

CITY OF SAN DIEGO
MOBILITY MASTER PLAN
APPENDICES

April 2025





APPENDICES

Appendix A Project Prioritization Criteria

A-1

Appendix B Focus Area 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 will be regularly updated, 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 micromobility 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 19.1+
- » 7: Cost effectiveness range 12.1-19
- » 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 10

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 List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
1	National Avenue Improvements between 27th Street and 43rd Street	Remove the continuous left-turn lane on National Ave from 27th St to 43rd St to implement buffered bike lanes. In addition, install curb extensions, enhanced crosswalks, new traffic signals, and upgrade pedestrian signals at select intersections.	Comprehensive	1	4, 8	\$\$\$	Very High	These project features could be unbundled and made into separate projects. For example, CIP B19137 is underway and implementing the buffered bike lanes and road diet on National Avenue between 35th Street to 40th Street.
2	Market Street Improvements between 19th Street and Boundary Street	Implement one-way cycle tracks along Market St from 19th St to Boundary St. To accommodate the cycle tracks, a road diet or removal of on-street parking is needed. Install curb extensions and upgraded crosswalks and pedestrian signals at intersections.	Comprehensive	1	8, 9	\$\$\$	Very High	It should be noted that the Bicycle Master Plan Update could modify the proposed bikeway component of this project.
3	25th Street and Ocean View Blvd Bikeways	Install bike lanes along 25th Street from Market Street to Commercial Street and Ocean View Boulevard from Commercial Street to 36th Street.	Bikeway	1	8	\$\$	Very High	This is a high-priority project in the City's Bicycle Master Plan; however, the Update is underway which could modify the project. Bike facilities exist along Ocean View Blvd from 30th St to Bancroft St. Also, more bikeway designs are in-progress.
4	Eastern Area Bikeway along College Avenue	Implement a bikeway along College Avenue from Navajo Road to Lemon Grove City limits.	Bikeway	5	4, 7, 9	\$\$\$	Very High	Bike lanes already exist along portions of College Ave within this project's limits. Bikeway design between Del Cerro Blvd and Montezuma Rd is underway. The College and Mid-City Community Plan Updates, which could modify this project, are also underway.
5	West & East San Ysidro Boulevard Bikeways	Install buffered bike lanes or sharrows along West and East San Ysidro Boulevard between Dairy Mart Rd and Camino Del La Plaza.	Bikeway	6	8	\$\$	Very High	This is a high-priority project in the City's Bicycle Master Plan; however, an update is underway, which could modify the project. Also, the Community Plan noted that from Cottonwood Rd and Border Village Rd, the class type could be further refined.
6	Euclid Avenue Improvements within Encanto Community	Euclid Ave improvements include raised medians, dedicated bikeways, marked crosswalks, curb ramps, and curb extensions. Specifically, implement bike lanes between Market St and Imperial Ave and one-way cycle tracks between Imperial Ave and Solola Ave.	Comprehensive	2	4	\$\$	Very High	Some project elements have been implemented or will be as part of CIP efforts (S16061 and B23019) underway. For example, raised medians have been installed and pedestrian features have been implemented at the intersections with Guymon St and Hilltop Dr.
241	La Jolla Village Drive SMART Corridor	Convert La Jolla Village Drive between I-5 and I-805 into a SMART Corridor with a flex lane in each direction that could be used for transit or HOV. The corridor may include transit signal priority, curb extensions, and protected intersections.	Comprehensive	8	1, 6	\$\$\$\$	Very High	Project will require coordination with Caltrans.
242	La Jolla Village Drive Flex Lanes	Install a flex lane along La Jolla Village Drive between N Torrey Pines Rd and I-5 by repurposing a general purpose lane in each direction. Flex lanes could be used for transit or high-occupancy vehicles.	Comprehensive	8	1	\$\$\$	Very High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with Caltrans, SANDAG and/or MTS.
7	Main Street Two-Way Cycle Track (also referred to as Chollas Creek to Bayshore Multi Use Path)	The project extends from Schley Street all the way to Rigel Street along Main Street and includes removing a travel lane to install a two-way cycle track on the south side and installing new raised medians, driveways, and curb ramps.	Bikeway	1	8	\$\$\$	Very High	CIP B17113 is under design and partially funded. Depending on further feasibility assessments and constraints, some sections may have bike lane, bike route, or multi-use path instead of a cycle track.
243	Executive Way Cycle Track	Install a two-way cycle track along the west side of Executive Way between Executive Drive and La Jolla Village Drive. To accommodate the cycle track, roadway modification via lane reduction will be required.	Bikeway	8	6	\$\$	Very High	
341	Park Boulevard Cycle Tracks	Implement cycle tracks along Park Blvd between El Cajon Blvd and Robinson Ave through the repurposing of parking and or narrowing travel lanes.	Bikeway	3	3	\$\$	Very High	Coordination with Uptown Community Parking District and City Parking Meter Staff prior to implementation. Coordination with MTS on bus stops along corridor. Consideration for changes to existing curb extensions and raised medians.
8	47th Street Improvements between Nogal Street and Logan Avenue	Implement a road diet from a 4-lane Collector with a two-way center left-turn lane to a 2-lane Collector with a two-way center left-turn lane along 47th St between Nogal St and Logan Ave. Repurpose the roadway right-of-way for one-way cycle tracks.	Bikeway	2	4	\$	Very High	
244	La Jolla Village Drive Cycle Tracks	Implement one-way cycle tracks along La Jolla Village Drive between N Torrey Pines Road and I-805. To accommodate the cycle tracks, roadway modifications such as on-street parking removal will be required.	Bikeway	8	1, 6	\$\$\$	Very High	The project will require coordination with Caltrans as the bikeway approaches and traverses through freeway interchanges.
245	Eastgate Mall Cycle Tracks	Implement one-way cycle tracks along Eastgate Mall between Regents Road and Judicial Drive with removal of on-street parking.	Bikeway	8	6	\$\$	Very High	
246	La Jolla Village Drive Non-Contiguous Sidewalks	Implement wide, non-contiguous sidewalks along both sides of La Jolla Village Drive between Genesee Avenue and Town Centre Drive, where missing.	Sidewalk Project	8	6	\$\$\$	Very High	The project may require coordination with abutting property owners and developers to help construct the multi-use pathway with future redevelopment opportunities and/or repurposing of public right-of-way.
342	Normal Street Promenade (Multi-Use Path)	Implement Multi-use path along Normal St between Polk Avenue and University Av with repurposing of two travel lanes and on-street parking on west side of segment.	Bikeway	3	3	\$\$\$	Very High	Bikeway project is funded and will begin construction soon.
343	University Avenue Promenade	Implement pedestrian promenade along north side of University Avenue between Sixth Avenue and Park Boulevard.	Pedestrian Improvement	3	3	\$\$\$\$	Very High	Refer to Figure 12-2: Promenades in Uptown Community Plan. Implementation of facility will be constructed by redevelopment complying with supplemental development regulation SDR-B.2 and CPIOZ.
344	Bachman Place Bikeway	Implement cycle tracks in the southbound direction and sharrows along the northbound direction along Bachman Place between Hotel Circle South and Arbor Drive.	Bikeway	3	3	\$\$	Very High	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
9	Federal Boulevard Bikeway	Implement a bikeway on Federal Boulevard from Home Avenue to Euclid Avenue	Bikeway	2	4, 9	\$\$	Very High	It should also be noted that the Mid-City Community Plan and Bicycle Master Plan updates are underway, which could modify this recommendation.
10	Complete Streets Recommendation - Island Avenue Greenway	Implement a Greenway along Island Avenue from Union Street to I-5 Freeway to connect the Marina District, Gaslamp, and East Village. A lane diet would also be required to accommodate the Greenway.	Comprehensive	1	3	\$\$\$	Very High	Greenways could include linear parks, wide sidewalks, pedestrian promenades, landscaping, or traffic calming features. CIP B17056 underway will implement a bikeway and ADA improvements between 7th Ave and 17th St, which may supersede recommendations. Project will require coordination with Caltrans.
345	Robinson Avenue Promenade	Implement Promenade along north side of Robinson Ave between First Ave and midblock between Fourth And Fifth Ave and between Fifth Ave and Eighth Ave.	Pedestrian Improvement	3	3	\$\$\$\$	Very High	Refer to Figure 12-2: Promenades in Uptown Community Plan. Implementation of facility will be constructed by redevelopment complying with supplemental development regulation SDR-B.2 and CPIOZ.
247	Nobel Drive Sidewalk Improvements	Implement wide, non-contiguous sidewalks along Nobel Drive between Genesee Avenue and Villa La Jolla Drive, where missing.	Sidewalk Project	8	6	\$\$	Very High	
248	Costa Verde Boulevard Bike Lane	Implement bike lanes along Costa Verde Boulevard between La Jolla Village Drive and Nobel Drive	Bikeway	8	6	\$\$	Very High	
249	Genesee Avenue SMART Corridor	Convert Genesee Ave from I-5 NB Ramp to the SR-52 WB Ramp into a SMART Corridor with a flex lane in each direction that could be used for transit or HOV. The corridor may include transit signal priority, curb extensions, and protected intersections.	Comprehensive	8	6	\$\$\$\$	Very High	Project will require coordination with Caltrans, SANDAG and/or MTS. For the segment between Nobel Dr and SR-52 Ramps, queue jumps or other transit improvements may be included in lieu of flex lanes based on the available right-of-way.
250	Nobel Drive Flex Lanes	Install a flex lane along Nobel Drive between Villa La Jolla Dr and I-5 by repurposing a general purpose lane in each direction. Flex lanes could be used for transit or high-occupancy vehicles.	Comprehensive	8	1	\$\$\$	Very High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with Caltrans, SANDAG and/or MTS.
346	Richmond Street Bike Lanes	Implement bike lanes along Richmond Street between Normal Street and Robinson Av through repurposing of on-street parking along both sides of segment or removing two-way left turn lane and maintaining on-street parking.	Bikeway	3	3	\$\$	Very High	Mobility Tech Report analyzed removal of on-street parking for this segment; however, low ADT projected in future which could allow for reclassification of street from 2 lane with TWLTL to 2 lane without TWLTL.
251	Eastgate Mall Bike Lane	Implement bike lanes along Eastgate Mall between Regents Road and Genesee Avenue through the removal of on-street parking removal	Bikeway	8	6	\$\$	Very High	
252	Towne Centre Drive Bike Lane	Implement bike lanes along Towne Centre Drive between La Jolla Village Drive and Nobel Drive via on-street parking removal	Bikeway	8	6	\$\$	Very High	
253	Executive Drive Cycle Track	Implement one-way cycle tracks along each side of Executive Drive between Regents Road and Judicial Drive. To accommodate the cycle track, roadway modifications via lane reductions and parking removal will be required.	Bikeway	8	6	\$\$\$	Very High	
254	Genesee Avenue Cycle Track	Implement a cycle track along the east side of Genesee Ave between Scripps Hospital Driveway and Regents Rd and one-way cycle tracks between Regents Rd and SR-52. To accommodate these facilities, it would require lane width reduction and parking removal.	Comprehensive	8	6	\$\$\$\$	Very High	
11	National Avenue Bikeway	Reclassify National Avenue between Commercial Street and 28th Street as a Two-lane Collector without a two-way left-turn lane. Also, install buffered bike lanes.	Bikeway	1	8	\$\$\$	Very High	It should be noted that the Bicycle Master Plan will be updated soon which could modify this proposed project/ recommendation.
12	San Ysidro Flashing Beacon Installation Project - West San Ysidro Boulevard and Smythe Avenue	Flashing beacon at West San Ysidro Boulevard and Smythe Avenue	Pedestrian Improvements	6	8	\$\$\$	Very High	
13	East Park and West Park Avenue Improvements	Implement traffic calming measures (i.e., bulb-outs), crossing improvements, and multi-use paths along West Park Ave and East Park Ave. Also, a pedestrian refuge area with additional on-street parking along East Hall Ave between West and East Park Ave.	Comprehensive	6	8	\$\$	Very High	These project features could be unbundled to be separate projects. It should be noted that the Border to Bayshore project is underway which could implement the multi-use portion of this project.
255	Arriba Street Cycle Track	Implement one-way cycle tracks along each side of Arriba Street between Palmilla Drive to Regents Road. To accommodate the cycle track, roadway modification via lane reduction will be required.	Bikeway	8	6	\$\$	Very High	
256	Renaissance Avenue Bike Lanes	Implement bike lanes along Renaissance Avenue between Golden Haven Drive and Towne Center Drive. To accommodate these facilities, it would require parking removal.	Bikeway	8	6	\$\$	Very High	
257	Towne Centre Drive Bikeways and Traffic Calming	from Executive Drive to the northern terminus via on-street parking removal. Also provide traffic calming enhancements that reduce vehicular speeds through this segment.	Bikeway	8	6	\$\$	Very High	
258	Nobel Drive Multi-Use Path	Implement multi-use path along the north side of Nobel Drive between University Center Lane and Regents Road through roadway modifications such as reducing roadway widths.	Bikeway	8	6	\$\$\$	Very High	
268	Costa Verde Boulevard and La Jolla Village Drive Crossing Improvements	Implement pedestrian bridge or at-grade crossing improvements at Costa Verde Boulevard and La Jolla Village Drive.	Pedestrian Improvements	8	6	\$\$\$\$	Very High	The project may require coordination with abutting property owners and developers to help construct the pedestrian bridge with future redevelopment opportunities and/or repurposing of public right-of-way.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
14	I-15 Bikeway - Poway Interchange to Carmel Mountain Road	Provide an off-street bikeway that roughly follows the I-15 Freeway corridor from the Poway interchange to Carmel Mountain Road	Bikeway	11	5	\$\$\$\$	Very High	It should be noted that the Bicycle Master Plan Update is underway, which could modify this proposed bikeway. Also, coordination with the City of San Diego, Caltrans, and/or abutting property owners maybe required.
15	Logan Avenue Improvements between I-805 and Euclid Avenue	Implement a road diet from a 4-lane Collector to a 2-lane Collector with a two-way center left-turn lane along Logan Avenue between I-805 and Euclid Avenue. Repurpose the roadway right-of-way for buffered bike lanes.	Bikeway	2	4	\$	Very High	The project will require coordination with Caltrans especially as it approaches the I-805 and interacts with their right-of-way.
16	South Vista Cycle Track	Implement one-way cycle tracks along South Vista Avenue between Smythe Crossing and Cottonwood Road.	Bikeway	6	8	\$\$\$	Very High	It should be noted that the Bicycle Master Plan is underway which could modify this project.
17	Complete Streets Recommendation - Union Street Greenway	Implement a Greenway along Union St from Island Ave to Date St to connect the Marina and Little Italy neighborhoods. Lane diets between Date St and Broadway and between W. F St and Broadway would also be required to accommodate the Greenway.	Comprehensive	1	3	\$\$\$	Very High	Greenways prioritize pedestrian travel by providing linear parks, wide sidewalks, or pedestrian promenades. They also include landscaping features and roadway designs that slow vehicular movement.
18	Imperial Avenue Improvements between 19th Street and 32nd Street	Implement a road diet along Imperial Ave between 19th St and 32nd St by removing the continuous left-turn lane. Repurpose the roadway right-of-way for buffered bike lanes. Install curb extensions and enhanced crosswalks at select intersections.	Comprehensive	1	8	\$	Very High	SANDAG's Imperial Avenue Bikeway project will create 3+ miles of separated or buffered bikeways between 17th St and 47th St. This project will include Complete Streets features, which will implement and modify previously planned improvements.
19	Mira Mesa Boulevard Flex Lane Implementation	Install a flex lane (one in each direction) along Mira Mesa Boulevard from the I-805 to I-15 freeway interchanges. Flex lanes could be used for transit or high-occupancy vehicles.	Transit Improvements	9	6	\$\$\$	Very High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with Caltrans, SANDAG and/or MTS.
347	University Avenue Cycle Tracks	Implement one-way cycle tracks along University Ave between First Ave and Park Blvd through removal of on-street parking along segment between Fifth Ave and Sixth Ave on north and south sides and float parking in the median between 10th Ave and Normal Street.	Bikeway	3	3	\$\$	Very High	
348	First Avenue Bike Lanes	Implement bike lanes along First Ave between Washington St and Robinson Ave through repurposing on-street parking on east side and/or narrowing travel lanes.	Bikeway	3	3	\$\$	Very High	Would require parking removal
349	Front Street Class II Bikeway	Implement buffered bike lanes along Front Street between University Avenue and Robinson Avenue by narrowing travel lanes.	Bikeway	3	3	\$\$	Very High	Coordination with San Diego Unified School District to designate this connection to school and preferred route to school for students.
350	Aerial Skyway	Aerial Skyway connection between Mission Valley and Hillcrest.	Transit Improvement	3	3	\$\$\$\$	Very High	Coordinate with SANDAG.
259	Towne Centre Drive Sidewalk Improvements	Implement non-contiguous sidewalks along Towne Centre Drive between Eastgate Mall and Golden Haven Drive, where missing.	Sidewalk Project	8	6	\$\$	Very High	The project may also require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
351	Robinson Avenue Bike Lanes	Implement bike lanes along Robinson Ave between First Ave and Park Blvd through removal of on-street parking between First Ave and 10th Ave. and remove center turn lane from 10th Ave to Park Blvd.	Bikeway	3	3	\$\$	Very High	Coordination with Uptown Community Parking District and City Parking Meter Staff prior to implementation. Coordination with Caltrans on SR-163 bridge overpass enhancements for bike and peds. (MO-2.14)
352	Third Avenue Bikeway	Implement contraflow bike lanes along Third Ave southbound and sharrows in northbound direction between Washington St and Lewis St.	Bikeway	3	3	\$\$	Very High	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.
260	Genesee Avenue Multi-Use Path	Implement a multi-use path along the north side of Genesee Avenue from I-5 NB Ramp to Scripps Hospital Driveway with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Bikeway	8	6	\$\$	Very High	The project may require coordination with abutting property owners, Caltrans, and developers to help widen and construct the non-contiguous sidewalk with future redevelopment opportunities and/or repurposing of public right-of-way.
261	Nobel Drive Cycle Tracks	Implement one-way cycle tracks along both sides of Nobel Dr between Villa La Jolla Dr to University Center Ln, eastbound between University Center Ln and Regents Rd, and westbound between Regents Rd and Miramar Rd.	Bikeway	8	6	\$\$\$	Very High	To accommodate the bikeways, roadway modifications like on-street parking removal will be required.
20	Wightman Street Bikeway	Implement Class II bike lane along Wightman St from Swift Ave to Fairmount Ave.	Bikeway	3	9	\$\$	Very High	This project was identified as a high-priority project in the City's adopted Bicycle Master Plan; however, the BMP Update is underway, which could modify this proposed bikeway. There are existing bike facilities between Swift Ave and 35th St.
21	Olive Drive Improvements	Bulb-outs and crossing improvements at the intersection of Olive Drive and East Hall Avenue	Pedestrian Improvements	6	8	\$\$\$	Very High	
262	Regents Road Cycle Tracks	Implement one-way cycle tracks along Regents Road between Executive Drive to Arriba Street via on street parking removal	Bikeway	8	6	\$\$\$	Very High	
263	Nobel Drive SMART Corridor	Convert Nobel Drive between I-5 and I-805 into a SMART Corridor with a flex lane in each direction that could be used for transit or HOV. The corridor may include transit signal priority, curb extensions, and protected intersections.	Comprehensive	8	6	\$\$\$\$	Very High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with Caltrans, SANDAG and/or MTS.
22	43rd Street Bikeway	Implement a bikeway on 43rd Street from Meade Avenue to Ridge View Drive	Bikeway	3	4, 9	\$	Very High	It should also be noted that the Mid-City Community Plan and Bicycle Master Plan updates are underway, which could modify this recommendation. Also, bicycle lanes already exist along Fairmount Ave between Poplar St and Ridge View Dr.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
23	Border Village Area Bikeway along Border Village Road	Install a southbound-only buffered bike lane along Border Village Road between both ends of East San Ysidro Boulevard.	Bikeway	6	8	\$\$	Very High	This project is bundled with a northbound-only bike lane along East San Ysidro Boulevard. It should also be noted that the Bicycle Master Plan Update is underway which could modify this project.
24	Broadway One-Way Cycle Tracks (west of 3rd Avenue)	Implement one-way cycle tracks along each side of Broadway from Harbor Drive to Third Avenue. To accommodate the cycle track, lane diets will be required the length of the segment.	Bikeway	1	3	\$\$\$\$	Very High	This project is bundled with CIP B23118, which is currently in the preliminary engineering phase and is partially funded. The CIP project proposes installation of cycle tracks on Broadway, 3rd Avenue, and B Street among other improvements.
25	Hancock Street Bikeway	Provide a bikeway on Hancock Street from Sports Arena Boulevard to Kurtz Street	Bikeway	4	2	\$\$	Very High	It should be noted that the Bicycle Master Plan Update is underway, which could modify this project.
26	Old Town Avenue Bikeway	Implement bicycle lanes along Old Town Avenue from Hancock Street to San Diego Avenue.	Bikeway	4	2		Very High	It should be noted that the Bicycle Master Plan Update is underway, which could modify this recommendation.
27	Otay Mesa Road Bikeway	Implement bicycle lanes along Otay Mesa Road from Beyer Boulevard to Remington Hills Drive	Bikeway	6	8	\$\$	Very High	It should be noted that the Bicycle Master Plan Update is underway which could modify this project. Additionally, there are draft designs for cycle tracks along Otay Mesa Road on segments east of Remington Hills Drive.
28	Camino De La Plaza Road and Bridge Improvements	Improvements include widening the freeway overpass on Camino De La Plaza for wider sidewalks, a bikeway, and an additional southbound lane. Also include a pedestrian scramble at the Camino De La Plaza/East Beyer Blvd/East San Ysidro Blvd intersection.	Comprehensive	6	8	\$\$\$\$	Very High	These project features could be unbundled to become separate projects.
29	Complete Streets Recommendation - E Street Greenway	Implement a Greenway along E St from 4th Ave to 17th St to connect the Horton Plaza Park, Gaslamp, and East Village. A lane or road diet from 4th Ave to 17th St and the conversion from 1-way to 2-way travel from 4th Ave to 13th St would be included.	Comprehensive	1	3	\$\$\$	Very High	Greenways provide pedestrian amenities like linear parks and promenades. There could be opportunities to implement this Greenway in a phased manner as part of new development. Also, parking removal maybe required to implement some features.
30	East San Ysidro Boulevard Pedestrian & Road Improvements	Implement wider sidewalks, raised medians, and buffered bike lanes along East San Ysidro Blvd between Border Village Rd (south) and Rail Ct. This assumes the relocation of the existing trolley tracks as part of the Intermodal Transportation Center project.	Comprehensive	6	8	\$\$\$	Very High	These project features could be unbundled and made into separate projects. It should also be noted that the Bicycle Master Plan Update and the San Ysidro Mobility Hub Phase 1 efforts are underway, which could modify the proposed recommendations.
31	Market Street Improvements between Euclid Avenue and Pitta Street	Widen Market Street between Euclid Avenue and Pitta Street to provide a left-turn pocket and pedestrian refuge at 54th Street, implement one-way cycle tracks, and install sidewalks, where missing.	Comprehensive	2	4	\$	Very High	The Market St-47th St to Euclid Complete St project (S16061) is partially funded and includes widened sidewalks, curb extensions, bus pads, and cycle tracks. Features from this CIP effort may supersede elements of this project.
264	Genesee Avenue Sidewalk Improvements	Implement non-contiguous sidewalks along the east side of Genesee Avenue between Regents Road and Nobel Drive, where missing.	Sidewalk Project	8	6	\$\$	Very High	
32	Smythe Avenue Bikeway	Implement a bikeway along Smythe Avenue between South Vista Avenue and West San Ysidro Boulevard.	Bikeway	6	8	\$	Very High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project.
33	Dairy Mart Road & Dairy Mart Road Bridge Improvements	Dairy Mart Rd improvements include widening the freeway overpass and the segment between W. San Ysidro Blvd and Servando Rd to a 4-lane Collector, implementing bike lanes between W. San Ysidro Blvd and Camino De La Plaza, and sidewalk improvements.	Comprehensive	6	8	\$\$\$\$	Very High	These project features could be unbundled to be separate projects. It should be noted that the Bicycle Master Plan Update is underway which could modify the proposed bikeway component of this project. Project will require coordination with Caltrans.
34	Pacific Highway Multi-Use Path from Taylor St to Laurel St (segment of the Highway 101 Urban Path)	Replace the existing sidewalk on the east side of Pacific Highway between Midway Pacific Highway community boundary and Taylor St with a 12-foot-wide multi-use path. Install pedestrian scale lighting along the length of the path.	Comprehensive	4	2	\$\$	Very High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
35	Sports Arena Boulevard Multi-Use Path from Midway Drive to Rosecrans Street (segment of the Bay-to-Bay Urban Path)	Replace the existing sidewalk on the northeast side of Sports Arena Blvd between Rosecrans St and Pacific Highway with a 12-foot-wide multi-use path. Install pedestrian scale lighting along the length of the path.	Comprehensive	4	2	\$\$\$	Very High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
36	Border Village Area Bikeway along East San Ysidro Boulevard	Install a northbound-only buffered bike lane along East San Ysidro Boulevard between both ends of Border Village Road.	Bikeway	6	8	\$\$	Very High	This project is bundled with a southbound-only bike lane along Border Village Road. It should also be noted that the Bicycle Master Plan Update is underway which could modify this project. This project also has some overlap with Seg-72.
37	Broadway Bikeway from Park Boulevard to 19th Street	Implement bikeways along Broadway from Park Boulevard to 19th Street to connect Downtown and Golden Hill.	Bikeway	1	3	\$	Very 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 Update is underway which could modify this recommendation.
38	Harbor Drive Sidewalk Improvements	Install sidewalk along the east side of Harbor Drive between Beardsley Street and Sigsbee Street in Barrio Logan, where missing	Sidewalk Project	1	8	\$\$	Very High	
39	Kelton Road Sidewalk Improvements	Provide sidewalk along the east side of Kelton Road from Bethune Court to Bayview Heights Way in Encanto, where missing	Sidewalk Project	2	4	\$\$	Very High	
40	Sigsbee Street Sidewalk Improvements	Provide sidewalk along both sides Sigsbee Street from East Harbor Drive to Main Street in Barrio Logan where missing	Sidewalk Project	1	8	\$\$	Very High	
265	University Center Lane Cycle Tracks	Implement one-way cycle track along University Center Lane between Lebon Drive and Nobel Drive via on-street parking removal	Bikeway	8	6	\$\$\$	Very High	
266	Villa La Jolla Drive Flex Lanes	Install a flex lane along Villa La Jolla Drive between La Jolla Village Drive and Gilman Drive by repurposing a general purpose lane in each direction. Flex lanes could be used for transit or high-occupancy vehicles.	Comprehensive	8	1	\$\$\$	Very High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with SANDAG and/or MTS.
269	Executive Way and La Jolla Village Drive Crossing Improvements	Implement pedestrian bridge or at-grade crossing improvements at Executive Way and La Jolla Village Drive.	Pedestrian Improvements	8	6	\$\$\$\$	Very High	

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41	Hollister Street and Outer Road Bikeways	Provide bicycle lanes along Hollister Street from Main Street to Outer Road and Outer Road from Hollister Street to Coronado Avenue in Otay Mesa-Nestor.	Bikeway	6	8	\$\$\$	Very 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 Update is underway which could modify this recommendation.
42	Sunset Lane Bikeway	Install bikeway along Sunset Lane between West San Ysidro Boulevard and South Vista Avenue.	Bikeway	6	8	\$	Very High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project.
43	San Ysidro Flashing Beacon Installation Project - Beyer School Crossing and East Beyer Boulevard	Flashing beacon at Beyer School Crossing and East Beyer Boulevard	Pedestrian Improvements	6	8	\$\$	Very High	
267	Danica Mae Drive and Mahalia Avenue Sidewalk Improvements	Implement sidewalks along the east side of Danica Mae Drive between Nobel and Mahalia Avenue and along Mahalia Avenue the south side of Danica Mae Drive to Crystal Dawn Lane, where missing.	Sidewalk Project	8	6	\$\$	Very High	
44	Grape Street One-Way Cycle Track	Implement an eastbound one-way cycle track along the north side of Grape Street from Harbor Drive to State Street. On-street parking along both sides and a travel lane will need to be removed to accommodate the cycle track.	Bikeway	1	3	\$\$\$	High	This project is bundled with CIP B23046, which is currently in the preliminary engineering phase and is partially funded. The CIP project will implement bikeways, road diets, signal modifications, and curb ramps at various locations within Downtown.
45	Pacific Highway Cycle Tracks between Taylor Street and Laurel Street	Implement one-way cycle tracks along Pacific Highway from Taylor Street to Laurel Street	Bikeway	4	2	\$\$\$	High	This project is in addition to the adjacent Highway 101 multi-use path being proposed. It should be noted that the Bicycle Master Plan Updates is underway which could modify this proposed bikeway component of this project.
46	Via De San Ysidro Improvements & I-5 Southbound Ramp Exit to Calle Primera Roundabout	Reconfigure the I-5 SB ramp exit to W Calle Primera and install a roundabout; install a roundabout at Calle Primera and Via De San Ysidro; Implement bike lanes and sidewalks along Via De San Ysidro between W San Ysidro Blvd and Calle Primera	Bikeway	6	8	\$	High	Project may require coordination with abutting property owners, Caltrans, and/or repurposing of public right-of-way. These project features could also be unbundled to be separate projects.
47	Rosecrans Street Multi-Use Path (also referred to as La Playa Urban Path)	Replace the existing sidewalk on the south side of Rosecrans St between Lytton St and Pacific Highway with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Comprehensive	4	2	\$\$\$	High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
48	Cottonwood Road Sidewalk Improvements	Design and construction of new sidewalks and curb ramps along the west side of Cottonwood Road between Beyer Boulevard to Foothill Road in San Ysidro, where missing.	Pedestrian Improvements	6	8	\$\$	High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and physical constraints.
49	Del Sur Pedestrian Bridge	Implement a pedestrian bridge across the MTS blue line trolley at Del Sur Boulevard. The bridge will provide bus transit access, pedestrian connectivity, and bicycle access to a large residential area surrounding Vista Lane.	Pedestrian Improvements	6	8	\$	High	Coordination with SANDAG, MTS, and/or abutting property owners maybe required.
50	San Ysidro Sidewalk Improvements - Calle Primera	Install new sidewalks and curb ramps along the north side of Calle Primera between Via De San Ysidro and Willow Road, where missing.	Pedestrian Improvements	6	8	\$\$\$	High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and topographical constraints.
270	Genesee Ave Cycle Tracks and Traffic Calming - N. Torrey Pines to I-5 SB Ramp	Implement one-way cycle tracks along both sides of Genesee Avenue between North Torrey Pines Road and I-5 Southbound Ramp via lane reductions. Also provide traffic calming enhancements that reduce vehicular speeds through this segment.	Bikeway	8	1	\$\$	High	Project will require coordination with Caltrans especially as it approaches the I-5 and interacts with their right-of-way.
271	North Torrey Pines Road Class Tracks	Implement one-way cycle tracks along North Torrey Pines Road between Genesee Avenue and La Jolla Village Drive	Bikeway	8	1	\$\$\$	High	
51	C Street Two-Way Cycle Track	Install a two-way cycle track along the north side of C St from Sixth Ave to I-5. To accommodate the cycle track, C St, from 6th Ave to 10th Ave, will be closed to vehicular traffic and a road diet is needed between 10th Ave and I-5.	Bikeway	1	3	\$\$\$	High	The two-way cycle track on the north side of C St from 13th St to 19th St has been completed. CIP B23120 is in the preliminary engineering phase and is partially funded. The CIP project will implement a cycle track on C St from 6th Ave to 13th St.
52	Hawthorn Street One-Way Cycle Track	Implement a westbound one-way cycle track along the south side of Hawthorn Street from Harbor Drive to State Street. On-street parking along the south side will need to be removed to accommodate the cycle track.	Bikeway	1	3	\$\$\$	High	This project is bundled with CIP B23046, which is currently in the preliminary engineering phase and is partially funded. The CIP project will implement bikeways, road diets, signal modifications, and curb ramps at various locations within Downtown.
53	Complete Streets Recommendation - 14th Street Greenway	Implement a Greenway along 14th Street from C Street to Commercial Street to connect City College, East Village, and Barrio Logan. Lane and road diets and parking removal would also be required to accommodate the Greenway.	Comprehensive	1	3	\$\$\$	High	Greenways provide pedestrian amenities like linear parks and promenades. Some portions have been implemented, including between G St and Market St. Other sections will be constructed by the City or as part of private development in the next few years.
54	Coronado Avenue Sidewalk Improvements	Provide 800' of sidewalk along the north side of Coronado Avenue between Hollister Street and Outer Road and approximately 15' of sidewalk along Coronado Avenue between Hollister Street and I-5 Southbound On-Ramp in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$\$	High	The project will require coordination with Caltrans especially as it approaches the I-5 and interacts with their right-of-way.
55	East Beyer Boulevard Sidewalk Improvement (West Side)	Provide along East Beyer Boulevard approximately 275' of sidewalk on the west side and 600' from Bolton Hall Road in San Ysidro, where missing	Sidewalk Project	6	8	\$\$	High	
56	Hancock Street Sidewalk Improvement (south of Witherby Street)	Provide approximately 300' of sidewalk along the west side of Hancock Street south of Witherby Street in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$\$	High	
57	Hollister Street Sidewalk Improvement (north of Starburst Lane)	Provide sidewalk along the east side of Hollister Street between Flower Avenue and Starburst Lane in Otay Mesa- Nestor where missing	Sidewalk Project	6	8	\$\$\$	High	
58	Old Town Sidewalk Improvements - Jackson Street	Implement sidewalks along the west side of Jackson Street between Presidio Drive and Mason Street, where missing	Sidewalk Project	4	2	\$\$	High	Proposed sidewalk connections will need to consider right-of-way and open space constraints.
59	Saturn Boulevard Sidewalk Improvements (north of Donax Avenue)	Install sidewalk along the west side of Saturn Boulevard between Donax Avenue and Dahlia Avenue in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$\$	High	
60	Saturn Boulevard Sidewalk Improvements (south of Donax Avenue)	Install sidewalk along the west side of Saturn Boulevard between Donax Avenue and Cantamar Road in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$\$	High	
61	West San Ysidro Blvd Sidewalk Improvements (south side and north of Sunset Lane)	Provide sidewalk along the south side of West San Ysidro Boulevard between Dairy Mart Road and Sunset Lane in San Ysidro, where missing	Sidewalk Project	6	8	\$\$	High	

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62	West San Ysidro Boulevard Sidewalk (north side and south of Sunset Lane)	Provide approximately 800' of sidewalk along the north side of West San Ysidro Boulevard traversing southeast from Sunset Lane in San Ysidro, where missing	Sidewalk Project	6	8	\$\$	High	
63	West San Ysidro Boulevard Sidewalk Improvement (south side and south of Sunset Lane)	Install sidewalk along the south side of West San Ysidro Boulevard between Averil Road and Sunset Lane in San Ysidro, where missing.	Sidewalk Project	6	8	\$\$\$	High	
353	University Avenue Dedicated Transit Lanes	Implement dedicated transit lanes along University Ave between Fourth Ave and Park Boulevard through conversion of bi-directional travel to a one-way street configuration.	Transit Improvements	3	3	\$\$\$	High	Coordinate with SANDAG/MTS prior to implementation. Consider Transit signal priority measures. May require implementation of One Way Couplet along University Avenue and Robinson Avenue
272	Regents Road Sidewalk Improvements	Implement non-contiguous sidewalks along Regents Road from Genesee Avenue to La Jolla Village Drive, where missing.	Sidewalk Project	8	6	\$\$	High	
273	Villa La Jolla Drive Cycle Tracks	Implement one-way cycle tracks along Villa La Jolla Drive between Gilman Drive and La Jolla Village Drive via parking removal.	Bikeway	8	1	\$\$\$	High	
274	Villa La Jolla Drive Sidewalk Improvements	Implement non-contiguous sidewalks on the east side of Villa La Jolla Drive from Via Mallorca to La Jolla Village Drive, where missing.	Sidewalk Project	8	1	\$\$\$	High	The project may require coordination with abutting property owners and developers to help construct the multi-use pathway with future redevelopment opportunities and/or repurposing of public right-of-way.
64	Kemper Street Bikeway	Provide bike lanes on Kemper Street from Sports Arena Boulevard to Kenyon Street	Bikeway	4	2	\$\$	High	It should be noted that the Bicycle Master Plan Update is underway, which could modify this project. There are currently sharrow along Kemper Street between Kenyon Street and Midway Drive.
65	Midway Drive Multi-Use Path (also referred to as Midway Urban Path)	Replace the existing sidewalk on the southwest side of Sports Arena Blvd between I-8 and Midway Dr with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Comprehensive	4	2	\$\$\$	High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
354	University Avenue Traffic Calming Measures	Implement traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles along University Avenue between Dove Street and Normal Street.	Comprehensive	3	3	\$\$	High	
275	Gilman Drive Sidewalk Improvements	Implement sidewalk along Gilman Drive between the eastbound and westbound ramp of La Jolla Village Drive, where missing.	Sidewalk Project	8	1	\$\$	High	Proposed sidewalk connections will need to consider right-of-way and/or structural constraints.
276	La Jolla Village Drive Sidewalk Improvements	Implement new sidewalks along the north side of La Jolla Village Drive between I-5 and Lebon Drive	Sidewalk Project	8	6	\$\$	High	Project will require coordination with Caltrans if it interacts with their right-of-way.
297	Eastgate Mall and Genesee Avenue Improvements	Implement adaptive signal timing/transit signal priority and protected intersection improvements at Eastgate Mall and Genesee Avenue.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
298	La Jolla Village Drive and Regents Road improvements	Implement adaptive signal timing or transit signal priority and protected intersection improvements at La Jolla Village Drive and Regents Road.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
299	Gilman Drive and La Jolla Village Drive Improvements	Implement adaptive signal timing or transit signal priority, curb extensions and protected intersection improvements.	Comprehensive	8	1	\$\$	High	The project features could be unbundled and implemented separately. Project could require coordination with the proposed flex lanes and multimodal efforts along Gilman and La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
66	B Street Two-Way Cycle Track	Implement two-way cycle track along the south side of B Street from Third Avenue to Sixth Avenue. One lane will be removed to accommodate the cycle track.	Bikeway	1	3	\$\$\$\$	High	This project is bundled with CIP B23118, which is currently in the preliminary engineering phase and is partially funded. The CIP project proposes installation of cycle tracks on Broadway, 3rd Avenue, and B Street among other improvements.
67	Park Boulevard Two-Way Cycle Track	Implement a two-way cycle track on the east side of Park Blvd on the widened sidewalk from C St to E St. Some sections of Park Blvd from E St to K St, will be closed to vehicular traffic to convert the only SB travel lane into the two-way cycle track.	Bikeway	1	3	\$\$\$	High	CIP B23119 is in the preliminary engineering phase and is partially funded. It will include installing cycle tracks on Park Blvd from C St to K St and signal modifications. The CIP project may modify and supersede previous recommendations.
68	Wetherby Street Bikeway	Install bike lanes along Wetherby Street from Hancock Street to Pacific Highway.	Bikeway	4	2	\$	High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project/ recommendation.
69	Complete Streets Recommendation - 6th Avenue Greenway	Implement a Greenway along 6th Avenue from Cedar Street to Elm Street to connect Downtown and Balboa Park. A road diet and parking removal would also be required to accommodate the Greenway.	Comprehensive	1	3	\$\$\$	High	This Greenway could be accomplished by eliminating the free left-turn from the I-5 off-ramp onto SB 6th Ave (requires further study) and converting a travel lane and on-street parking on the east side of the bridge into an enhanced pedestrian walkway. Project will require coordination with Caltrans.
70	Hancock Street Extension	Extend Hancock Street between Midway Drive and Sports Arena Boulevard as a pedestrian and bicycle connection.	Comprehensive	4	2	\$\$	High	This project will require coordination with developers and/or abutting property owners.
71	Lytton Street/Barnett Avenue Multi-Use Path (segment of the Bay-to-Bay Urban Path)	Replace the sidewalk on the south side of Lytton St/Barnett Ave between Rosecrans St and Pacific Highway with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Comprehensive	4	2	\$\$\$	High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.

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72	Midway Drive Multi-Use Path (also referred to as Midway Urban Path)	Replace the existing sidewalk on the southwest side of Midway Dr between Sports Arena Blvd and Barnett Ave with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Comprehensive	4	2	\$\$\$	High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
73	Pacific Highway Multi-Use Path from Taylor St to Laurel St (segment of the Highway 101 Urban Path)	Replace the sidewalk on the east side of Pacific Highway between Taylor St and Laurel St with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping.	Comprehensive	4	2	\$\$\$\$	High	The project may require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
74	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 ROW. 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.
75	Transit Leap: LRT 520 (includes grade separations)	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 ROW. 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.
76	Transit Leap: Rapid 12 Phase 1	Spring Valley to Downtown via Southeast San Diego (light version of Rapid)	Transit Improvements	1, 2	3, 4, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City ROW. 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.
77	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 ROW. 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.
355	Herbert Street - University Road and Robinson Avenue Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Herbert Street between University Avenue and Robinson Avenue.	Comprehensive	3	3	\$	High	Bikeway project is funded and will begin construction soon.
356	Washington Street Dedicated Transit Lanes	Implement bus-bike transit lanes along Washington St between Dove St and Fifth Ave. through repurposing on-street parking on both sides of segment and narrow travel lanes.	Transit Improvements	3	3	\$\$\$	High	Coordination with MTS on bus facility and shared lane with bicycles. Consider Transit signal priority measures.
277	Camino Islay Sidewalk Improvements	Implement sidewalk along both sides of Camino Islay from Camino Huerta to Camino Kiosco, where missing	Sidewalk Project	8	6	\$\$	High	
278	Avenida Navidad Sidewalk Improvements	Implement sidewalk along the west side of Avenida Navidad from Via Medalla and Decoro Street, where missing.	Sidewalk Project	8	6	\$\$	High	The project may require coordination with abutting property owners and developers to help construct the multi-use pathway with future redevelopment opportunities and/or repurposing of public right-of-way.
279	Camino Jonata Sidewalk Improvements	Implement sidewalk along both sides of Camino Jonata from Camino Islay to Camino Kiosco, where missing.	Sidewalk Project	8	6	\$\$	High	
300	Genesee Avenue and Nobel Drive Improvements	Implement adaptive signal timing or transit signal priority and protected intersection improvements at Genesee Avenue and Nobel Drive.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
78	Hillery Drive Urban Pathway	Implement Urban Pathway (off-street) along Hillery Drive from Rickert Road to Westview Parkway	Bikeway	9	6	\$\$	High	Urban pathway will be constructed through the development process and located parallel to the roadways along the redevelopment area frontage.
79	Complete Streets Recommendation - 8th Avenue Greenway	Implement a Greenway along 8th Ave from Date St to J St to connect the Cortez Hill and East Village neighborhoods. A lane or road diet from Ash St to J St and the conversion from 1-way to 2-way travel from Ash St to G St would also be included.	Comprehensive	1	3	\$\$\$	High	Greenways prioritize pedestrian travel by providing linear parks, wide sidewalks, or pedestrian promenades. They also include landscaping features and roadway designs that slow vehicular movement.
80	Mira Mesa Boulevard Active Transportation Facilities from New Salem Street to I-15	Along Mira Mesa Blvd between New Salem St and I-15, one side would be a shared use path, and the other side would be a one-way cycle track. For the portion between Rickert Road and Westview Parkway, off-street urban pathways are also proposed.	Comprehensive	9	6	\$\$\$	High	For details on the proposed extents of the active transportation facilities, refer to the Mira Mesa Community Plan. A developer would implement the urban pathway during the redevelopment of the Urban Villages.
81	Sports Arena Boulevard Multi-Use Path from Midway Drive to Rosecrans Street (segment of the Bay-to-Bay Urban Path)	Sports Arena Boulevard Multi-Use Path from Midway Drive to Rosecrans Street (segment of the Bay-to-Bay Urban Path)	Comprehensive	4	2	\$\$\$	High	Project may require coordination with abutting property owners, redevelopment opportunities, and/or repurposing of public right-of-way.
82	Hollister Street Sidewalk Improvement (south of Donax Avenue)	Install sidewalk along the east side of Hollister St between Donax Avenue and Elm Avenue in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$\$	High	
83	Hollister Street Sidewalk Improvements (north of Donax Avenue)	Install sidewalk along the east side of Hollister Street between Donax Avenue and Palm Avenue in Otay Mesa- Nestor, where missing	Sidewalk Project	6	8	\$\$	High	
84	San Ysidro Transit Priority Measures Project - Camino De La Plaza and East San Ysidro Boulevard	Implement transit priority treatments (e.g., transit signal priority or transit queue jumps) at East San Ysidro Boulevard and East Beyer Boulevard/Camino De La Plaza	Transit Improvements	6	8	\$	High	Potentially eligible for DIF funding. Project would require coordination with Caltrans, MTS, and SANDAG. It should also be noted that the San Ysidro Transit Center Improvements Study is also underway, which could affect this project.

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357	First Avenue Bike Lanes	Implement a bike lane along the east side of First Ave between Washington St and Lewis St through repurposing east side on-street parking.	Bikeway	3	3	\$	High	Coordination with San Diego Unified School District on impacts to school pick up and drop off areas. On-street parking is envisioned to be retained along school frontage.
280	Executive Drive Promenade	Install a raised shared-use, non-contiguous 20-foot wide sidewalk or promenade along the north side of Executive Drive between Regents Park Row and the Executive Drive eastern terminus.	Comprehensive	8	6	\$\$\$\$	High	The proposed promenade would modify the curb location on both sides. The project may also require coordination with abutting property owners and developers for redevelopment opportunities and/or repurposing of public right-of-way.
281	Camino Kiosco Sidewalks Improvements	Implement sidewalk along both sides of Camino Kiosco from Camino Islay to Camino Jonata, where missing.	Sidewalk Project	8	6	\$\$	High	
282	Regents Road Bike Lanes	Implement bike lanes along Regents Road between Genesee Avenue and Executive Drive	Bikeway	8	6	\$\$	High	
301	Executive Drive and Genesee Avenue Improvements	Implement protected intersection improvements with curb extensions	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
302	Executive Drive/Miramar Street and Regents Road Improvements	Implement transit signal priority, curb extensions and protected intersection improvements at Executive Drive/Miramar Street and Regents Road.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented as separate projects. The project could require coordination with UCSD on their 2018 LRDP, which included transit signal priority improvements along this corridor.
85	Taylor Street Bicycle Facilities	Implement bicycle lanes along Taylor Street from Rosecrans Street to Old Town Community Boundary	Bikeway	4	2, 3	\$	High	Unbuffered bicycle lanes exist along Taylor Street from Presidio Drive to I-8 off-ramps. It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed bikeway component of this project. Project will require coordination with Caltrans.
86	Complete Streets Recommendation - Cedar Street Greenway	Implement a Greenway along Cedar Street from Pacific Highway to 10th Avenue to connect Cortez Hill, Little Italy, and the Waterfront Park. Lane diets and road diets are proposed along segment portions for Greenway accommodation.	Comprehensive	1	3	\$\$\$	High	Greenways prioritize pedestrian travel by providing linear parks, wide sidewalks, or pedestrian promenades. They also include landscaping features and roadway designs that slow vehicular movement.
87	East Beyer Boulevard Sidewalk Improvement (East Side)	Provide sidewalk along the east side of East Beyer Boulevard between Bolton Hall Road and East San Ysidro Boulevard in San Ysidro, where missing	Sidewalk Project	6	8	\$\$	High	
88	Taylor Street Corridor Transit Improvements	Implement transit priority measures along Taylor Street from Pacific Highway to Old Town community boundary. These measures could include queue jump lanes, transit signal priority, and other signal optimizations.	Transit Improvements	4	2, 3	\$\$	High	Coordination with SANDAG, MTS, and/or Caltrans maybe required.
89	San Ysidro Transit Priority Measures Project - East San Ysidro Boulevard and Rail Court	Implement transit priority treatments (e.g., transit signal priority or transit queue jumps) at East San Ysidro Boulevard and Rail Court/I-5 Northbound On Ramp	Transit Improvements	6	8	\$	High	Potentially eligible for DIF funding. Project would require coordination with Caltrans, MTS, and SANDAG. It should also be noted that the San Ysidro Transit Center Improvements Study is also underway, which could affect this project.
358	Vermont Street - University Ave and Robinson Ave Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Vermont St between University Ave and Robinson Ave.	Comprehensive	3	3	\$	High	
283	Eastgate Mall Sidewalk Improvements	Implement non-contiguous sidewalks along the south side between Regents Road and Towne Center Drive, where missing.	Sidewalk Project	8	6	\$\$\$	High	The project may require coordination with abutting property owners and developers to help widen and construct the non-contiguous sidewalk with future redevelopment opportunities and/or repurposing of public right-of-way.
284	Camino Lita Sidewalk Improvements	Implement sidewalk along both sides of Camino Lita from Camino Huerta and Camino Glorita, where missing.	Sidewalk Project	8	6	\$\$	High	
285	Camino Ticino Sidewalk Improvements	Implement sidewalk along both sides of Camino Ticino from Camino Huerta to Cargill Avenue, where missing.	Sidewalk Project	8	6	\$\$	High	
286	Lebon Drive Bike Lanes	Implement bike lanes along Lebon Drive between Palmilla Drive and La Jolla Village Drive	Bikeway	8	6	\$\$	High	
287	Campus Point Drive Cycle Track	Implement a two-way cycle track along the west side of Campus Point Drive between Genesee Avenue and the northern terminus to accommodate the cycle track, roadway modification via lane width reduction will be required.	Bikeway	8	6	\$\$\$	High	
303	Genesee Avenue and La Jolla Village Drive Improvements	Implement transit signal priority, curb extensions, and protected intersection improvements at Genesee Avenue and La Jolla Village Drive.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented separately. Project could coordinate with the proposed SMART corridor, flex lanes, and other transit efforts on Genesee and La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
90	Juan Street Bikeway	Implement Class III Bike Route along Juan Street from Taylor Street to Community Boundary	Bikeway	4	2	\$	High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed bikeway.
91	San Ysidro Bikeway along Willow Road	Implement a bikeway along Willow Road between Calle Primera and Camino De La Plaza.	Bikeway	6	8	\$	High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project/ recommendation.
92	Boston Avenue - 26th Street to 28th Street Traffic Calming	Provide traffic calming improvements which impact vehicular traffic, improve pedestrian safety, and provides parking and "sharrow" bicycle lanes along Boston Av between 26th St and 28th St.	Roadway Treatment	1	8	\$\$\$	High	Additional analyses may be needed to determine the best-suited traffic calming measures for the segment. It should also be noted that the Bicycle Master Plan Update is underway which could modify the proposed bikeway component of this project.

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93	Transit Leap: Commuter Rail 582 (National City to U.S. Border)	National City to U.S. Border	Transit Improvements	6	8	\$\$\$\$	High	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered. The South Bay to Sorrento CMCP and Purple Line Conceptual Study may modify the project alignment.
94	Transit Leap: Rapid 293	Imperial Beach to Otay Ranch via Palomar Street	Transit Improvements	6	8	\$\$\$\$	High	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
95	San Ysidro Transit Priority Measures Project - Camino De La Plaza and I-5 Southbound Ramp	Implement transit priority treatments (e.g., transit signal priority or transit queue jumps) at Camino De La Plaza and I-5 Southbound Ramp	Transit Improvements	6	8	\$	High	Potentially eligible for DIF funding. Project would require coordination with Caltrans, MTS, and SANDAG. It should also be noted that the San Ysidro Transit Center Improvements Study is also underway, which could affect this project.
359	Bachman Place Bike Lanes	Implement bike lanes along Bachman Place between Arbor Drive and Lewis Street. Implementation of this facility will result in narrowing of travel lanes and installation of buffered bike lanes.	Bikeway	3	3	\$	High	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.
360	Normal Street Promenade (Traffic Calming)	Implement traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles along Normal Street between University Avenue and Campus Avenue/Polk Avenue.	Pedestrian Improvement	3	3	\$\$	High	
361	Fourth Avenue Traffic Calming	Implement traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles along Fourth Avenue between I-5 and Robinson Avenue.	Pedestrian Improvement	3	3	\$\$	High	
362	Fifth Avenue Traffic Calming	Implement traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles along Fifth Avenue between I-5 and Robinson Avenue.	Pedestrian Improvement	3	3	\$\$	High	
288	Camino Tranquilo Sidewalk Improvements	Implement sidewalk along the southbound direction from Arriba Street to Playmor Ter, where missing	Sidewalk Project	8	6	\$\$	High	
289	Decoro Street - Cargill Avenue and Genesee Avenue Traffic Calming	Provide traffic calming enhancements that slow down vehicular traffic and provide sharrows for cyclists along Decoro Street between Cargill Avenue and Genesee Avenue to aid in implementation of active transportation network.	Comprehensive	8	6	\$	High	
290	Palmilla Drive Traffic Calming Enhancements	Implement traffic calming enhancements such as raised intersection, corner bulb-outs, roundabouts/traffic circles along Palmilla Drive between Lebon Dr and La Jolla Colony Drive.	Roadway Treatment	8	6	\$\$\$	High	
304	La Jolla Village Drive and Villa La Jolla Drive Improvements	Implement adaptive signal timing/transit signal priority and protected intersection improvements at La Jolla Village Drive and Villa La Jolla Drive.	Comprehensive	8	1	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed flex lanes and other transit efforts along La Jolla Village Dr or Villa La Jolla Dr, as applicable.
305	University Center Lane and Nobel Drive improvements	Implement protected intersection improvements with curb extensions at University Center Lane and Nobel Drive.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other multimodal efforts along Nobel Drive, as applicable.
96	3rd Avenue Two-Way Cycle Track	Implement a two-way cycle track on the west side of 3rd Ave from B St to Broadway. To accommodate the cycle track, lane widths would also need to be reduced.	Bikeway	1	3	\$\$\$\$	High	This project is bundled with CIP B23118, which is currently in the preliminary engineering phase and is partially funded. The CIP project proposes installation of cycle tracks on Broadway, 3rd Avenue, and B Street among other improvements.
97	Enterprise Street Bikeway	Implement a bikeway along Enterprise Street from Midway Drive to Pacific Highway.	Bikeway	4	2	\$	High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project/ recommendation.
98	Kurtz Street Bikeway	Implement a bikeway along Kurtz Street from Hancock Street to Rosecrans Street.	Bikeway	4	2	\$	High	It should be noted that the Bicycle Master Plan Update is underway which could modify this proposed project/ recommendation.
99	Morena Boulevard Bike Lanes	Implement bike lanes along Morena Boulevard between Taylor Street and the Old Town Community boundary	Bikeway	4	2	\$	High	
100	Washington Street Bikeway	Implement bicycle lanes along Washington Street from University Avenue to Normal Street to further connect to the existing bikeways along Normal Street and Park Boulevard.	Bikeway	3	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 Update is underway, which could modify this recommendation.
101	Garnet/Balboa Avenue Active Transportation Improvements	Implement multi-use paths on both sides of Garnet/Balboa Avenue between Bond Street and Moraga Avenue with trees and planted parkways. Along the same segment, on-street bikeways could include sections of bike lanes, bike routes, and a shared bus-bike lane.	Comprehensive	7	1, 2	\$\$\$	High	The project may require coordination with developers or abutting property owners. Updates to the Bicycle Master Plan and Clairemont Community Plan are underway, which could modify this proposed project.
102	Congress Street and Twiggs Street Intersection Improvements	Bulb-outs at all four corners at the Congress St and Twiggs St intersection	Pedestrian Improvements	4	2	\$\$	High	
103	Kurtz Street Sidewalk Improvements	Install new sidewalks on both sides of Kurtz Street between Rosecrans Street and Pacific Highway in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$	High	
104	Sports Arena Boulevard Sidewalk Improvements	Install new sidewalks on the south side of Sports Arena Boulevard between Rosecrans Street and Pacific Highway in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$	High	

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363	Fourth Avenue - West Washington St and Lewis St Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Fourth Ave between West Washington St and Lewis St.	Bikeway	3	3	\$	High	
291	Cargill Avenue - Nobel Drive to Arriba Street Traffic Calming	Provide traffic calming enhancements that slow down vehicular traffic and provide sharrows for cyclists along Cargill Avenue between Arriba Street and Nobel Drive.	Comprehensive	8	6	\$\$	High	
292	Playmor Terrace Sidewalk Improvements from Camino Tranquilo to Car	Implement sidewalks along the north side of Playmor Terrace between Camino Tranquilo and Cargill Avenue, where missing.	Sidewalk Project	8	6	\$\$	High	
293	Regents Road Multi-Use Path & Greenway	Implement greenway/linear park and a two-way multi-use path on the west side and bikeway on east side of Regents Road between Arriba Street and Rose Canyon via roadway modification such as lane reduction and/or on-street parking removal.	Comprehensive	8	6	\$\$\$	High	Greenways prioritize active transportation travel by providing linear parks, wide sidewalks, or bikeways. They also include landscaping features and roadway designs that slow vehicular movement.
294	Judicial Drive Cycle Tracks	Implement one-way cycle track along Judicial Drive between Eastgate Mall to Nobel Drive via on-street parking removal	Bikeway	8	6	\$\$\$	High	During the development of the University CPU, including this proposed project, the Transportation Department implemented buffered bicycle lanes along portions of this segment.
306	Executive Drive and Judicial Drive Improvements	Implement protected intersection at Executive Drive and Judicial Drive	Comprehensive	8	6	\$\$	High	
307	Eastgate Mall and Regents Road improvements	Implement transit signal priority, curb extensions and protected intersection improvements at Eastgate Mall and Regents Road.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented as separate projects. The project could require coordination with UCSD on their 2018 LRDP, which included transit signal priority improvements along this corridor.
105	Rickert Road Multi-Use Path	Implement Bicycle Trail/Multi-Use Path along Rickert Road from Hillery Drive to Mira Mesa Boulevard	Bikeway	9	6	\$\$\$	High	
106	Santa Fe Street Improvements	Provide shared-use pedestrian/bicycle path along Santa Fe Street on the east side from Garnet Avenue to Damon Avenue	Comprehensive	7	2	\$\$\$	High	These project features could be unbundled and made into separate projects. Also, will need to coordinate with MTS and/or SANDAG on the shared-use pedestrian/ bicycle facility.
107	Donax Avenue Sidewalk Improvements	Provide approximately 80' of sidewalk along the south side of Donax Avenue west of Saturn Boulevard in Otay Mesa-Nestor, where missing.	Sidewalk Project	6	8	\$	High	
108	Grove Avenue Sidewalk Improvement (north side)	Provide approximately 150' of sidewalk along Grove Avenue on the north side and approximately 250' west of Tesoro Grove Way in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$	High	
109	Grove Avenue Sidewalk Improvements (south side)	Provide approximately 250' of sidewalk along Grove Avenue east of Hollister Street on the south side in Otay Mesa- Nestor, where missing	Sidewalk Project	6	8	\$	High	
110	Hancock Street Sidewalk Improvement (north of Witherby Street)	Provide approximately 500' of sidewalk along the west side of Hancock Street between Old Town Avenue and Witherby Street in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$	High	
111	Hancock Street Sidewalk Improvements	Install new sidewalk on the north side of the street adjacent to I-8 Freeway right-of-way between Channel Way and Hicock Street in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$	High	Project will require coordination with Caltrans especially if it interacts with their right-of-way.
112	Hollister Street Sidewalk Improvement (north of Grove Avenue)	Provide approximately 180' of sidewalk along the east side of Hollister Street and approximately 150' north of Grove Avenue in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$	High	
113	Old Town Avenue Sidewalk Improvements	Provide approximately 410' of sidewalk along the north side of Old Town Avenue between Moore Street and Hancock Street, where missing	Sidewalk Project	4	2	\$	High	
114	Oro Vista Road Sidewalk Improvement	Provide approximately 700' of sidewalk along east side of Oro Vista Road in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$	High	
115	Sidewalk Improvements at Sunset Lane and West San Ysidro Boulevard	Install sidewalk at the southeast corner of the intersection of Sunset Lane and West San Ysidro Boulevard in San Ysidro, where missing	Sidewalk Project	6	8	\$	High	
116	Smythe Avenue Sidewalk Improvements	Provide sidewalk along Smythe Avenue on the east side from Foothill Drive to approximately 600' towards Avenida de la Madrid in San Ysidro, where missing	Sidewalk Project	6	8	\$	High	
117	Witherby Street Sidewalk Improvements	Install new sidewalks on both sides of Witherby Street between Hancock Street and Pacific Highway in Midway-Pacific Highway, where missing	Sidewalk Project	4	2	\$	High	
118	Old Town Sidewalk Improvements - Whitman Street	Implement sidewalk along the north side of Whitman Street between Taylor Street and Presidio Drive, where missing	Sidewalk Project	4	2	\$	High	
295	Camino Calma Sidewalk Improvements	Implement sidewalk along the north side of Camino Calma from Camino Aguila to Camino Lindo, where missing.	Sidewalk Project	8	6	\$\$	High	
308	Nobel Drive and Regents Road improvements	Implement a protected intersection at Nobel Drive and Regents Road.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other multimodal efforts along Nobel Drive, as applicable.
309	Executive Drive and Executive Way Improvements	Implement curb extensions at Executive Drive and Executive Way	Pedestrian Improvements	8	6	\$	High	
310	Lebon Drive and Nobel Drive Improvements	Implement adaptive signal timing or transit signal priority and curb extensions at Lebon Drive and Nobel Drive.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other multimodal efforts along Nobel Drive, as applicable.
311	Lombard Place and Nobel Drive Improvements	Implement curb extensions at Lombard Place and Nobel Drive.	Pedestrian Improvements	8	6	\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other multimodal efforts along Nobel Drive, as applicable.

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312	Executive Way and La Jolla Village Drive Intersection Improvements	Implement transit signal priority, curb extensions, and protected intersection improvements at Executive Way and La Jolla Village Drive.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
119	Westview Parkway Cycle Tracks	Implement one-way cycle tracks along Westview Parkway between Black Mountain Road and Galvin Avenue. Implement two-way cycle tracks along Westview Parkway between Galvin Avenue and Hillery Drive.	Bikeway	9	6	\$\$	High	
120	College Avenue and Canyon Crest Drive/Alvarado Road Intersection: Feasibility Study Improvements	This project provides improvements for College Av/Canyon Crest Dr/ Alvarado Rd Intersection, realignment of Alvarado Rd for approximately 1,600 ft east of College Av, and Class II bicycle lanes on College Av/Canyon Crest.	Comprehensive	5	9	\$\$	High	Bike lanes already exist along Alvarado Road between Canyon Crest/East Campus Drive and 70th Street. With the College Area CPU, the Kumeyaay Corridor - I-8 CMCP, and the Bicycle Master Plan Update underway, this project could be modified.
121	Encanto Traffic Signal Installation Project - Euclid Avenue and Castana Street	New traffic signal at Euclid Avenue and Castana Street	New Traffic Signal	2	4	\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
122	Old Town Sidewalk Improvements - Taylor Street (north side)	Implement sidewalk along the north side of Taylor Street east of Presidio Drive, where missing.	Sidewalk Project	4	3	\$\$	High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and topographical constraints.
123	Old Town Sidewalk Improvements - Taylor Street (south side)	Implement sidewalk along the south side of Taylor Street east of Presidio Drive, where missing	Sidewalk Project	4	2	\$\$	High	Proposed sidewalk connections will need to consider coordination with Caltrans and right-of-way and topographical constraints.
124	Rosecrans Street Corridor Transit Improvements	Implement transit priority measures along Rosecrans Street between Lytton Street and Pacific Highway. These measures could include queue jump lanes, transit signal priority, and other signal optimizations.	Transit Improvements	4	2	\$	High	Coordination with SANDAG and/or MTS maybe required.
364	University Avenue Bike Lanes	Implement bike lanes along University Ave between Albatross St and First Ave through repurposing of on-street parking on the north and south sides of roadway.	Bikeway	3	3	\$	High	
365	Lewis Street - Third Avenue and Fourth Avenue Bikeways and Traffic Calming	Provide speed and volume management traffic calming enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Lewis Street between Third Avenue and Fourth Avenue.	Bikeway	3	3	\$	High	
366	Normal Street Pedestrian Improvements	Implement pedestrian improvements along Normal Street between EL Cajon Boulevard, Normal Street and Park Boulevard Intersection such as roundabout traffic control, new crosswalks, and linear park.	Pedestrian Improvement	3	3	\$\$	High	Northern portion between Polk Av/Campus Av to Park Bl will need to be added as separate project.
367	Evans Place Streetscape Improvements	Implement streetscape improvements along Evans Place between Fifth Ave and Sixth Ave to support pedestrian friendly/shared environment within shared right-of-way.	Pedestrian Improvement	3	3	\$\$	High	
368	Harvey Milk Streetscape Improvements	Implement streetscape improvements along Harvey Milk St between Cleveland Ave and Centre St to support pedestrian friendly/shared environment within shared right-of-way.	Pedestrian Improvement	3	3	\$\$	High	
296	Camino Huerta Sidewalk Improvements	Implement sidewalk along both sides of Camino Huerta from Camino Glorita to Camino Islay, where missing.	Sidewalk Project	8	6	\$\$	High	
313	Cargill Avenue/Costa Verde Boulevard and Nobel Drive Improvements	Implement curb extensions and protected intersection improvements at Cargill Ave/Costa Verde Blvd and Nobel Drive.	Pedestrian Improvements	8	6	\$	High	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other multimodal efforts along Nobel Drive, as applicable.
314	Eastgate Mall and Judicial Drive Improvements	Implement protected intersection with curb extensions at Eastgate Mall and Judicial Drive.	Comprehensive	8	6	\$\$	High	The project features could be unbundled and implemented separately.
315	Nobel Drive and Villa La Jolla Drive improvements	Implement adaptive signal timing or transit signal priority and protected intersection improvements at Villa La Jolla Drive and Nobel Drive.	Comprehensive	8	1	\$\$	High	The project features could be unbundled and implemented as separate projects. Project implementation could require coordination with flex lanes and other multimodal efforts along Nobel Drive, as applicable.
125	Transit Leap: Rapid 630	Iris Trolley/Palomar to Kearny Mesa via I-5/ SR 163 and City College	Transit Improvements	1, 3, 6	3, 6, 7, 8	\$\$\$\$	High	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
369	Montecito Way - First Avenue and Third Avenue Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Montecito Way between First Avenue and Third Avenue.	Bikeway	3	3	\$	High	
316	Camino Glorita Sidewalk Improvements	Implement sidewalks along both sides of Camino Glorita from Arriba Street to Camino Ticino, where missing.	Sidewalk Project	8	6	\$\$	High	
126	Magnolia Avenue Improvements	Implement signage and traffic calming measures along Magnolia Ave west of Mission Bay Dr to discourage vehicle cut-through trips. Also, enhance the Mission Bay Dr and Magnolia Ave intersection with improved street lighting and enhanced crosswalks.	Comprehensive	7	1	\$\$\$	High	
127	Mission Bay Drive Improvements	Install multi-use paths with pedestrian-scale lighting along Mission Bay Dr between Damon Ave and Grand Ave. Add bike lanes between Garnet Ave and Grand Ave. Implement enhanced crossings and streetscape at key intersections.	Comprehensive	7	1	\$\$\$	High	These project features could be unbundled and implemented as separate projects.
128	Midway Drive and Enterprise Street Intersection Improvements	Install bulb-outs and pedestrian refuge island on the northeast leg of the intersection.	Pedestrian Improvements	4	2	\$\$	High	

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129	University Avenue Pedestrian Improvements between I-805 and Park Boulevard	Provide pedestrian facilities along University Avenue between I-805 and Park Boulevard, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	High	
130	Pacific Highway Sidewalk Improvements (West Side and North of Taylor Street)	Provide sidewalk along the west side of Pacific Highway north of Taylor Street in Old Town and Mission Valley, where missing	Sidewalk Project	4	2, 3	\$\$	High	
131	Midway Drive Corridor Transit Improvements	Implement transit priority measures along Midway Drive between Sports Arena Boulevard and Rosecrans Street. These measures could include queue jump lanes, transit signal priority, and other signal optimizations.	Transit Improvements	4	2	\$	High	Coordination with SANDAG and/or MTS maybe required.
370	Third Avenue - Montecito Way and Lewis Street Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along Third Avenue between Montecito Way and Lewis Street.	Bikeway	3	3	\$	High	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.
317	Gilman Drive Flex Lanes	Install a flex lane (one in each direction) along Gilman Drive between La Jolla Village Drive and Villa La Jolla Drive. Flex lanes could be used for transit or high-occupancy vehicles.	Transit Improvements	8	1	\$\$\$	High	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with SANDAG and/or MTS.
321	Executive Drive and Towne Centre Drive Improvements	Implement curb extensions at Executive Drive and Towne Centre Drive	Pedestrian Improvements	8	6	\$	High	
132	Rancho Bernardo Road Bikeway	Bike lanes along Rancho Bernardo Road from West Bernardo Drive to Bernardo Oaks Drive	Bikeway	11	5	\$\$\$	High	It should be noted that the Bicycle Master Plan Update is underway, which could modify this proposed bikeway. There are already existing bike lanes along Rancho Bernardo Road west of the I-15 Southbound Ramps and east of Bernardo Oaks Drive.
133	Balboa Avenue/Morena Boulevard Interchange Reconfiguration	Reconfigure the Balboa Ave/Morena Blvd Interchange so that it is safer for pedestrians and cyclists. Project features include the removal of the NB Morena Blvd to WB Balboa Ave loop ramp and a new traffic signal at WB Balboa Ave and Morena Ramps	Comprehensive	7	2	\$\$\$\$	High	
134	University Avenue Pedestrian Improvements between Washington Street and Park Boulevard	Provide pedestrian facilities along University Avenue between Washington Street and Park Boulevard, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	High	
135	Hollister Street Sidewalk Improvement (south of Elm Avenue)	Provide approximately 250' of sidewalk along the west side of Hollister Street just south of Elm Avenue in Otay Mesa-Nestor, where missing	Sidewalk Project	6	8	\$	High	
136	Iris Avenue Sidewalk Improvements (north side)	Install sidewalk along the north side of Iris Avenue between 30th Street and Beyer Boulevard in Otay Mesa- Nestor, where missing	Sidewalk Project	6	8	\$	High	
137	Morena Boulevard and Balboa Avenue Interchange Sidewalk Improvements	Provide sidewalk within and around the Morena Boulevard and Balboa Avenue interchange On/Off-Ramps in Clairemont Mesa, where missing	Sidewalk Project	7	2	\$\$	High	Some sidewalk and other pedestrian improvements have been implemented around the interchange as part of the Mid-Coast Trolley and Balboa Avenue Station efforts.
138	Pacific Highway Sidewalk Improvements (East Side and North of I-8 Freeway)	Provide sidewalk along the east side of Pacific Highway from Anna Avenue and I-8 Freeway in Mission Valley, where missing	Sidewalk Project	4	3, 7	\$\$	High	The project will require coordination with Caltrans especially as it approaches the I-8 and interacts with their right-of-way.
139	State Street Sidewalk Improvements (east side)	Install sidewalk along the east side of State Street between Grape Street and Hawthorne Street in Downtown, where missing	Sidewalk Project	1	3	\$	High	
318	Towne Centre Drive Bikeways and Traffic Calming	Implement bikeways, including bike lanes and sharrows, along Towne Centre Drive from Executive Drive to the northern terminus via on-street parking removal. Also provide traffic calming enhancements that reduce vehicular speeds through this segment.	Comprehensive	8	6	\$\$	High	
322	Arriba Street and Regents Roundabout	Implement a roundabout and curb extensions at Arriba Street and Regents Road.	Comprehensive	8	6	\$\$\$	High	The project features could be unbundled and implemented separately.
140	Normal Heights Bikeway along 40th Street	Implement a bikeway along 40th Street from Madison Avenue to Wightman Street.	Bikeway	3	9	\$	High	It should be noted that both the Bicycle Master Plan and Mid-City Community Plan Updates are underway, which could modify this proposed project/recommendation.
141	Euclid Avenue Corridor Improvements - El Cajon Boulevard to Redwood Street	Install curb, gutter, sidewalk, curb ramps, striping, landscaping, roadway restoration, traffic signal modifications, and traffic calming measures along Euclid Avenue between Redwood Street and El Cajon Boulevard.	Comprehensive	3	9	\$\$\$	High	Some project features have been implemented including bulb-outs at Euclid Ave/Polk Ave, high-visibility crosswalks, and ADA-compliant curb ramps. It should also be noted that the Mid-City Community Plan Update is underway, which could modify the project.
142	Mid-City Traffic Signal Installation Project - University Avenue and Estrella Avenue	New traffic signal at Estrella Avenue and University Avenue	New Traffic Signal	3	9	\$\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
143	Encanto Traffic Signal Installation Project - Euclid Avenue and Lakiba Palmer Avenue (Lise Avenue)	New traffic signal at Euclid Avenue and Lakiba Palmer Avenue (Lise Avenue)	New Traffic Signal	2	4	\$\$\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
144	Pacific Highway Corridor Transit Improvements	Implement transit priority measures along Pacific Highway between Taylor Street and Laurel Street. These measures could include queue jump lanes, transit signal priority, and other signal optimizations.	Transit Improvements	4	2	\$	High	Coordination with SANDAG and/or MTS maybe required.
145	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	1,4,6,7,8	1, 2, 3, 6, 7, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City ROW. 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.
146	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	1,3,4,5	2, 3, 8, 9	\$\$\$\$	High	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
147	Transit Leap: Commuter Rail 583	Central Mobility Hub to U.S. Border via Downtown San Diego	Transit Improvements	1,4,6	2, 3, 8	\$\$\$\$	High	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
148	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, 7, 8	\$\$\$\$	High	This project would be led by SANDAG, but could operate within the City ROW. 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.
149	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 ROW. 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.
150	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's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
151	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's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
152	Transit Leap: Rapid 638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	Transit Improvements	6	8	\$\$\$\$	High	This project would be led by SANDAG and project features could be implemented as part of the Iris Rapid. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
153	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 ROW. 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.
154	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 ROW. 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.
155	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	\$\$\$\$	High	This project would be led by SANDAG and project features could be implemented as part of the Iris Rapid. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
371	Bachman Place - Hotel Circle South and Arbor Drive Traffic Calming	Provide traffic calming enhancements that slow down vehicular traffic and provide sharrow for cyclists along Bachman Place between Hotel Circle South and Arbor Drive.	Bikeway	3	3	\$	High	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.
156	San Ysidro Traffic Signal Installation - East San Ysidro Boulevard and Center Street	New traffic signal at East San Ysidro Boulevard and Center Street	New Traffic Signal	6	8	\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
157	San Ysidro Traffic Signal Installation - West San Ysidro Boulevard and Alverson Road	New traffic signal West San Ysidro Boulevard and Alverson Road	New Traffic Signal	6	8	\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
158	Freeway Ramp Traffic Signal Installation Project - Bayview Heights Way and SR-94 Westbound Ramps	New traffic signal at Bayview Heights Way and SR-94 Westbound On/Off Ramps	New Traffic Signal	2	4	\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated. Project will require coordination with Caltrans.
159	Freeway Ramp Traffic Signal Installation Project - Kelton Road and SR-94 Eastbound Ramps	New traffic signal at Kelton Road and SR-94 Eastbound On/Off Ramps	New Traffic Signal	2	4	\$\$	High	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated. Project will require coordination with Caltrans.
160	4th Avenue Pedestrian Improvements between I-5 and Robinson Avenue	Provide pedestrian facilities along 4th Avenue between I-5 and Robinson Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	1, 3	3	\$	High	The 4th Avenue Bikeway project completed in 2022 implemented pedestrian enhancements and accommodations that may have captured and/or superseded elements of the previously planned project.
161	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 and widen sidewalks.	Pedestrian Improvements	4	2	\$\$	High	At the project level, evaluate for roundabout feasibility and opportunity in lieu of an all-way stop control at this intersection.
162	El Cajon Boulevard Pedestrian Improvements between I-805 and Park Boulevard	Provide pedestrian facilities along El Cajon Boulevard between I-805 and Park Boulevard, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	High	
163	Old Town Pedestrian Improvements - San Diego Avenue and Twiggs Street	Pavers and other high-visibility material in the center of the San Diego Avenue and Twiggs Street intersection.	Pedestrian Improvements	4	2	\$\$	High	
164	Beardsley Street and Newton Avenue Roundabout	Roundabout at Beardsley Street and Newton Avenue	Roadway Treatment	1	8	\$\$\$	High	CPG and CD8 request to evaluate for traffic calming options and Transportation determined that the roundabout was the best option. The project is with ECP and has received design funding.
165	Sports Arena Boulevard Corridor Transit Improvements	Implement transit priority measures along Sports Arena Boulevard between Midway Drive and Rosecrans Street. These measures could include queue jump lanes, transit signal priority, and other signal optimizations.	Transit Improvements	4	2	\$	High	Coordination with SANDAG and/or MTS maybe required.
323	Regents Road Transit Priority Measures - Miramar St/Regents Park Row and Regents Road	Implement adaptive signal timing or transit signal priority at Miramar St/Regents Park Row and Regents Road	Transit Improvements	8	6	\$	High	The project could require coordination with UCSD on their 2018 LRDP, which included transit signal priority improvements along this corridor.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
166	San Ysidro Traffic Signal Installation - Smythe Crossing and Vista Avenue	New traffic signal at Smythe Crossing and Vista Avenue	New Traffic Signal	6	8	\$\$	Medium	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
167	5th Avenue Pedestrian Improvements between I-5 and Robinson Avenue	Provide pedestrian facilities along 5th Avenue between I-5 and Robinson Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	1, 3	3	\$	Medium	The 5th Avenue Bikeway project completed in 2022 implemented pedestrian enhancements and accommodations that may have captured and/or superseded elements of the previously planned project.
168	Florida Street Sidewalk Improvements	Provide approximately 500' of sidewalk along the west side of Florida Street north of Robinson Avenue in North Park, where missing	Sidewalk Project	3	3	\$\$	Medium	
169	Washington Street Sidewalk Improvements	Provide approximately 1100' of sidewalk along the north side of Washington Street from west at the gore of the 163 On-Ramp in Uptown, where missing	Sidewalk Project	3	3	\$\$	Medium	Proposed sidewalk connections will need to consider right-of-way, topographical, and structural constraints.
319	Arriba Street - Regents Road and Cargill Avenue Traffic Calming	Provide traffic calming enhancements that slow down vehicular traffic and provide sharrows for cyclists along Arriba Street between Regents Road and Cargill Avenue.	Comprehensive	8	6	\$	Medium	
170	Miramar College Transit Station Mobility Hub	Mobility hub at the Miramar College Transit Station	Mobility Hub	9	6	\$\$\$	Medium	The City will coordinate with peer agencies, including SANDAG and MTS.
171	Presidio Drive and Jackson Street Intersection 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 yield right-turn movements; Provide crosswalks across all legs	Pedestrian Improvements	4	2	\$	Medium	
372	Third Avenue - Washington Street and University Avenue Bikeways and Traffic Calming	Provide traffic calming enhancements that slow down vehicular traffic and provide sharrows for cyclists along Third Avenue between Washington Street and University Avenue.	Bikeway	3	3	\$	Medium	This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important.
172	Balboa Avenue Improvements from I-5 Southbound Ramps to Santa Fe Street	Enhance and widen the I-5 under-crossing with a multi-use path with pedestrian lighting. Also, modify the I-5 southbound on-ramp along westbound Garnet/Balboa Avenue to reduce turning speeds and improve the visibility of pedestrians and cyclists.	Comprehensive	7	1, 2	\$\$\$\$	Medium	The project will require coordination with Caltrans especially as it approaches the I-5 and interacts with their right-of-way.
173	Park Boulevard Pedestrian Improvements between Upas Street and Meade Avenue	Provide pedestrian facilities along Park Boulevard between Upas Street and Meade Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
174	Fairmount Avenue Sidewalk Improvements	Where feasible and missing, provide sidewalk along the east side of NB Fairmount Ave between Meade Ave and Aldine Dr underpass and along the west side of SB Fairmount Ave between Aldine Dr underpass and Meade Ave in Kensington-Talmadge.	Sidewalk Project	3	9	\$\$\$	Medium	Proposed sidewalk connections will need to consider right-of-way and topographical constraints. Additionally, the Mid-City CPU is underway and could modify the proposed recommendation.
175	Transit Leap: Commuter Rail 582 (Sorrento Mesa to National City)	Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights	Transit Improvements	2,3,8	3, 4, 6, 7, 9	\$\$\$\$	Medium	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered. The South Bay to Sorrento CMCP and Purple Line Conceptual Study may modify the project alignment.
176	Transit Leap: LRT 530	Green Line (Santee to Downtown, double/third tracking and grade separations)	Transit Improvements	1,4,5	2, 3, 7, 9	\$\$\$\$	Medium	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
177	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	\$\$\$\$	Medium	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
178	Transit Leap: Rapid 637	North Park to 32nd Street Trolley Station via Golden Hill	Transit Improvements	3	3, 8	\$\$\$\$	Medium	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
179	Transit Leap: Tram 555	Tram: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	Transit Improvements	1,3	3, 8	\$\$\$	Medium	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
320	Regents Road Bikeway - South of Arriba Street	Implement an on-street bikeway with sharrows along Regents Road between Arriba Street and Rose Canyon Road	Bikeway	8	6	\$	Medium	
180	Black Mountain Road Bikeways	Install one-way cycle tracks along Black Mountain Road between Miramar Road and Mercy Road, except for the northbound segment from Kearny Villa Road and Hillery Drive, where a northbound bicycle lane would need to be installed instead.	Bikeway	9	6	\$\$\$	Medium	The Mira Mesa Community Plan provides details on the extents of the active transportation facilities, including off-street urban pathways proposed on the south end.
181	Hillery Drive Bikeway	Implement a bikeway along Hillery Drive from Reagan Road to Black Mountain Road	Bikeway	9	6	\$	Medium	
182	Elm Street Pedestrian Improvements between 1st Avenue and 6th Avenue	Provide pedestrian facilities along Elm Street between 1st Avenue and 6th Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	1	3	\$	Medium	
183	College Avenue Sidewalk Improvements	Provide 3100' of sidewalk along the west side of College Avenue from Del Cerro Boulevard to Canyon Crest Drive in Navajo and College Area, where missing	Sidewalk Project	5	7, 9	\$\$\$	Medium	
324	Genesee Avenue Transit Priority Measures - Esplanade Court and Genesee Avenue	Implement adaptive signal timing or transit signal priority at Esplanade Court and Genesee Avenue	Transit Improvements	8	6	\$	Medium	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.

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184	6th Avenue Pedestrian Improvements between I-5 and Robinson Avenue	Provide pedestrian facilities along 6th Avenue between I-5 and Robinson Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	1, 3	3	\$	Medium	
185	Linwood Street and San Diego Avenue Pedestrian Improvements	Implement pedestrian refuge island on the southern leg (Linwood Street).	Pedestrian Improvements	4	2	\$\$	Medium	
186	Pedestrian/Bicycle Bridge east of Mira Mesa Boulevard and Westview Parkway	Construct a pedestrian/bicycle bridge over Mira Mesa Boulevard and located east of the intersection Mira Mesa Boulevard and Westview Parkway	Pedestrian Improvements	9	6	\$\$\$\$	Medium	Coordination with adjacent property owners maybe required.
187	Pedestrian/Bicycle Bridge over I-15 Near Hillery Drive	Construct a pedestrian/bicycle bridge near Hillery Drive that goes across the I-15 Freeway and connects the Mira Mesa and Scripps Miramar Ranch communities	Pedestrian Improvements	9	6	\$\$\$\$	Medium	Coordination with Caltrans, SANDAG, and adjacent property owners maybe required. Look into opportunities for innovative financing.
188	Robinson Avenue Pedestrian Improvements between 3rd Avenue and Park Boulevard	Provide pedestrian facilities along Robinson Avenue between 3rd Avenue and 6th Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
189	Boundary Street Sidewalk Improvement (north of University Avenue)	Provide approximately 600' of sidewalk along the east side of Boundary Street between Lincoln Avenue and University Avenue in North Park, where missing	Sidewalk Project	3	3	\$	Medium	
373	University Avenue - Dove Street and Albatross Street Bikeways and Traffic Calming	Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along University Avenue between Dove Street and Albatross Street.	Comprehensive	3	3	\$	Medium	This segment is a priority for SANDAG's Regional Bike Network. Coordination with SANDAG is important.
325	Genesee Avenue Transit Priority Measures - Decoro Street and Genesee Avenue	Implement adaptive signal timing or transit signal priority at Decoro Street and Genesee Avenue	Transit Improvements	8	6	\$	Medium	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
190	West San Ysidro Boulevard and Averil Road Roundabout	A single lane roundabout located at the intersection of West San Ysidro Boulevard and Averil Road	Roadway Treatment	6	8	\$\$\$	Medium	
191	Transit Leap/ Goods Movement: Commuter Rail 398 (includes Sorrento Mesa and UTC tunnels)	Oceanside to Downtown San Diego (build Sorrento Mesa and UTC tunnels, add station at Balboa Avenue)	Transit Improvements	8	1, 6	\$\$\$\$	Medium	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
192	Transit Leap/ Goods Movement: Commuter Rail 398 (includes upgrades to multiple services)	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	2, 3, 6	\$\$\$\$	Medium	This project would be led by SANDAG, but the City of San Diego will continue to coordinate with SANDAG as this project is considered.
193	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's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
194	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's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
195	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's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
326	Camino Aguila Sidewalk Improvements	Implement sidewalk along the west side of Camino Aguila from Arriba Street to Camino Calma, where missing.	Sidewalk Project	8	6	\$	Medium	
196	Meade/Monroe Avenue Bikeway	Implement bikeway along Meade Avenue from Fairmount Avenue to 44th St, to Monroe Avenue to merge with Aldine Drive within the Kensington/Talmadge community.	Bikeway	3	9	\$	Medium	It should be noted that both the Bicycle Master Plan and Mid-City Community Plan Updates are underway, which could modify this proposed project/recommendation.
197	San Ysidro Traffic Signal Installation - Dairy Mart Road and Vista Lane	New traffic signal Dairy Mart Road and Vista Lane	New Traffic Signal	6	8	\$\$	Medium	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
198	Florida Street Pedestrian Improvements between Upas Street and Polk Avenue	Provide pedestrian facilities along Florida Street between Upas Street and Polk Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
199	Texas Street Pedestrian Improvements between Wightman Street and Meade Avenue	Provide pedestrian facilities along Texas Street between Wightman Street and Meade Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
328	Gilman Drive Transit Priority Measures - La Jolla Village Drive Eastbound Off-Ramp and Gilman Drive	Implement adaptive signal timing or transit signal priority at La Jolla Village Dr eastbound off-ramp and Gilman Dr	Transit Improvements	8	1	\$	Medium	Signal installation with protected southbound left-turn phase and exclusive right turn lane is planned for this intersection per UCSD 2018 LRDP. Project could require coordination with the proposed flex lanes and other transit efforts along Gilman Dr.
200	Morena Boulevard Improvements between Balboa Avenue and Baker Street	Improvements along Morena Blvd include a two-way cycle track on the west side between Balboa Ave and Baker St, wider sidewalks for pedestrians, and the removal of free-right turn movements at intersection sidewalks for pedestrians and remove free-right movements.	Comprehensive	7	2	\$\$\$	Medium	These project features could be unbundled and implemented as separate projects. It should also be noted that CIP B22107 will install bike lanes or one-way cycle tracks on Morena Blvd between Balboa Ave to Napa St as part of the Morena Pipeline project.
201	Campus Avenue/Polk Avenue Pedestrian Improvements between Tyler Street and Park Boulevard	Provide pedestrian facilities along Campus/Polk Ave between Tyler St and Park Blvd, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
202	Normal Street Pedestrian Improvements between Lincoln Avenue and Park Boulevard	Provide pedestrian facilities along Normal Street between Lincoln Avenue and Park Boulevard, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons.	Pedestrian Improvements	3	3	\$	Medium	
203	West San Ysidro Boulevard and Howard Avenue Roundabout	A single lane roundabout located at the intersection of West San Ysidro Boulevard and Howard Avenue	Roadway Treatment	6	8	\$\$\$	Medium	

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204	La Jolla Village Drive and Gilman Drive Sidewalk Improvements	Provide sidewalk along the south side of La Jolla Village Dr between La Jolla Scenic Dr N and Villa La Jolla Dr and sidewalk along the east side of Gilman Dr between La Jolla Village Drive On/Off-Ramps in University, where missing	Sidewalk Project	8	1	\$\$\$	Medium	Proposed sidewalk connections will need to consider right-of-way and structural constraints. Additionally, the University CPU was recently adopted which may have modified these proposed recommendations. Project will require coordination with Caltrans.
205	Westview Parkway Flex Lane Implementation	Install flex lane (one in each direction) along Westview Parkway between Black Mountain Road and Hillery Drive. Flex lane could be used for transit or high-occupancy vehicles.	Transit Improvements	9	6	\$\$\$	Medium	Flexible lanes provide dedicated roadway space for any combination of non-single occupancy vehicles. This will be determined at the time of need/implementation. Project will require coordination with SANDAG and/or MTS.
327	La Jolla Village Drive Transit Priority Measures - La Jolla Village Drive and Towne Centre Drive	Implement adaptive signal timing or transit signal priority at Towne Centre Drive and La Jolla Village Drive	Transit Improvements	8	6	\$	Medium	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
329	La Jolla Village Drive Transit Priority Measures - La Jolla Village Drive and I-5 Northbound Ramps	Implement adaptive signal timing or transit signal priority at the I-5 Northbound Ramps and La Jolla Village Drive.	Transit Improvements	8	6	\$	Medium	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP and/or Caltrans.
206	Grand Avenue Improvements	Improvements include enhanced pedestrian crossings at signalized intersections along Grand Ave between Rose Creek Trail and Mission Bay Dr and include new pedestrian crossings and streetscape enhancements at the Mission Bay Dr and Grand Ave intersection.	Pedestrian Improvements	7	1	\$\$\$\$	Medium	These project features could be unbundled and implemented as separate projects.
207	Galvin Avenue Bike Lanes	Implement buffered bike lanes along Galvin Avenue from Black Mountain Road and Westview Parkway	Bikeway	9	6	\$	Medium	
208	Damon Avenue Improvements	Improvements along Damon Ave include a two-way cycle track on the north side between Santa Fe St and Mission Bay Drive, lighting along the I-5 underpass, and pedestrian refuge areas at the intersection with Santa Fe St	Comprehensive	7	1, 2	\$\$\$	Medium	These project features could be unbundled and implemented as separate projects. Project will require coordination with Caltrans if it interacts with their right-of-way.
209	Barrio Logan Traffic Signal Installation - Harbor Drive and Sigsbee Street	New traffic signal at Harbor Drive and Sigsbee Street	New Traffic Signal	1	8	\$\$	Medium	Harbor Drive 2.0 project assumes a new signal with freight signal priority. New signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
210	Uptown Traffic Signal Installation - Fifth Avenue and Grape Street	New traffic signal at Fifth Avenue and Grape Street	New Traffic Signal	1	3	\$\$	Medium	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
211	Mira Mesa Transit Signal Priority - Mira Mesa Boulevard and Black Mountain Road	Transit signal priority at Mira Mesa Blvd and Black Mountain Rd	Transit Improvements	9	6	\$	Medium	
330	North Torrey Pines Road Transit Priority Measures - North Torrey Pines Road and La Jolla Shores Drive	Implement adaptive signal timing or transit signal priority at North Torrey Pines Road and La Jolla Shores Drive	Transit Improvements	8	1	\$	Medium	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along North Torrey Pines Road, as applicable. Project may also require coordination with UCSD.
331	La Jolla Village Drive Transit Priority Measures - Lebon Drive and La Jolla Village Drive	Implement adaptive signal timing or transit signal priority at Lebon Drive and La Jolla Village Drive	Transit Improvements	8	6	\$	Medium	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
212	Mira Mesa Transit Signal Priority - Mira Mesa Boulevard and Westview Parkway	Transit signal priority at Mira Mesa Blvd and Westview Pkwy	Transit Improvements	9	6	\$	Low	
332	La Jolla Village Drive Transit Priority Measures - La Jolla Village Drive and I-5 Southbound Ramps	Implement adaptive signal timing or transit signal priority at the I-5 Southbound Ramps and La Jolla Village Drive.	Transit Improvements	8	1	\$	Low	The project features could be unbundled and implemented separately. Project could require coordination with the proposed SMART corridor, flex lanes and other transit efforts along La Jolla Village, as applicable. Also, coordinate with UCSD on 2018 LRDP.
333	Charmant Drive/Palmilla Drive and Lebon Drive Improvements	Implement adaptive signal timing or transit signal priority at Charmant Dr/Palmilla Dr and Lebon Drive.	Transit Improvements	8	6	\$	Low	
213	Golden Hill Traffic Signal Installation Project - B Street/17th Street and I-5 Southbound Off Ramp	New traffic signal at B Street/17th Street and I-5 Southbound Off Ramp	New Traffic Signal	1	3	\$\$	Low	This project will also require coordination with Caltrans. New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
214	Harbor Drive and Beardsley Street Treatments	Install a raised median along Harbor Drive to restrict eastbound/southbound left-turn movements at the Harbor Drive and Beardsley Street intersection. Implement traffic calming measures along Beardsley Street between Logan Avenue and Harbor Drive.	Roadway Treatment	1	8	\$\$	Low	Project treatment could help alleviate truck traffic traveling on residential streets. Coordination with the Port of San Diego at the project level may be required, especially regarding how these features will relate to the Harbor Drive 2.0.
334	Regents Road Transit Priority Measures - Regents Road and Health Sciences Drive	Implement adaptive signal timing or transit signal priority at Regents Road and Health Sciences Drive	Transit Improvements	8	6	\$	Low	
376	Polk Avenue and Park Boulevard Traffic Calming Measures	Install traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles measures at intersection of Polk Avenue and Park Boulevard.	Comprehensive	3	3	\$\$	Low	
215	Uptown Traffic Signal Installation - Eighth Avenue and Robinson Avenue	New traffic signal at Eighth Avenue and Robinson Avenue	New Traffic Signal	3	3	\$\$	Low	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
216	Sunset Lane Traffic Calming Improvements	This project will provide for the design and construction of traffic calming measures on Sunset Lane between West San Ysidro Boulevard and South Vista Avenue.	Roadway Treatment	6	8	\$	Low	

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
377	Washington Avenue and Eight Avenue Traffic Calming Measures	Install traffic calming measures such as raised intersections, raised crosswalks, corner bulb-outs, roundabouts/traffic circles at intersection of Washington Avenue and Eighth Avenue.	Comprehensive	3	3	\$\$	Low	
217	Uptown Traffic Signal Installation - Tenth Avenue and Robinson Avenue	New traffic signal at Tenth Avenue and Robinson Avenue	New Traffic Signal	3	3	\$\$	Low	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
374	Normal Street Promenade (Roadway Modification)	Modify roadway to 2-lane collector no center lane along Normal Street between University Avenue and Polk Avenue. Implementation of this facility will require repurposing of two travel lanes on west side of the Normal Street Promenade.	Comprehensive	3	3	\$\$	Low	SANDAG will begin construction of Normal Street Promenade to implement this facility.
335	Genesee Road Transit Priority Measures - Centurion Square and Genesee Avenue	Implement transit signal priority at Centurion Square and Genesee Avenue	Transit Improvements	8	6	\$	Low	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
218	Main Street/Schley Street/26th Street Intersection Treatment	The construction of an island on 26th Street would provide traffic calming and increased pedestrian safety by restricting northbound traffic from Schley Street and eastbound left traffic from Main Street from traversing onto 26th Street.	Roadway Treatment	1	8	\$	Low	Project treatment could help alleviate truck traffic traveling on residential streets.
375	Robinson Avenue Roadway Modification	Modify roadway to 2-lane collector with no turn lane along Robinson Avenue between First Avenue and Eighth Avenue in eastbound direction (one-way). Implementation will require one-way couplet for complete streets improvements.	Roadway Treatment	3	3	\$\$	Low	
336	North Torrey Pines Road and Salk Institute improvements	Implement adaptive signal timing or transit signal priority at Centurion Square and Genesee Avenue	Transit Improvements	8	1	\$	Low	
219	North Park Traffic Signal Installation - Boundary Street/I-805 Southbound Ramps	New traffic signal at Boundary Street/I-805 Southbound Ramps	New Traffic Signal	3	3	\$\$	Low	This project will require coordination with Caltrans. In the University Avenue Mobility Project, a roundabout was preferred. At the time of need and when signal warrants are met a roundabout should be evaluated and considered.
220	Modern Roundabout Project - El Cajon Boulevard/Park Boulevard/Normal Street	Roundabout at El Cajon Boulevard/Park Boulevard/Normal Street	Roadway Treatment	3	3	\$\$\$	Low	
337	North Torrey Pines Road Transit Priority Measures - North Torrey Pines Road and Salk Institute Road	Implement adaptive signal timing or transit signal priority at North Torrey Pines Road and Salk Institute Road	Transit Improvements	8	1	\$	Low	
221	Uptown Traffic Signal Installation - Cleveland Avenue and Lincoln Avenue	New traffic signal at Cleveland Avenue and Lincoln Avenue	New Traffic Signal	3	3	\$\$	Low	New traffic signals should be implemented at the time of need and when warrants are met. Alternative intersection controls, such as a roundabout, should be evaluated.
338	Genesee Avenue Transit Priority Measures - Campus Point Drive and Genesee Avenue	Implement adaptive signal timing or transit signal priority at Campus Point Drive and Genesee Avenue	Transit Improvements	8	6	\$	Low	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable.
339	Genesee Avenue Transit Priority Measures - Genesee Avenue and I-5 Northbound Ramps	Implement adaptive signal timing or transit signal priority at the I-5 Northbound Ramps and Genesee Avenue.	Transit Improvements	8	6	\$	Low	Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable. This project may require coordination with Caltrans.
340	Genesee Avenue Transit Priority Measures - Genesee Avenue and I-5 Southbound Ramps	Implement adaptive signal timing or transit signal priority at the I-5 Southbound Ramps and Genesee Avenue.	Transit Improvements	8	1	\$	Low	
222	Transit Leap: Rapid 103	Solana Beach to Sabre Springs via Del Mar Heights and SR 56	Transit Improvements	11	1, 5	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
223	Transit Leap: Rapid 104	Sorrento Valley to Sabre Springs via SR 56	Transit Improvements	11	1, 5, 6	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
224	Transit Leap: Rapid 292 Phase 1	Pacific Beach to Kearny Mesa (light version of Rapid)	Transit Improvements	7	1, 2, 6	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
225	Transit Leap: Rapid 292 Phase 2	Pacific Beach to Otay Mesa via Kearny Mesa, El Cajon, Jamacha, and Otay Lakes (full version of Rapid)	Transit Improvements	7	1, 2, 6, 7	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
226	Transit Leap: Rapid 30	Balboa Station to Sorrento Mesa via Pacific Beach, La Jolla, UTC	Transit Improvements	7, 8	1, 6	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
227	Transit Leap: Rapid 473	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley	Transit Improvements	8	1, 6	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.

Project List ID	Project Title	Project Description	Project Type	Focus Area	Council District	Implementation Costs ¹	Ranking	Notes
228	Transit Leap: Rapid 625	Spring Valley to Clairemont via La Mesa and Kearny Mesa	Transit Improvements	5	2, 6, 7, 9	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
229	Transit Leap: Rapid 625	San Diego State University (SDSU) to Palomar Station via East San Diego, Southeastern San Diego, National City	Transit Improvements	2, 3, 5	4, 9	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
230	Transit Leap: Rapid 870	El Cajon to UTC via Santee, SR 52, I-805	Transit Improvements	8	6, 7	\$\$\$\$	N/A	This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria.
231	College Area Mobility Hub	Features could include parking corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations.	Mobility Hub	5	9	\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, SDSU, transit and shared mobility operators, and local businesses.
232	Imperial Beach Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	6	8	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, Imperial Beach, transit and shared mobility operators, and local businesses.
233	Mira Mesa Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	9	6	\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
234	Mission Valley Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	4	3, 7	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
235	Pacific Beach Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	7	1, 2	\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
236	Southeastern San Diego Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	2	4	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
237	University Community Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	8	1, 6	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
238	Urban Core Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	1, 3, 4	2, 3, 8, 9	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.
239	US-Mexico Border Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	6	8	\$\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, Mexico, transit and shared mobility operators, and local businesses.
240	West Bernardo Mobility Hub	Features could include enhanced accommodations for pedestrian, bicycle, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.	Mobility Hub	11	5	\$\$\$	N/A	The recommended mobility hub area will be coordinated with the City, transit and shared mobility operators, and local businesses.

Notes

Total number of projects = 377

¹ Implementation 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)

