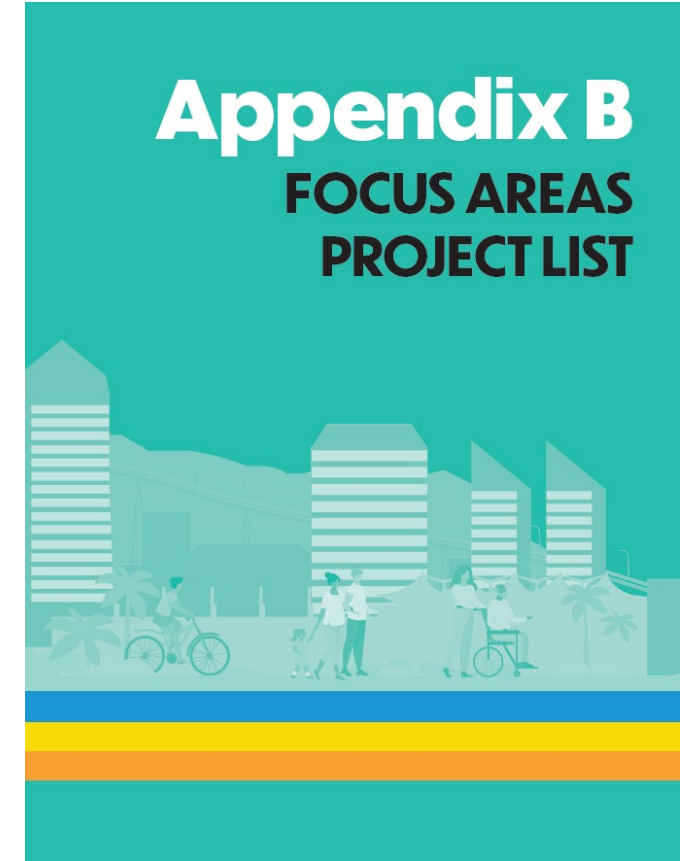


Mobility Projects (Increase from 135 to 240)



Project Types:

- Complete Streets
- Sidewalks
- Bikeways
- Traffic Signals
- Traffic Calming
- Pedestrian Projects
- Transit Improvements





Thematic and Community Profiles



Equity

WHAT IS EQUITY?

Equity refers to fairness and justice in providing opportunities, resources, and treatment to everyone, regardless of differences in race, gender, socioeconomic status, or ability. Equity differs from equality, recognizes that we do not all start from the same place and acknowledges that we must adjust to imbalances. Equity occurs when we eliminate institutional racism and systemic disparities, providing everyone with equitable access to opportunity and resources to thrive.

Equity in the context of mobility is about ensuring that transportation infrastructure and services are accessible, affordable, and inclusive for all, regardless of age, gender, physical ability, income level, or geographic location.

MOBILITY EQUITY IN SAN DIEGO

Historically, efficient, cost-effective and sustainable infrastructure in San Diego have been unequally distributed, with structurally excluded communities lacking the quality and variety of resources due to past planning and investment practices. This disparity has left these underserved community members prone to limited mobility options and air pollution, perpetuating social and economic inequities and inaccessibility to opportunities. The analytical data supports these underserved communities lack mobility options because up to 15% of households do not own a vehicle in the City that is highly dependent on vehicles 69% of workers driving alone to work. The City's recent efforts to address mobility equity include completing and undertaking studies that identify multimodal improvements for structurally excluded communities, addressing the needs of pedestrians, cyclists, and transit users, and focus on neighborhood connections to shopping, recreational amenities, and jobs. Overall, these efforts will uplift areas and community members with the greatest needs.

EQUITY IN SAN DIEGO INITIATIVES

The City's efforts to promote equity include prioritizing structurally excluded communities in plans to identify their specific needs, evaluating projects that maximize community benefits and minimize burdens, and giving decision-making power to amplify the voices of these communities. Examples include:

Build Better SD

The City adopted a Parks Master Plan that creates an equitable parks system so that everyone has access to safe, clean and thriving park spaces. The City created an equitable citywide funding program for public facilities, including libraries, streets, and active transportation facilities.

The City added an Environmental Justice Element to the General Plan with goals and policies that further advance the equitable distribution of benefits, access to high-quality public spaces and amenities, and limit environmental burdens.

ENVIRONMENTAL JUSTICE ELEMENT GOALS

Flexible, multifunctional public spaces that are easily accessible by walking, rolling, biking and transit where people of all age groups, genders, and abilities can play and socialize.

Flexible and reconfigurable recreation facilities to meet emerging recreation needs, including un-scheduled recreation and activities geared towards social interaction, health, and wellness.

Safe spaces for people to walk/run and bike to allow for active and healthy ways to move around and enjoy communities.

Public facilities and infrastructure for people of all age groups and abilities prioritized in areas with the greatest needs.

MOBILITY MASTER PLAN GOALS AND EQUITY

Goal 1: Increase opportunities for access to safe modes of transportation for all users.

Goal 2: Incorporate best practices to promote equity during all phases of the planning process.

Goal 3: Create a safe, connected, and convenient network for pedestrians.

Goal 4: Create a safe, connected, and convenient network for cyclists and micromobility users.

Goal 5: Improve access to the public transit system and provide corridors that offer safe, convenient, and reliable transit service and connections.

Goal 7: Incorporate current best practices for design and implementation in the planning process.

Goal 8: Incorporate innovative technologies into the City's mobility network to increase the safety and efficiency of the network, expand mobility choices, while enhancing user experience and reducing greenhouse gas emissions.

EQUITY IN THE MOBILITY MASTER PLAN

The Plan aligns with the General Plan and the 2022 Strategic Plan's vision to create opportunities in every neighborhood and prioritize the health, well-being and quality of life for all San Diegians. From a mobility equity standpoint, this vision aims to ensure that all San Diegians receive the mobility improvements they deserve, with a focus on equitable improvements across the City. The Plan recognizes the importance of planning and completing mobility projects in these areas with the greatest needs and provides a project prioritization framework that promotes equitable mobility.

PROGRAMS AND EQUITY

Programs, outlined in Chapter 7, that will promote equity in mobility systems include:

- Art in the Right-of-way:** Makes public spaces more inclusive and accessible, reflecting the diverse communities in the City.
- Transit fare subsidies:** Provides tailored transportation options for persons with disabilities.
- On-demand specialized transportation:** Makes public transit more affordable and accessible for low-income residents.

FOCUS AREA AND EQUITY

Inputs that determined the Plan's Focus Areas that can be attributed to equity:

- % of workers that commute by walking
- % of workers that commute by biking
- % of workers that commute by transit
- % of workers that commute by vehicle
- City of San Diego Climate Equity Index
- City of San Diego Communities of Concern
- Households with no vehicle ownership

PROJECT EVALUATION CRITERIA

In the prioritization of mobility projects within each Focus Area, the Plan includes two criteria for equity:

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

PERFORMANCE MONITORING AND EQUITY

The Plan includes the following performance monitoring indicators that can be attributed to equity:

- First-mile/Last-mile projects completed: Reflects enhanced access to transportation options in currently underserved areas.
- Miles of new and repaired sidewalks: Improves pedestrian safety and accessibility for all, especially those with disabilities and in underserved neighborhoods.
- New residential units within Transit Priority Areas: Promotes affordable, accessible housing options close to public transportation.

FOCUS AREA 1

COUNCIL DISTRICT 3, 8

- POPULATION:** FOCUS AREA: 51,000
CITY OF SAN DIEGO: 1,366,300
- MEDIAN HOUSEHOLD INCOME:** FOCUS AREA: \$72,000
CITY OF SAN DIEGO: \$68,000
- MEDIAN AGE:** FOCUS AREA: 38
CITY OF SAN DIEGO: 36
- PERCENTAGE OF WORKERS DRIVING ALONE:** FOCUS AREA: 56%
CITY OF SAN DIEGO: 69%
- PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE:** FOCUS AREA: 15%
CITY OF SAN DIEGO: 6%

OVERVIEW

Focus Area 1 is centered on Downtown, but also includes parts of Barrio Logan, Uptown, and Southeastern San Diego. This area is served by several bus lines and the City's three trolley lines. Interstate 5 runs through this Focus Area and sets the northern and eastern borders of downtown, separating it from its neighboring areas with the infrastructure of the freeway. The heavy traffic at the freeway's on-ramps and off-ramps in this area also create barriers for pedestrians and cyclists.

The high density of residents and intensity and diversity of activities in Focus Area 1 provide opportunities for big returns on improvements to transit, pedestrian and bicycle facilities. Destinations including Little Italy, Chicano Park, Marina District, Gaslamp, and the ballpark draw large crowds of visitors. The residents and other stakeholders in these destinations and the surrounding streets will see benefits in sustainability, safety, and equity from more visitors arriving by transit, bicycle, and foot.

COMMUNITY VOICES

"There are tons of intersections that do not have painted crosswalks. Adding these should be a simple and easy process."

"I'd really love to be able to take public transit to the airport, I feel like that's the one place I really can't get to and I have to take an Uber."

"I am writing to express my strong support for the Mobility Master Plan's goals of creating a more balanced, equitable, and sustainable mobility system for our city. However, I would like to bring to your attention a critical gap in our current infrastructure that needs to be addressed: the lack of a safe biking route from Downtown to Old Town."

MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Art in the right-of-way
- On-demand specialized transportation
- Car share
- Transit fare subsidy

PLANNED PROJECTS

The table and figure below detail the top 10 City mobility projects for Focus Area 1. The complete list of mobility projects for all Focus Areas can be found in Appendix B.

OPPORTUNITIES FOR FUTURE STUDY

Focus Area 1 opportunities for future study include but are not limited to:

- Enhanced pedestrian infrastructure at the Palm Street Bridge
- Protected bike lane on Pacific Highway from Laurel Street to East Mission Bay Drive
- Scalable micromobility options
- Pedestrian safety enhancements such as no right turns on red
- Community Parking District

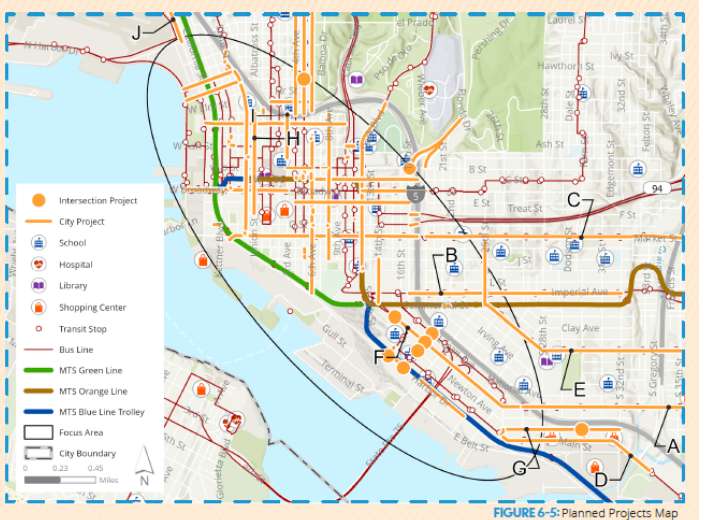
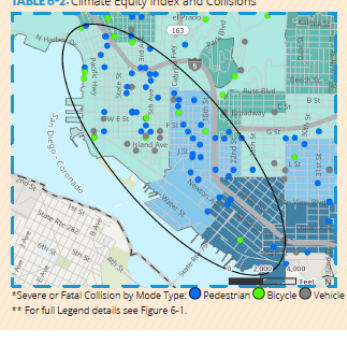
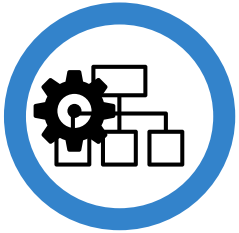


FIGURE 6-4: Planned Projects

City Projects	Description	Mode
A	Implement buffered bike lanes, install curb ramps, install curb extensions, install enhanced crosswalks, install new traffic signals, install pedestrian countdown indications, and modify signal timing.	Cycling, Walking, Vehicular
B	This project will improve bicycle and pedestrian safety in the community and encourage the use of alternate modes of transportation.	Cycling, Walking
C	Implement Class IV one-way cycle tracks and intersection improvements.	Cycling, Walking
D	Class IV two-way cycle track on the south side, and the installation of new raised medians, driveways and new curb ramps.	Cycling, Walking
E	Class II bike lanes	Cycling
F	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.	Cycling
G	Implement Class I multi-use path along Boston Avenue between 29th Street and Chollas Creek.	Cycling
H	Sidewalk: Landscape earthwork, sidewalk paving, landscape planting, furnishing/signage.	Walking
I	Sidewalk: Landscape earthwork, sidewalk paving, landscape planting, furnishing/signage.	Walking
J	Implement enhanced bikeways along Broadway from Park Boulevard to 19th Street.	Cycling

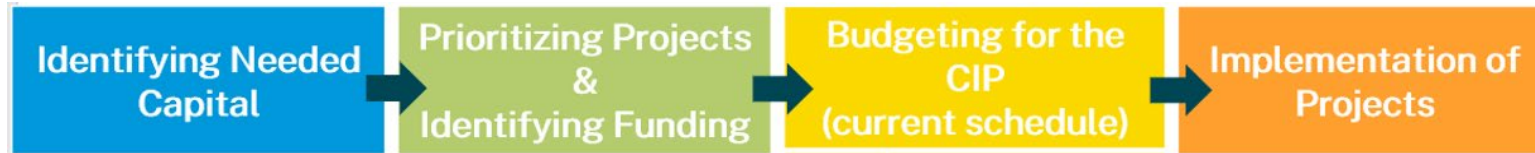


Project Development Process

Interdepartmental Communication



Project Programming



External Agencies





Mobility Programs

WAYFINDING



TRANSPORTATION DEMAND MANAGEMENT



SLOW STREETS



ART IN THE RIGHT-OF-WAY



E-BIKE REBATE



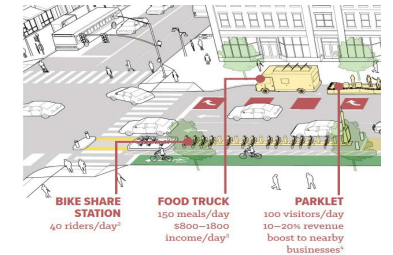
ON-DEMAND SPECIALIZED TRANSPORTATION SERVICES



NEIGHBORHOOD SHUTTLES



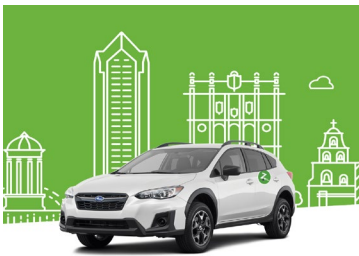
CURBSIDE MANAGEMENT



COMMUNITY PARKING DISTRICT (CPD)



CARSHARE



MOBILITY AS A SERVICE



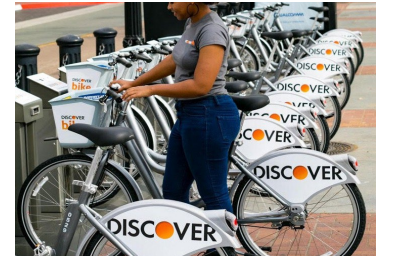
TRANSIT FARE SUBSIDIES



URBAN CONNECTIVITY



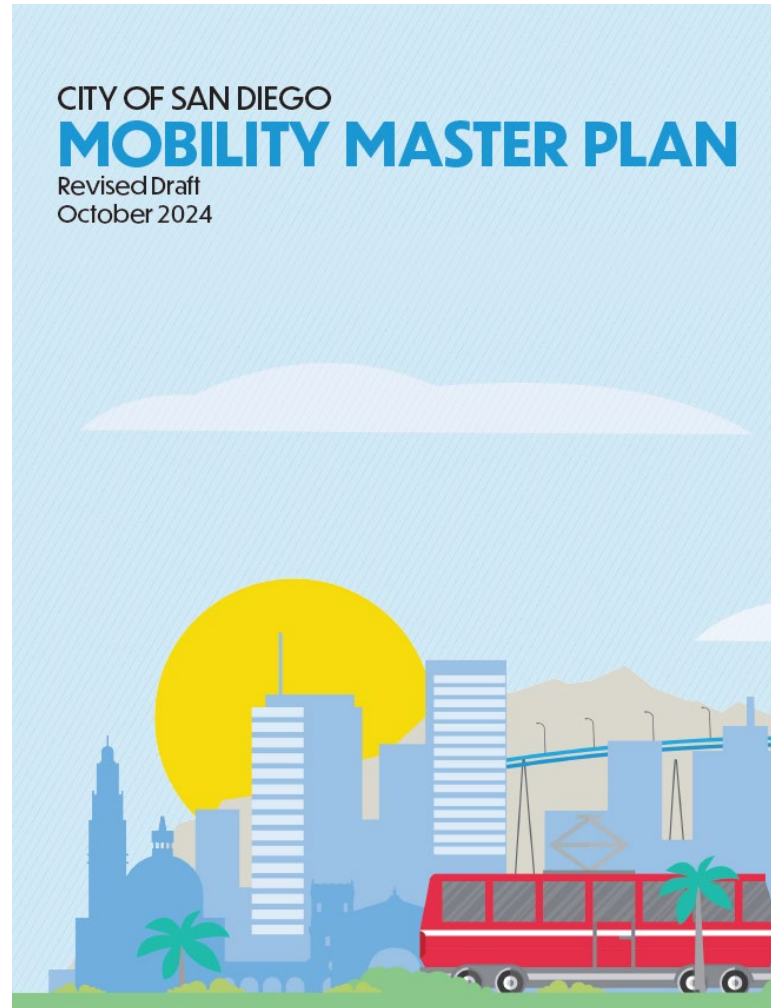
MICROMOBILITY CHARGING AND SERVICES





Additions

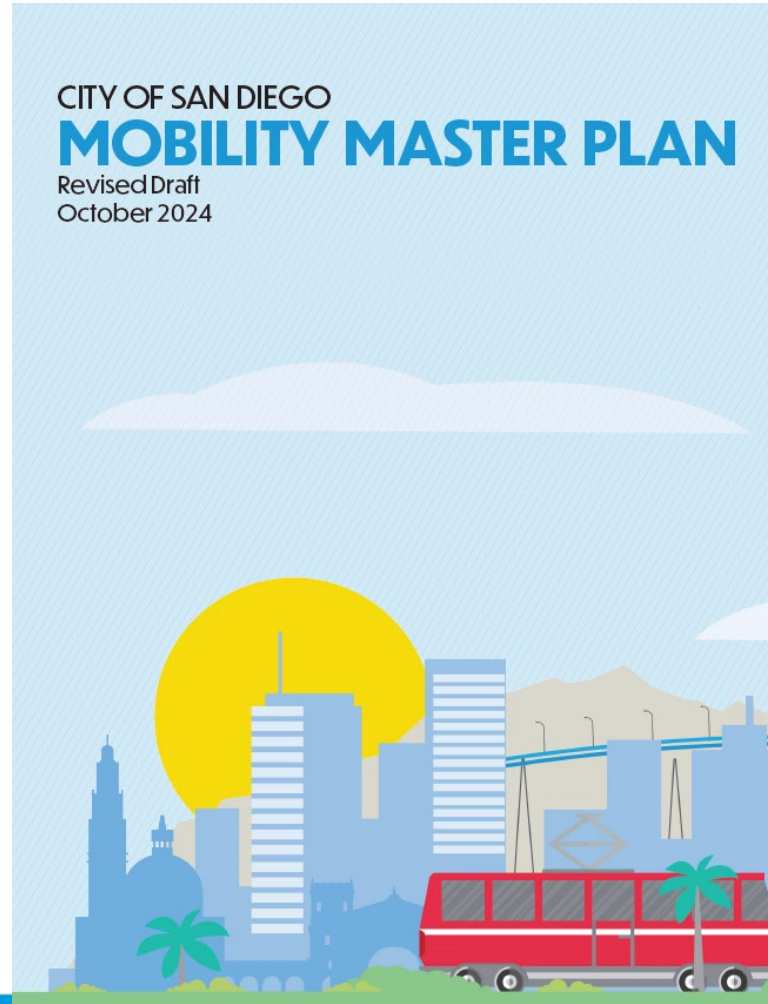
- New Thematic Profiles
- New Community Profiles
- Updated Projects and Programs
- Detailed Project Implementation Chapter
- Refined Near-Term and Long-Term Actions
- Updated Financial Assessment





Additions - Oct 2024 through Jan 2025

- Updated University City and Hillcrest Projects
- University City Focus Area Update
- New Roadway Resurfacing Program Sheet





- Share Updated Plan
 - Active Transportation & Infrastructure (ATI) Committee
 - Other City Boards and Working Groups
 - Community Based Organizations & Public
- Launch Data Viewer
- Seek ATI Committee Recommendation
- Council Adoption
- Project and Program Implementation
- Performance Monitoring

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