CITY OF SAN DIEGO

# MOBILITY MASTER PLAN

April 2025

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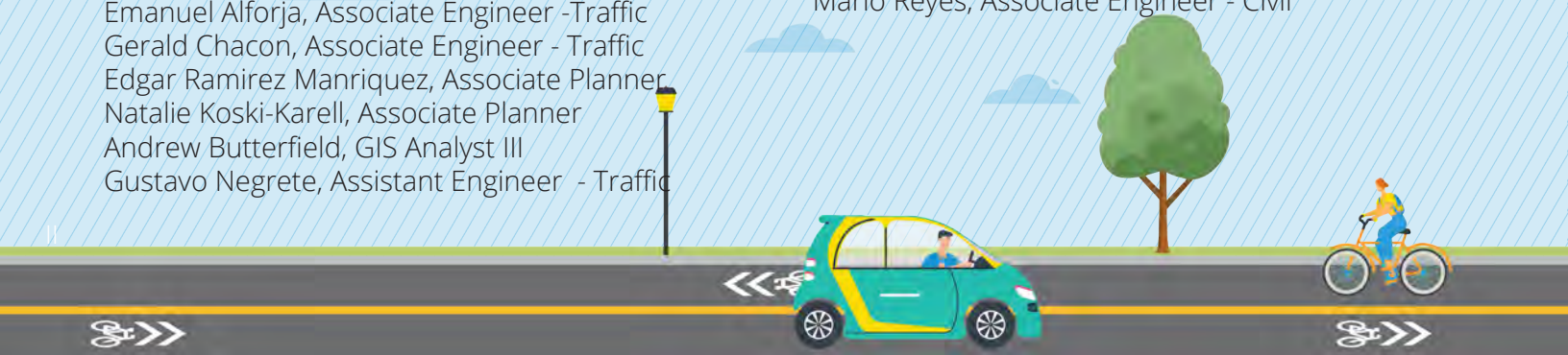

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# 01

# EXECUTIVE SUMMARY

## 1.1 PURPOSE OF THE PLAN

How we get around affects everything we do. Modern transportation is a vital component of our lives that impacts much of how we spend our time. In this way, mobility is both a means to an end and an experience in itself. Our transportation system should go beyond just enabling trips; it should facilitate experiences and remove barriers while improving sustainability, equity, and quality of life in the City. To meet this vision, our transportation system needs improvement and innovation to serve existing and new homes and businesses. Through careful, methodical, and community-centered planning, mobility in San Diego can be transformed into one of the City's greatest assets.

The Mobility Master Plan is a comprehensive, data-driven resource that the City of San Diego will use when making decisions about mobility projects throughout the City. It will guide the City in implementing programs and projects that will reduce greenhouse gas (GHG) emissions and shift mode share to meet the City's Climate Action Plan (CAP) targets. This comprehensive multimodal mobility plan links all mobility planning efforts together to create one hub for projects identified by the City. It creates a robust prioritization framework that can evaluate all mobility projects and help the City assess which projects can achieve the greatest benefits and address the greatest needs in a more sustainable and equitable way. At its core, this Plan is an implementation tool to help projects and programs be realized.

This Plan is a living document. As demographics and the built environment continue to evolve, the Mobility Master Plan can be updated to incorporate new data and remain a valuable tool for decision making. Similarly, as new mobility projects are introduced through future planning efforts, they can be added and evaluated by the prioritization process established in this Plan.

## 1.2 MOBILITY VISION

As a comprehensive effort that links previous City planning efforts, the Mobility Master Plan is driven by goals that are found in the City's General Plan and throughout other mobility-related planning documents, as seen in Figure 1-1

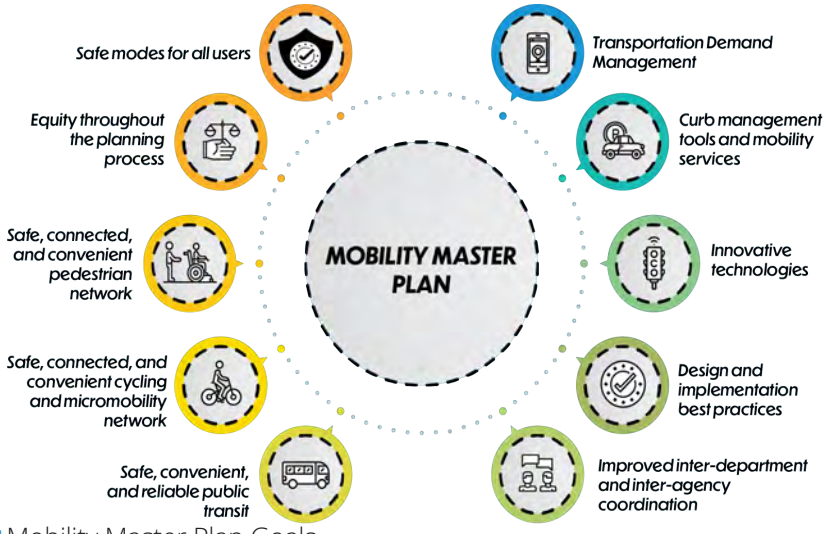



**FIGURE 1-1:** Mobility Master Plan Goals

## 1.3 PLANNING PROCESS

As the City's mobility network is transformed, this Plan will adapt and evolve. The Mobility Master Plan began as an idea; exploratory work was conducted in an initial phase to investigate what the City is currently doing related to mobility planning, what other cities are doing, what the City's needs are, and what paths the City can take towards achieving its mobility vision. This exploratory work helped guide the second phase of this Mobility Master Plan process: the development of the Plan itself. Building on the outreach during the City's CAP update, diverse stakeholders were engaged, and their input incorporated, throughout this Plan's development. As this document is updated and expanded in the future, stakeholders will continue to be a critical component of the process.

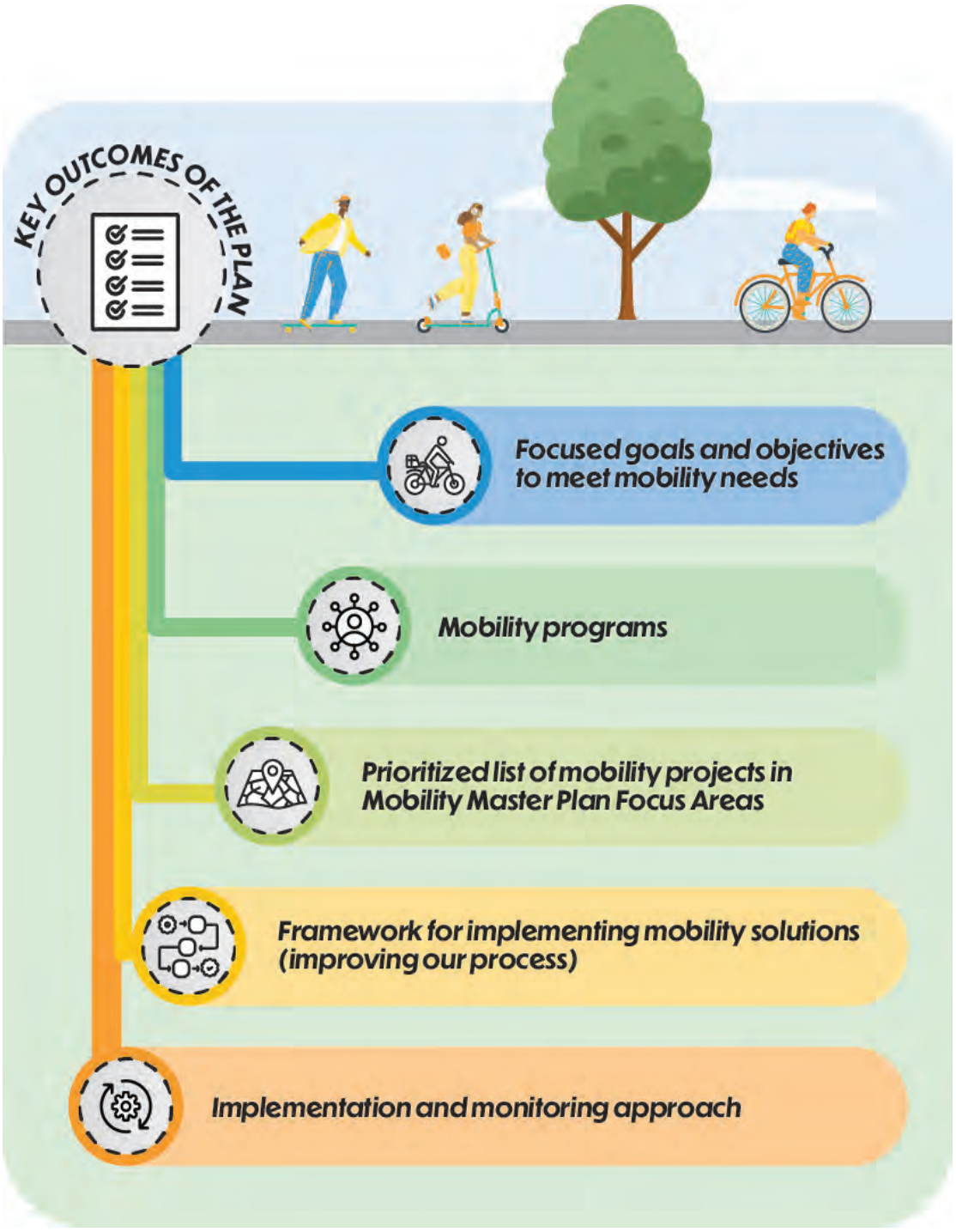
## 1.4 CONTENTS OF THE PLAN

The Mobility Master Plan begins by presenting baseline information about existing conditions and mobility trends in San Diego, summarizing the diverse stakeholder engagement efforts that took place, and outlining a comprehensive set of goals and objectives. It then describes the project development process, which includes a technical methodology for the identification of recommended Mobility Master Plan Focus Areas, a prioritized list of projects that are within these areas, and a detailed overview of the focus areas themselves. Recognizing that many specific mobility projects are identified through larger programs, this Plan also includes fact sheets for key mobility programs that could enhance mobility citywide. This Plan concludes with an overview of implementation actions, a performance monitoring program, and potential funding sources to help San Diego achieve its bold mobility vision.

## 1.5 OUTCOMES OF THE PLAN

The Mobility Master Plan is a citywide planning document intended to support the various mobility functions of the City, from community planning and policy, to project design and engineering, to new land use and development projects, to innovative and expanded mobility options, to maintenance and everyday operations. This first Mobility Master Plan has several actionable outcomes that will help guide all aspects of mobility planning in San Diego moving forward. These outcomes are outlined in Figure 1-2.

**FIGURE 1-2:** Outcomes of this First Mobility Master Plan



# 02
# INTRODUCTION

## 2.1 DEVELOPING THE MOBILITY MASTER PLAN

The City of San Diego (City) is dedicated to improving the health and well-being of its residents, employees, and visitors. Everyone who lives, works, plays, shops, or travels in San Diego deserves opportunities to use and experience the City in ways that improve their quality of life. As the backbone of the City, San Diego's transportation network serves as a primary and foundational aspect of people's lived experiences. Creating and maintaining a citywide mobility system that meets the needs and exceeds the expectations of all users is tantamount to ensuring that San Diego is a place people want to enjoy and explore.

While the City's existing transportation network has a strong foundation, there are opportunities to expand and enhance it through a suite of interconnected policies, projects, and programs. These improvements will allow San Diego's mobility system to effectively meet the needs of all users while helping the City achieve its climate, equity, and mobility goals. Just as critical to an enhanced mobility system as planning and developing policies, projects, and programs is successfully implementing them. San Diego has recognized the need to ensure complementary planned and potential mobility initiatives are not just forward-thinking, but also include a framework for successful implementation.

Development of a Mobility Master Plan serves as a vital tool in effectively implementing mobility improvements, services, and programs that align with the City's Climate Action Plan (CAP), General Plan, Community Plans, among other efforts. The CAP calls for reductions in greenhouse gas (GHG) emissions, especially those generated from combustion engine and fossil fueled vehicles, through a variety of strategies. While all strategies in the CAP are critical to combatting climate change, it is anticipated that strategies related to reducing vehicular travel would significantly reduce GHG emissions. The Mobility Master Plan supports the CAP by providing a roadmap to increase travel by walking/rolling, biking, and taking transit. The Mobility Master Plan also works together with long-range planning policies found in the General Plan and Community Plans that encourage new development in places where people are most likely to drive less, such as areas located in proximity to transit. Specifically, the Mobility Master Plan focuses on promoting safety through closing gaps in the multimodal transportation network, supporting the equitable distribution of mobility investments to move everyone better, especially in areas with the greatest needs, and removing barriers that community members face in their daily mobility choices.

The Mobility Master Plan lays the groundwork for prioritizing much needed mobility projects to be implemented throughout the City. It not only creates new processes and tools — using input from community members and data on local and regional connectivity, priorities, and infrastructure — but also creates actionable steps for the City to take. These steps include recommending projects and programs that improve and promote the use of pedestrian and bicycle facilities, as well as increase efficiency and connections to transit. Overall, the Plan provides a necessary coordinated approach to transportation infrastructure development and a prioritization process for investments in accordance with citywide sustainability, equity, land use, and mobility policies.

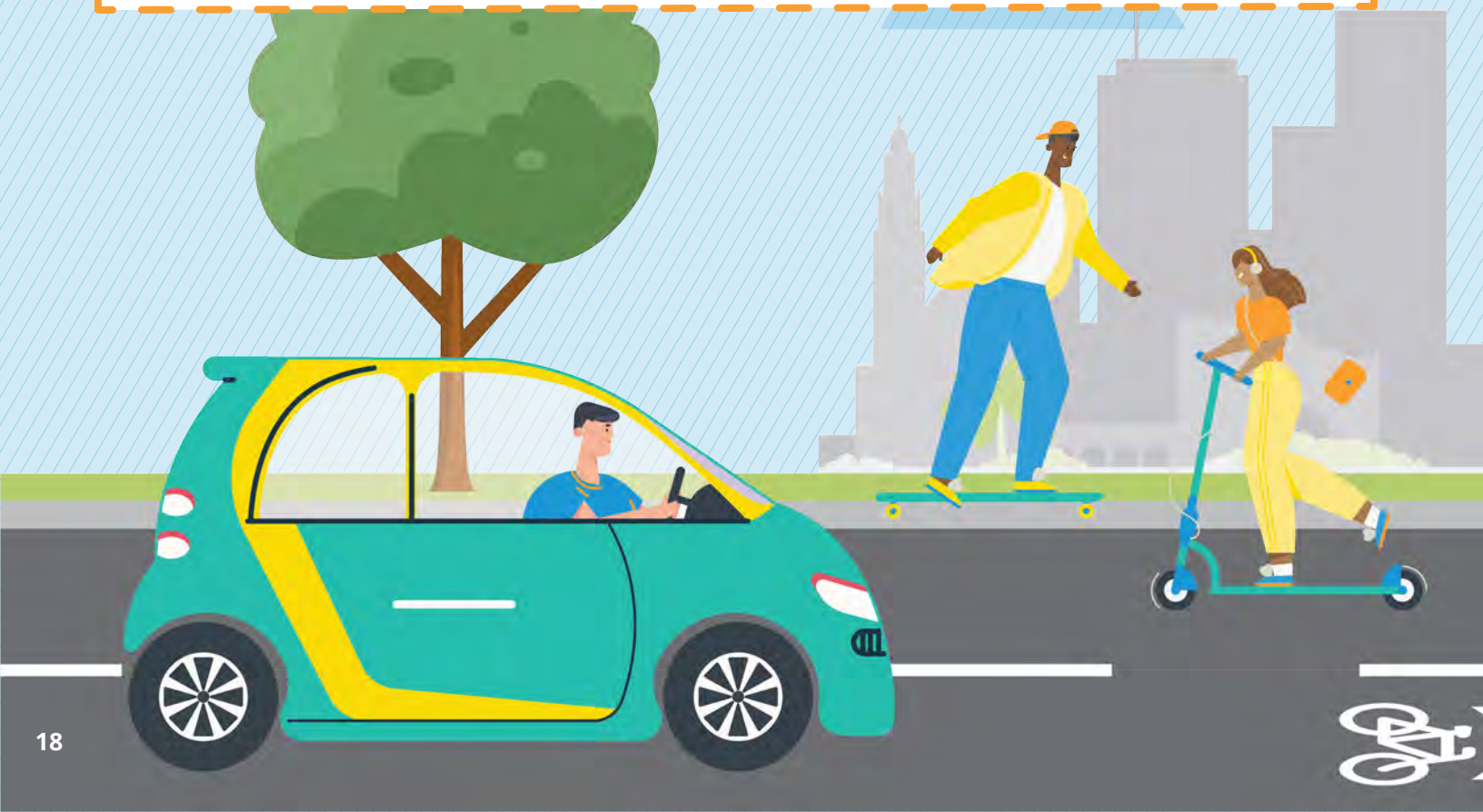
## WHY IS THIS FIRST ITERATION OF THE MOBILITY MASTER PLAN UNIQUE?

This first iteration of the Mobility Master Plan was developed to provide the initial comprehensive, strategic mobility planning framework that would serve as a helpful resource for City staff and the public moving forward. With that in mind, emphasis was placed on outlining the context and roles of the Plan within the overall City planning and project development structure, as well as connecting the Plan to other adjacent policies and strategies that strive to meet overall City goals. This particular Plan brings together mobility ideas, needs, and a focused subset of unbuilt projects and recommendations from previous planning efforts in order to establish processes related to consolidating mobility information and strategically implementing improvements that would eventually be applied citywide.

Key deliverables of this Plan include:

- A policy framework connected with the General Plan and enhanced to provide actionable objectives related to mobility solutions.
- A menu of programs that can optimize investments in capital infrastructure projects and provide additional mobility solutions in the form of incentives, public-private partnerships, and services to address various aspects of an individual's mobility needs.
- A pathway to implementing mobility projects by prioritizing projects in areas with the greatest needs and with solutions that are most impactful to the traveling public.
- A structure to articulate implementation actions that can be tracked over time and a process to monitor system performance as investments are made to improve the mobility system.

This Plan also has been developed to serve as a template for future Mobility Master Plan iterations. Overall, the intent of the Mobility Master Plan is to be dynamic in that it will be updated every four years in order to align with San Diego's evolving mobility system, to capture and build upon separate plans and improvements taking place, and to take advantage of changes in technology and emerging strategies.



## WHAT IS THE DIFFERENCE BETWEEN TRANSPORTATION AND MOBILITY?

Transportation and mobility are distinct yet interconnected concepts. Both terms apply to everyone and all their modes, including people who walk, people who use wheelchairs or other assistive devices, people who bike, people who use shared micromobility devices or transit, and people who drive vehicles. Transportation primarily refers to the physical movement or process of moving people or goods from one place to another. Transportation typically focuses on the physical infrastructure (e.g., roads, railways, airports, ports) and the logistics to facilitate the movement of people and goods. Transportation networks play a crucial role in supporting mobility by providing the means for people and goods to reach their desired destinations.

Mobility is different from transportation in that it goes beyond the act of moving something or someone. Mobility is a broader and more holistic concept that refers to the ability of individuals or goods to move or be moved within a particular area or across regions, as well as covers the overall ease and efficiency of their movement. Mobility involves having access to quality transportation options that you can count on to get you where you need to go. Transportation is one of the key components of mobility, but the scope of mobility systems extends to encompass non-transportation aspects, such as digital connectivity, inclusivity, and the design of cities and spaces, all aimed at facilitating seamless movement and access to opportunities, services, and resources. Equitable, convenient, and effective mobility choices should support all our community members, businesses, and visitors. As mobility continues to evolve, the Mobility Master Plan leaves room for emerging technologies, patterns, and mobility options of the future.

### 2.1.1 RELATIONSHIP WITH THE GENERAL PLAN

The City's General Plan is a policy document that reflects the vision and values for San Diego and its communities. It is comprised of 10 elements that provide a comprehensive slate of citywide goals and policies that guide where new homes and jobs should go, how our mobility system should improve, and where and how to invest in communities with new infrastructure and amenities.

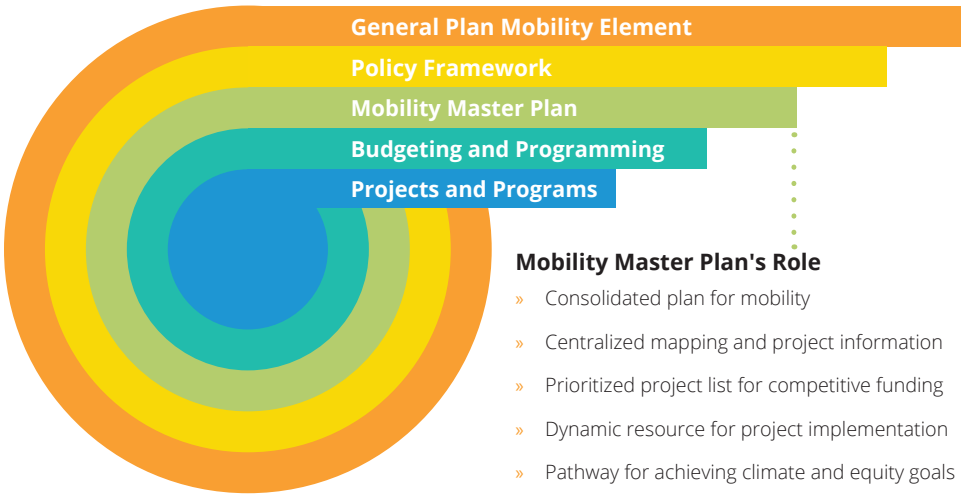
Blueprint SD is the City's 2024 update to the General Plan. It is a proactive effort to refresh the framework for growth and development in an equitable and climate-friendly way. Specifically, Blueprint SD incorporates a land use strategy and complementary transportation policies that encourages the development of homes that are connected to affordable options to walk, bike, and ride transit to go to work, school, or the grocery store. This approach will help meet the needs of our growing City while making progress towards reducing GHG emissions.

Within the General Plan is the Mobility Element that lays out the City's vision of a balanced, well-connected, safe, sustainable, and equitable multimodal mobility system for people to move around safely, conveniently, and enjoyably. It also contains citywide goals and polices that play a crucial role in implementing this vision. Overall, the Mobility Element is part of a policy framework that directs the development and management of our mobility system.

The Mobility Master Plan is a separate comprehensive, strategic document that works with the General Plan in guiding the implementation of mobility improvements, services, and programs that achieve San Diego's climate, equity, and mobility goals. It aims to remove the barriers that people face when utilizing non-auto travel modes, expanding mobility options. As a Plan with implementation strategies and action items, it adds another layer of detail and guidance to help realize the broad citywide vision for mobility initially set forth by the City's General Plan Mobility Element.

Figure 2-1 illustrates how the Mobility Master Plan fits within the overarching General Plan Mobility Element of the City's policy framework. The Plan provides a key function within the City's process for identifying, budgeting, and implementing mobility.

**FIGURE 2-1:** Mobility Master Plan's Place in San Diego's Policy Framework




ONE
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ONLY

## 2.1.2 RELATIONSHIP WITH OTHER CITYWIDE EFFORTS

In addition to the General Plan, the City of San Diego's progress relies on a diverse set of visionary citywide initiatives and plans aimed at enhancing its livability, sustainability, and accessibility for San Diegans. The citywide efforts described below have created a strong foundation of aspirational goals and policies for the Mobility Master Plan to align with, build from, and in turn shape many of its recommendations.

### CLIMATE ACTION PLAN

Cars and other fuel-powered vehicles are the largest source of greenhouse gas (GHG) emissions and pollutants impacting San Diego's air quality. These mobile sources of emissions from residents, passenger and freight transportation, employees, and visitors account for greater than 50% of all local GHG emissions. Updated in 2022, the City's Climate Action Plan (CAP) is a landmark plan that envisions a more sustainable San Diego by setting an ambitious citywide goal of net zero GHG emissions by 2035. The CAP serves as a roadmap for the City to move towards this goal through six strategies designed around decarbonization, renewable energy, transportation and land use planning, clean communities, resiliency, and emerging climate actions. Within each strategy, specific targets and implementing actions have been established. The targets and actions specifically relating to transportation are within *Strategy 3: Mobility and Land Use* in the CAP. Table 2-1 outlines key mobility targets for years 2030 and 2035 as described in the CAP.

**TABLE 2-1:** CAP Strategy 3: Mobility and Land Use Targets

| 2030 Target | 2035 Target |
|---|---|
| Achieve **19% walking** and **7% cycling** mode share of all San Diego residents' trips | Achieve **25% walking** and **10% cycling** mode share of all San Diego residents' trips |
| Achieve **10% transit** mode share of all San Diego residents' trips | Achieve **15% transit** mode share of all San Diego residents' trips |
| Achieve **4%** citywide vehicle miles traveled (VMT) reduction through telecommute by 2030 | Achieve **6%** citywide VMT reduction through telecommute by 2035 |
| Install **13** new roundabouts | Install **20** new roundabouts |
| Achieve **8%** VMT (Commuter and non-commuter) reduction per capita | Achieve **15%** VMT (Commuter and non-commuter) reduction per capita |

In this climate crisis every mile and every trip counts - the City's community members and visitors deserve more sustainable mobility options. The Mobility Master Plan identifies programs and promotes projects that encourage walking, biking, and transit, and to transition combustion vehicles to zero emission vehicles. As the Mobility Master Plan works to help guide the change in the way we travel and provide more opportunities to choose climate-friendly modes, it implements the CAP and helps reduce overall citywide vehicular travel (vehicle miles traveled, or VMT) and therefore GHG emissions.

## CLIMATE RESILIENT SD

Climate Resilient SD is the City's comprehensive plan to prepare for, adapt to, and recover from the impacts of a changing climate. At its core, Climate Resilient SD is a plan for the people of San Diego to not only adapt, but to also thrive in the face of extreme heat, wildfires, sea level rise, flooding and drought. The Plan includes a suite of adaptation strategies that reduce climate change-related risk to the City and work towards solutions for more resilient, more sustainable buildings, infrastructure, and environmental systems.

## STRATEGIC PLAN

The Strategic Plan identifies the City's vision, mission, operating principles, and priority areas of focus for 2022 and beyond. The Plan outlines key outcomes, strategies, and performance measures and organizes them according to the following five priority areas of focus: Create Homes for All of Us, Protect and Enrich Every Neighborhood, Advance Mobility and Infrastructure, Champion Sustainability, and Foster Regional Prosperity. Overall, the Strategic Plan guides the work of City leaders and employees to deliver what San Diego and its community members need to thrive.

Aligned with the Strategic Plan's focus on the advancement of transportation infrastructure and mobility options, the Mobility Master Plan serves as a tool to assess and prioritize multimodal investments and actions that help progress strategies and realize expected results related to infrastructure, safety, equity, accessibility, performance, and mobility options.

## VISION ZERO STRATEGIC PLAN (2020-2025)

The City has committed to the Vision Zero goal of eliminating all traffic-related fatalities and severe injuries. The Vision Zero Strategic Plan lays out a course of purposeful actions to help achieve the Vision Zero goal along with other considerations to help San Diegans move around safely. Safe travel is a top priority for the City. This Strategic Plan lays out a framework for years 2020 through 2025 and will be updated as the City makes progress toward the Vision Zero goal.

The commitment to safety and furthering Vision Zero initiatives permeates throughout the Mobility Master Plan through goals, objectives, policies, programs, actions, as well as its data-driven methodology for prioritizing projects.

## MOBILITY ACTION PLAN

In 2019, the Mobility Action Plan (MAP) was developed as a step towards establishing a strategic vision and framework to address the changing mobility needs of San Diegans given climate change, emerging technologies, and increased awareness for equity. This Plan summarized existing mobility policies and programs and outlined initial priorities and actions for the City to deliver a greater range of mobility services and options.

As a follow-up to the MAP, the Mobility Master Plan builds off the MAP's vision, framework, goals, and actions to create new processes related to comprehensive mobility planning for the City, to develop a methodology for prioritizing mobility projects in areas with the greatest mobility needs, and to outline near-term and long-term mobility initiatives.

# 2.2 LOCAL MOBILITY CHALLENGES

As the City plans to meet the evolving mobility needs, several challenges will drive the local mobility environment going forward. Safety, population growth and housing, climate change, resiliency, equity, affordability, and inter-agency coordination are key challenges this Plan helps the City address as they intersect with mobility.

## 2.2.1 SAFETY

Safety is the backbone of all transportation networks; ensuring all users are and feel as safe as possible when using any mode is imperative to creating real mobility options for all. San Diego has recognized that there is no acceptable level of loss of life when traveling around the City and has joined other cities throughout the country to become a Vision Zero City. This commitment affirms that San Diego is dedicated to making systemwide changes that facilitate eliminating traffic fatalities and severe injuries. While the City has goals towards making these improvements, it is also everyone's responsibility to use the City's transportation network with reasonable care. The Mobility Master Plan is safety-focused and sets forth projects that help the City reach its Vision Zero goal.

## 2.2.2 POPULATION GROWTH AND HOUSING

In addition to the homes already needed to accommodate San Diego's existing population, the City will continue to grow. As such, the City will continue to evaluate investments in transportation infrastructure to ensure that people can safely and enjoyably move around in ways that result in improved air quality and quality of life. In accordance with the City's General Plan and CAP, most new growth is anticipated to occur in urban areas located near transit. This planned land use strategy will need to be supported by effective, timely construction of quality infrastructure, especially first and last-mile connections to transit, in the areas that would serve the most people and would be most used. In addition to implementing supportive multimodal facilities by the time of need, the City will also need to balance maintaining targeted service levels across mobility assets already in place to fulfill the needs of all users. Overall, thoughtful and complementary land use and transportation planning is necessary to support growth.

## 2.2.3 CLIMATE CHANGE AND RESILIENCY

Recognizing that climate change will continue to impact San Diego at ever-increasing scales unless deliberate and targeted mitigation actions are taken, the City's CAP sets the following 2035 non-auto mode share targets for resident trips: 25% walking, 10% cycling, and 15% transit. Similarly, adaptation is necessary to shape a San Diego that is resilient in the face of climate change impacts. For example, the transportation network and associated infrastructure must continue to function under threats from rising sea levels, flooding, heat, and other changing climate conditions. This may involve elevating a coastal roadway to accommodate rising sea levels, utilizing erosion control treatments to protect roadway facilities against damage during extreme storm events, and provision of additional shade structures or trees at transit stations to protect riders from the impacts of extreme heat.

### 2.2.4 EQUITY

Historically, not all communities in San Diego have had access to the same breadth or quality of mobility choices. Due to past investment practices, some communities have not received the multimodal infrastructure and resources that their community members need to access opportunities. Equity comes into play, in such cases, as historically underserved communities are prone to limited mobility options which could also lead to social and economic inequities. Providing safe, convenient, and affordable multimodal mobility options is essential to uplifting all communities and connecting community members to where they want to go. The Mobility Master Plan recognizes the importance of prioritizing mobility investments in areas with the greatest need and provides a path to ensuring equitable mobility choices among all communities.

### 2.2.5 AFFORDABILITY

The high costs of homes and transportation make affordability a key challenge to live in San Diego. Housing and transportation expenditures together account for over half of San Diegans' annual incomes. Rising fuel prices, maintenance expenses, and public transportation fare costs have made it difficult for individuals and families to meet their mobility needs without straining their budgets. Moreover, the transition towards sustainable transportation alternatives, such as electric vehicles and bikes, can be costly upfront, even if they offer long-term savings. Affordability can be addressed through increased investments in multiple reliable cost and time competitive mobility choices, and through policies. For example, parking reform policies that unbundle parking from housing costs in certain areas of the City that are more walkable, bikeable, and transit accessible promotes cost savings for those that opt to not own a car. The Mobility Master Plan works to help diversify San Diego's transportation environment and identify innovative ways to make multiple mobility choices cost-effective, attractive, and convenient.

### 2.2.6 INTER-AGENCY COORDINATION

There are many agencies who operate, maintain, and plan different transportation resources throughout the San Diego region. Agencies such as the California Department of Transportation (Caltrans), Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) all actively contribute to the City's transportation network. These agencies, along with mobility technology and services from private companies, have highlighted interjurisdictional challenges and opportunities. Guaranteeing all agencies coordinate effectively and operate with aligned goals and priorities will ensure the City's mobility network is seamless and connected. The Mobility Master Plan is founded on conversations with all stakeholder transportation agencies and accounts for their diverse needs.

## 2.3 BENEFITS TO IMPROVED MOBILITY

Mobility permeates just about every aspect of life in San Diego. The way that we move around affects almost everything we do, how we do it, when we do it, and where we do it. Improving mobility by providing more choice, increasing access, improving facilities, and enhancing safety has tangible positive impacts on San Diegans' lives.

One of the most impactful benefits of improved mobility is an enhanced sense of safety. Mobility projects designed with people of all ages and abilities in mind are essential for creating a safe transportation network. For example, implementing separated bicycle lanes or cycle tracks featuring raised curbs or rows of bollards encourage those who do not usually bike to consider cycling, as it provides the preferred physical separation between cyclists and motorists. These barriers help reduce the incidence of collisions between cyclists and motorists, consequently lowering the risk of injuries. Proactively focusing on the safety of people walking, rolling, and biking through mobility enhancements, such as Complete Street elements and traffic calming measures, can further contribute to safer mobility. Application of this safe systems approach citywide, where design features slow and separate conflicting paths so the consequence of a collision is not severe injury or death, can help lead to fewer potential conflicts throughout the City and result in safer, better neighborhoods for everyone.

When mobility is equitably improved, those who have historically faced mobility challenges are able to get around with more ease and efficiency. When trips are easier and more practical to make, people's unique individual needs can be met. The City continues to enhance accessibility for people with disabilities, making trips more comfortable and practical through efforts such as maintaining sidewalks, adding curb ramps with detectable warnings, and holistically implementing ADA standards across the City.

Meaningful mobility improvements focus not just on one mode, but multiple modes. One of San Diego's greatest assets for mobility is its year-round temperate climate. The City has ideal weather for multimodal transportation and a culture that is receptive


*54th Street and Chollas Parkway mobility improvements*

to modes that place the traveler outdoors for all or part of their trip, such as walking, rolling, bicycling, using micromobility (e.g., scooters or skateboards), and taking public transit. Improving facilities for these modes makes them safe, more appealing, accessible, and viable as ways of getting around. Improving these modes gives people more choices for getting around with less reliance on private automobiles for all trips.

Using these more active modes of transportation can also contribute to positive public health outcomes as users spend more time moving and being outdoors. A 2016 report prepared for the California Office of Health Equity concluded that increasing the active transportation of the typical Californian to 21.4 minutes per day could result in 8,057 fewer annual deaths and 142,101 fewer years of disability and life lost.[1] Designing and retrofitting the City's mobility network to be active transportation-friendly is an effective way to promote and encourage healthy lifestyles – both physical and mental. Physical activity and spending time outdoors can improve mental health. Enhancing multimodal transportation facilities creates a positive cycle of improved physical and mental health: better facilities contribute to increased safety, reduced conflicts with other modes, and more pleasant user experiences, which can encourage more multimodal transportation use, which in turn can contribute to better health of the user.

Improved active transportation facilities can also have positive economic benefits. When there are numerous viable ways to get to a commercial destination, it becomes easier for patrons to frequent that destination. The 2022 Metro Active Transportation Return on Investment Study, led by Portland State University, studied the impact of 12 active transportation projects in and around the Portland, Oregon area and concluded that there were measurable increases in businesses activity at most of the project locations.[2] Making it easier for people to travel to a destination generally makes it more likely they will go there, which is particularly beneficial for San Diego's small businesses and organizations that rely on in-person patronage. As such, improving multimodal transportation facilities in commercial areas can have economic benefits for the City's small businesses and organizations.

Improving mobility in the City affects more than the region's people; it affects the environment. Improving mobility by investing in alternative modes of transportation can reduce the number of private vehicle trips, thus reducing the associated environmental impacts such as GHG emissions and local air pollution. Shifting trips away from private and other fuel-powered vehicles and towards alternative, sustainable modes can positively impact San Diego's environment.

1 Increasing Walking, Cycling, and Transit: Improving Californians' Health, Saving Costs, and Reducing Greenhouse Gases (2016). https://www.cdph.ca.gov/Programs/OHE/CDPH%20Document%20Library/Maizlish-2016-Increasing-Walking-Cycling-Transit-Technical-Report-rev8-17-ADA.pdf

2 Metro Active Transportation Return on Investments Study (2022). https://www.oregonmetro.gov/sites/default/files/2022/05/15/Active-Transportation-Return-on-Investment-study-2022.pdf


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# 2.4 MOBILITY MASTER PLAN PROCESS

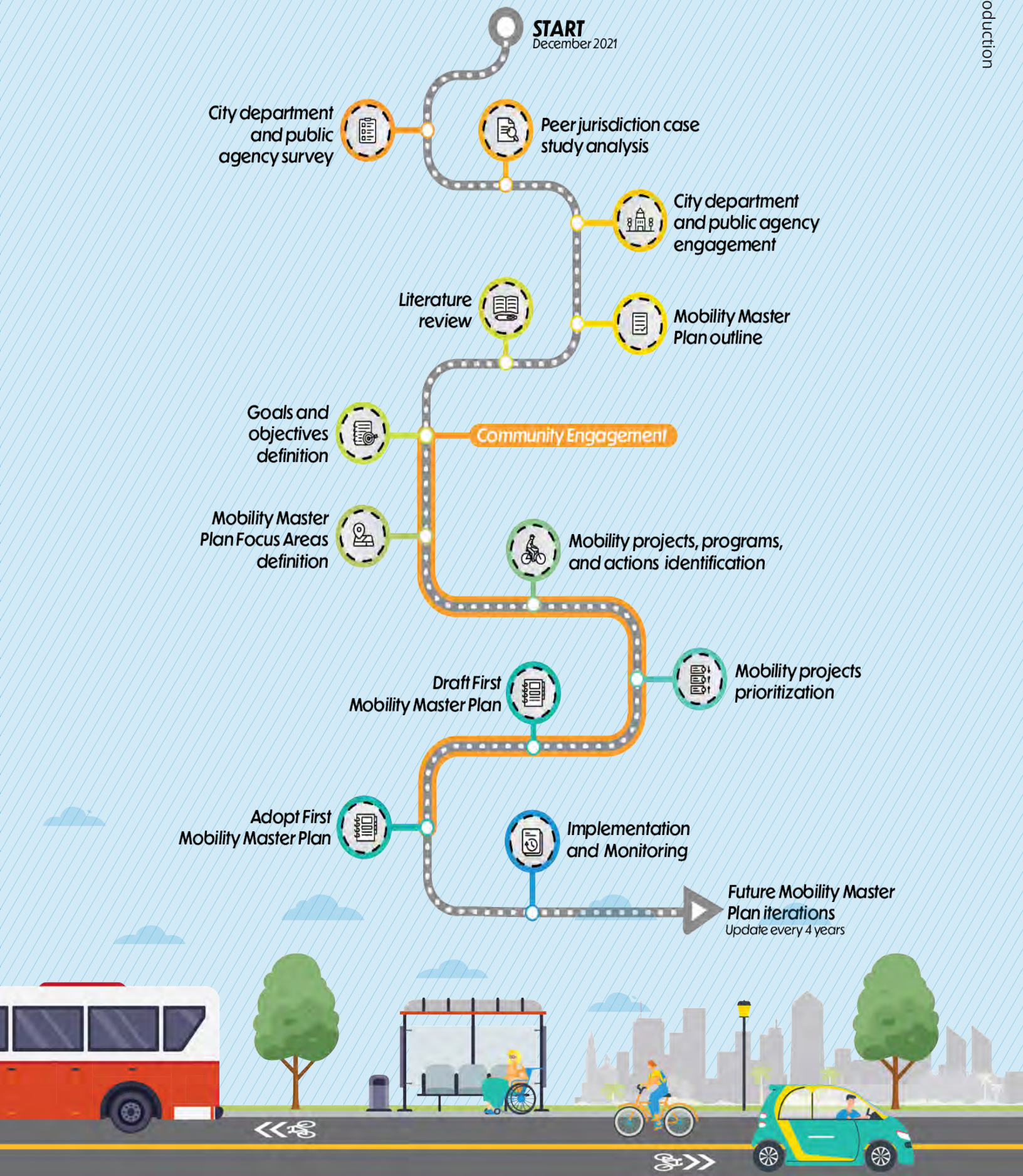
In 2019, the City completed the Mobility Action Plan (MAP) to understand the City's state of mobility planning, take inventory of City mobility policies in place, and to outline initial steps to implement the then 2015 CAP. As a next step, the Mobility Master Plan builds off the MAP vision framework and provides a centralized hub for all mobility related efforts, as well as provides clarification and refinement on the project implementation and prioritization process.

The Mobility Master Plan process began in December 2021, finding input and momentum from the CAP update's public outreach and engagement work. As shown in Figure 2-2, City departments and public agencies (i.e., SANDAG and MTS) were surveyed to explore challenges and aspirations for implementing mobility projects in San Diego in alignment with the CAP. A case study analysis of mobility master plans from peer jurisdictions across the country was also performed to research and compare different approaches. Extensive engagement with City departments and regional agencies was also conducted to understand the successes and common opportunities and barriers faced when implementing mobility-related programs and projects. This foundational exploratory work was then synthesized in the development of a preliminary outline for this first Mobility Master Plan. The final stage in the preliminary development of the Plan was a comprehensive literature review in which existing City plans, policies, and regulations were analyzed, with particular focus on identification of deficiencies and areas that may be appropriate for improvement. After this preliminary research and foundational work was completed, work began on prioritizing mobility projects and identifying programs and actions.

The Mobility Master Plan supports a continuum of ongoing engagement that is mission-based rather than project-based. This Plan mostly builds off the engagement work of the CAP, which included an extensive outreach process that centered around partnering with Community-Based Organizations that focus their work in underserved communities. Throughout this Plan's development, action-oriented engagement was conducted with community members focused in historically disadvantaged areas and Master Plan Focus Areas, which have high propensities to increase active, sustainable mobility.

In this first version of the Mobility Master Plan, information gathered during engagement activities was primarily used to verify mobility goals and objectives such that community needs and expectations are aligned with mobility initiatives. This Plan is intended to be a document that will be regularly updated as the mobility needs of the City evolve, and as aspects of the Plan are implemented and monitored. As the Plan is refined in the future, additional community and stakeholder engagement will be performed. Information gathered at this stage serves as the foundational repository that will inform future project and program efforts.

**FIGURE 2-2:** Mobility Master Plan Process



# 03

# WHERE WE ARE AND WHERE WE ARE GOING

# 3.1 SAN DIEGO AT A GLANCE

**1.4 million**
residents

**700,000**
jobs

**1,181**
miles of bicycle lanes

**65**
miles of light rail

**4,650**
miles of sidewalks

**108**
miles of track for freight, commuter, and regional rail service

**3,105**
miles of streets and alleys

**2,001**
miles of bus routes

**467**
miles of trails

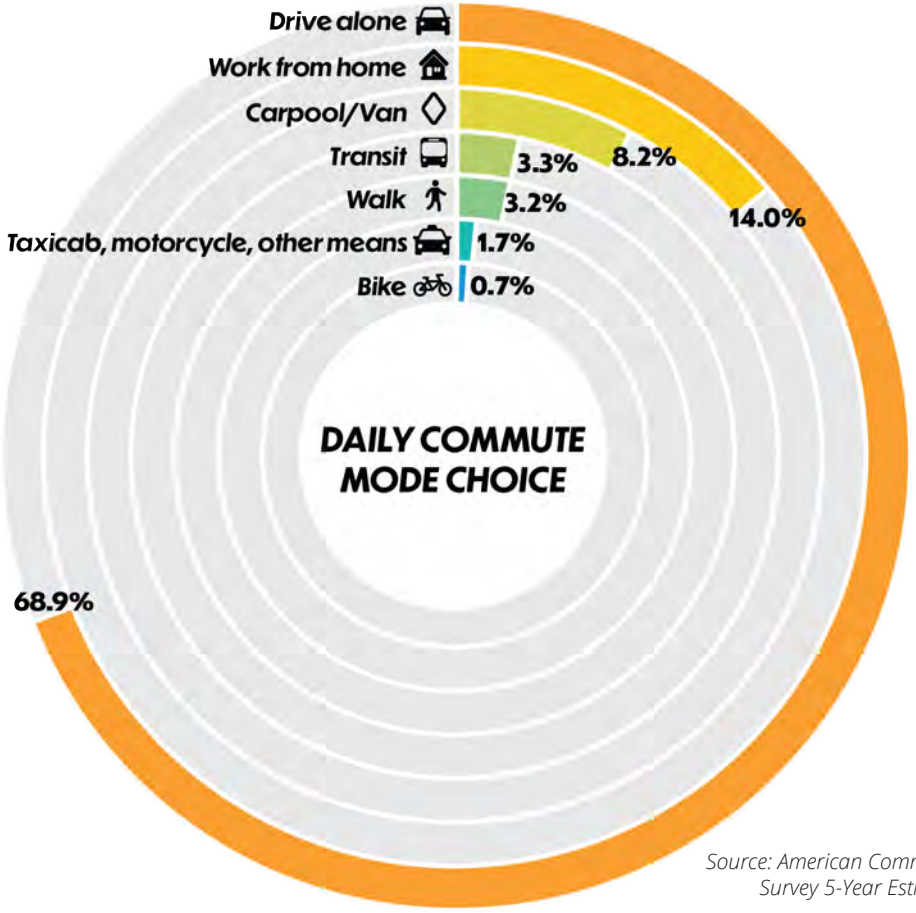
*Source: City of San Diego*

The City of San Diego has 93 miles of shoreline, wonderful weather, a dynamic economy, and diverse communities. With over 1.4 million residents and 700,000 jobs, it is the eighth largest and one of the most diverse cities in the nation. There are more than 100 languages spoken by community members who have come from all parts of the world to live here. This diversity provides many advantages, including a broad perspective of community voices, especially around mobility needs, and a diversity that influences travel patterns and transportation trends.

Additionally, with six universities and 80 research institutions, San Diego is a national leader in higher education and innovation. Fourteen tech-adjacent industries account for 12 percent of the jobs and produce $42.1 billion of economic value annually in San Diego. The tourism industry also contributes substantially to the City's economy. Furthermore, San Diego is home to the nation's largest military community, with more than 100,000 active-duty personnel, and an additional 90,000 veterans living in San Diego.

As a large binational and metropolitan city, San Diego's transportation network is essential to our growing industries and economy. The composition of this complex, interconnected system includes roadway, highways, light rail, bus lanes, bicycle facilities, sidewalks, and recreational trails that facilitate a variety of travel options for both residents and visitors alike.

**FIGURE 3-1:** Daily Commute Mode Choice (2021)




*Source: American Community Survey 5-Year Estimates*

# 3.2 EXISTING PLANS AND POLICIES

San Diego has a rich array of mobility-related plans and documents stemming from the General Plan. However, these Plans often focused on specific modes (e.g. the Bicycle Master Plan) or on individual communities (e.g. the Mira Mesa Community Plan). While these plans are valuable in their own right, they have typically existed as separate resources for mobility planning and analysis. Mobility needs its own comprehensive plan across mobility types and communities to both integrate multiple modes and equitably advance solutions to help achieve the City's vision of a balanced, well-connected, safe, sustainable, and equitable multimodal mobility system. The Mobility Master Plan aims to consolidate and integrate various plans, policies, and regulations to create a comprehensive multimodal mobility framework that focuses on implementing transportation investments across the entire system to move everyone better. It seeks to prioritize transportation initiatives that align with citywide goals, promote equity, and adapt to changing transportation needs and trends.

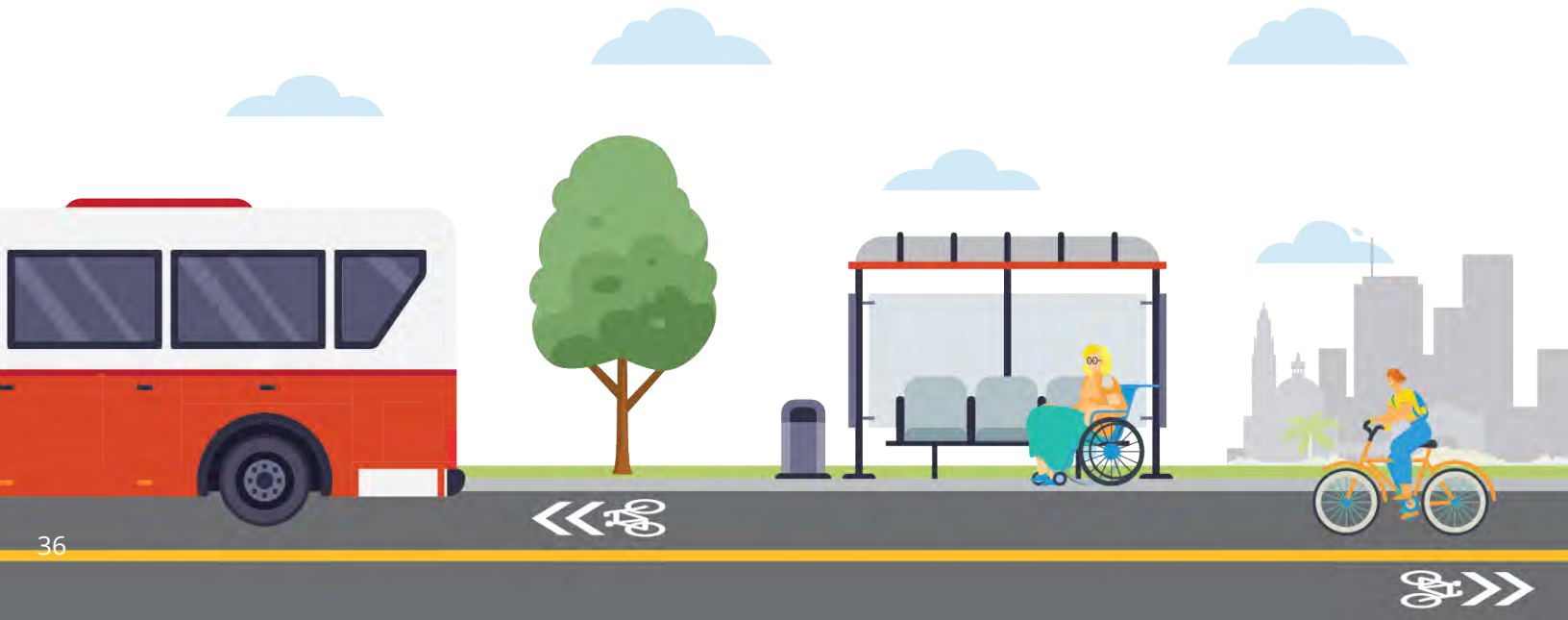
Figure 3-2 shows the documents that were reviewed to build upon and frame this Mobility Master Plan. The following also sections provide a general overview of key planning documents and describe how they serve as complementary documents to the Mobility Master Plan.

## 3.2.1 GENERAL PLAN

The City recognizes the need to look at land use, its relation to transportation infrastructure, as well as expanding alternative modes to accommodate a growing population and changing mobility trends. As discussed in Chapter 2, the policies in the General Plan Mobility Element advance a strategy for increasing mobility choices in a manner that strengthens the City's land use vision and helps achieve the goals in the CAP. The Mobility Element is part of a larger body of plans and documents that guide mobility citywide.

## 3.2.2 COMMUNITY PLANS

The City of San Diego is geographically defined by 52 separate community planning areas which all have their own Community Plan. While the General Plan provides broad policies that apply to the City as a whole, Community Plans refine the General Plan's policies into community-specific policies and recommendations to guide a community's development and public improvements. This includes policies on land use, mobility,



urban design, public facilities and services, natural resources, historic and cultural resources, and economic development. In reviewing Community Plans, the primary focus was each community's Mobility Element, with particular emphasis on the planned transportation network, recommendations, and innovative policies.

### 3.2.3 PEDESTRIAN AND BICYCLE MASTER PLANS

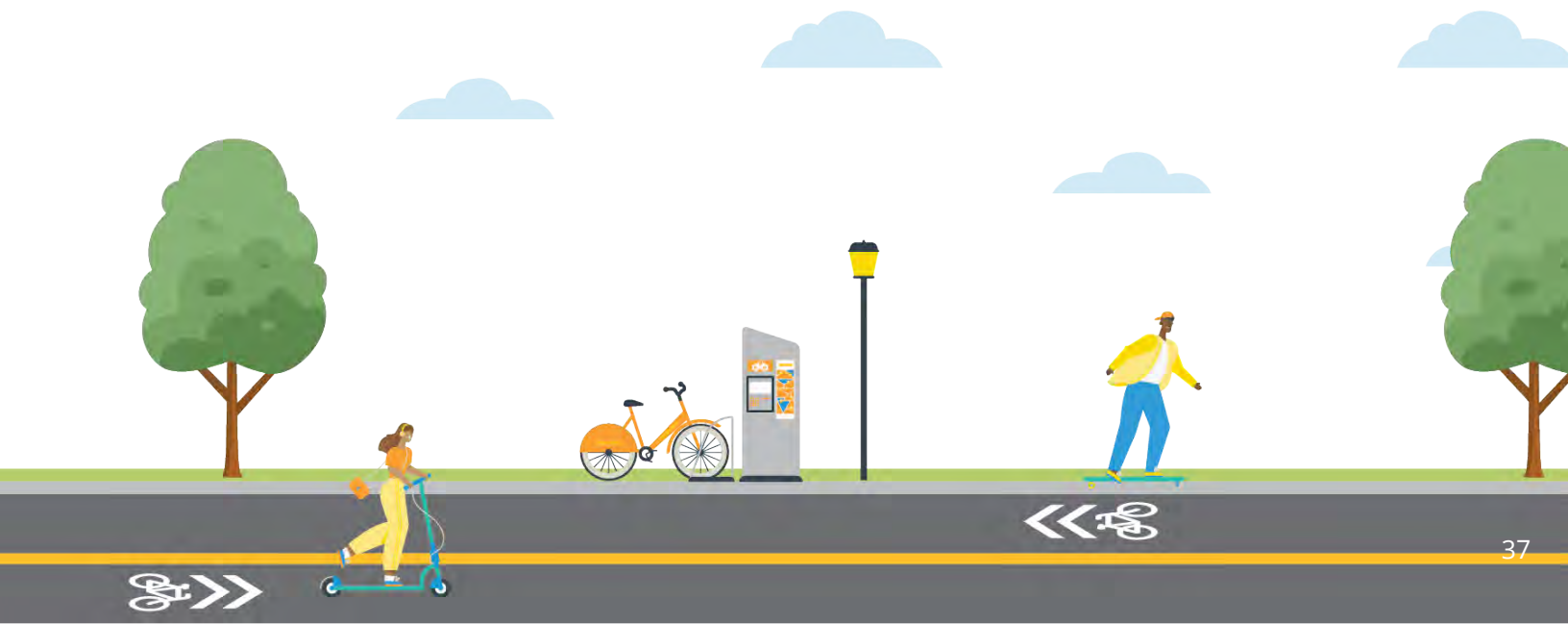
The City has prepared the Pedestrian Master Plan and Bicycle Master Plan to not only help advance the citywide mobility vision, but also identify projects, policies, and programs that improve active transportation and recreational opportunities for pedestrians and cyclists. The review of the Pedestrian and Bicycle Master Plans centered around the vision, policy framework, and recommendations of those plans.

### 3.2.4 COMPLETE STREETS POLICY

In December 2023, City Council adopted the Complete Streets Policy to formalize the City's commitment to creating streets that are safe and accessible for all users, regardless of mode or ability. The policy guides city planners and engineers in furthering the attainment of a balanced, multimodal mobility system with increased options and safe, equitable infrastructure for San Diego. Streets that accommodate various modes of travel and incorporate best practices for stormwater management are considered both Complete Streets and Green Streets. Green Street features include drought-tolerant plants, permeable surfaces, and bioswales that improve stormwater flow and ensure streets remain usable during rain. The policy also outlines steps for internal mobility governance, implementation, and monitoring, while also setting the stage for the forthcoming update to the City's Street Design Manual that will provide more technical guidance on the design of Complete Streets.

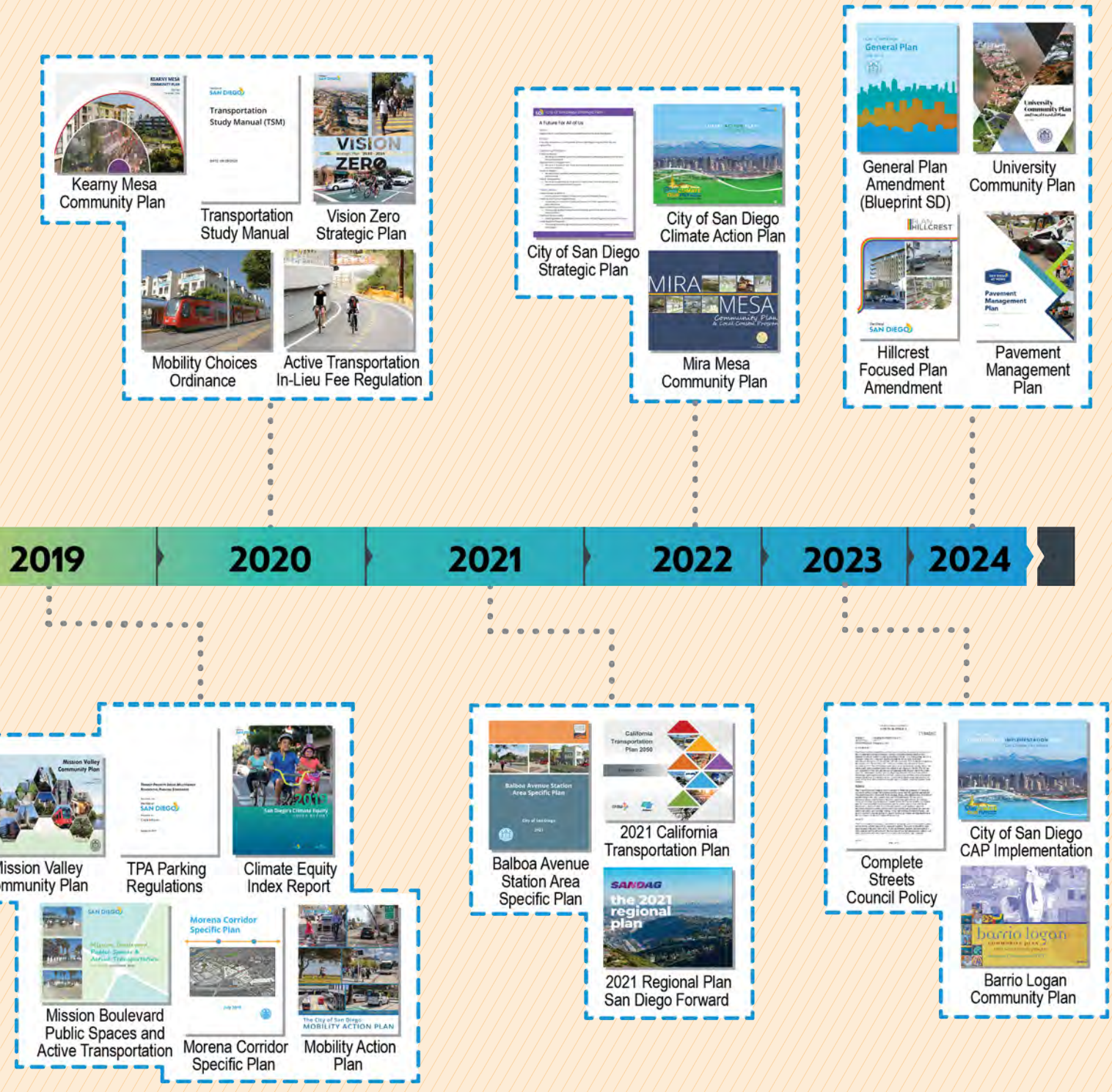
### 3.2.5 PAVEMENT MANAGEMENT PLAN

The City's first comprehensive Pavement Management Plan was released in early 2024 and provides an assessment of pavement conditions, funding needs, and planned resurfacing work over the next five years. This document can complement the Mobility Master Plan, as both can be used together to identify opportunities for bundling capital investment projects. This approach would be particularly useful when aligning the timelines of planned resurfacing work and planned mobility projects outlined in Appendix B.



# PLANS TO BUILD ON . . . .


**FIGURE 3-2:** Key Documents Reviewed Timeline


Kearny Mesa Community Plan
Transportation Study Manual (TSM)
Transportation Study Manual
VISION ZERO
Vision Zero Strategic Plan
Mobility Choices Ordinance
Active Transportation In-Lieu Fee Regulation
City of San Diego Strategic Plan
City of San Diego Climate Action Plan
MIRA MESA
Mira Mesa Community Plan
General Plan
General Plan Amendment (Blueprint SD)
University Community Plan
Hillcrest Focused Plan Amendment
Pavement Management Plan
2019
2020
2021
2022
2023
2024
Mission Valley Community Plan
TPA Parking Regulations
Climate Equity Index Report
Mission Boulevard Public Spaces and Active Transportation
Morena Corridor Specific Plan
Morena Corridor Specific Plan
Mobility Action Plan
Balboa Avenue Station Area Specific Plan
2021 California Transportation Plan
SANDAG the 2021 regional plan
2021 Regional Plan San Diego Forward
Complete Streets Council Policy
City of San Diego CAP Implementation
barrio logan
Barrio Logan Community Plan

# 3.3 MOBILITY TRENDS

The transition towards clean, safe, and more sustainable forms of transportation has brought about new trends in mobility. These trends focus on better serving pedestrians, bicyclists, and public transit riders, in addition to motorists and the essential movement of goods. Emerging mobility trends promote innovative practices, intelligent technologies, the inclusion of programmatic solutions, and capital infrastructure. The following mobility strategies support these trends.

### *MOBILITY TREND: DESIGN SAFE INFRASTRUCTURE FOR VULNERABLE MODES OF TRANSPORTATION*

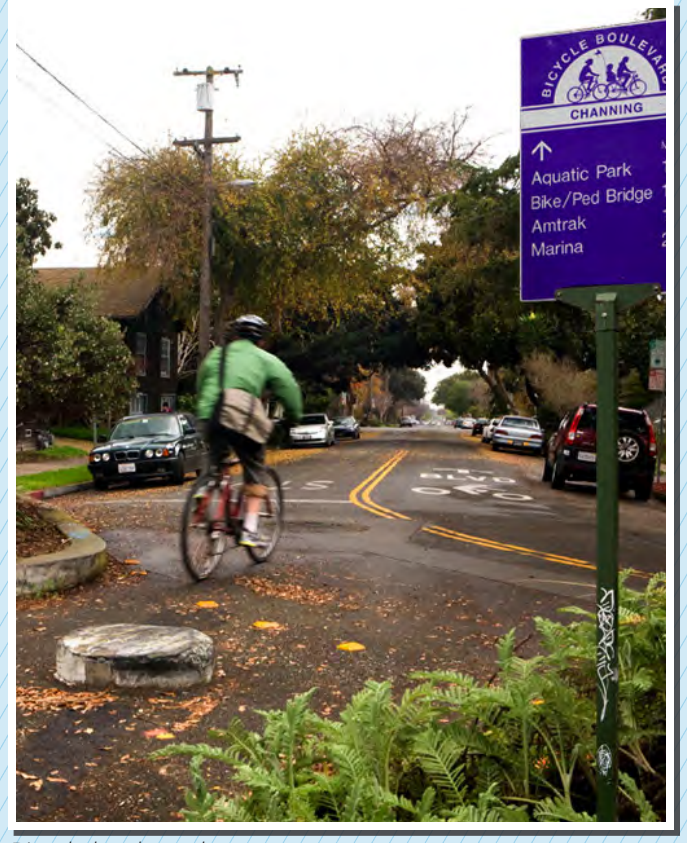
Vision Zero and Complete Streets goals and policies provide a commitment to safety for all users of a mobility system. A major trend that has resulted from the Vision Zero commitment is the notion that transportation system safety can be achieved through design, including incorporating Complete Streets elements into roadways. The following examples of mobility strategies and design elements support this trend:

#### Bicycle Boulevards

Bicycle boulevards are local or residential streets that have been enhanced with signs, pavement markings, speed management treatments and other traffic calming measures to facilitate safe, convenient bicycle travel. Bicycle boulevards are intended to heighten motorists' awareness of bicyclists and slow vehicle traffic, which creates a more comfortable environment for bicyclists and pedestrians. Bicycle boulevards have also been referred to and branded as bicycle friendly streets/ corridors, bicycle priority streets, or neighborhood greenways/connectors.

#### Roundabouts

A roundabout is an intersection where traffic travels around a central island in a counterclockwise direction. Compared to a conventional intersection, a roundabout has features, such as a deflection




*Bicycle boulevard*
*Source: Reconnect Rochester, 2014*

*Roundabout at La Jolla Boulevard*

*Slow Street elements along Diamond Street in Pacific Beach*


*Flexible (flex) lane along El Cajon Boulevard*

upon entering, that reduce the potential for collisions as drivers must slow down, yield to oncoming traffic before entering, and then veer to the right as they enter the roundabout. Slowing down helps drivers better see and share the road with pedestrians and bicyclists, creating a safe environment for most road users.

### Slow Streets

Slow Streets are neighborhood local streets that are closed to vehicular traffic or through vehicular traffic and connect to citywide bicycle networks, nearby destinations, or green space. Slow Streets prioritize pedestrian and bicyclist safety and promote community connectivity. Originally, Slow Streets were temporary traffic restrictions implemented by many cities, including San Diego, during the COVID-19 pandemic. Many of these Slow Streets have since become vibrant community gathering places and safe spaces for people to share the roadway. As a result, cities are working to establish programs to create permanent Slow Streets.

## MOBILITY TREND: ENCOURAGE THE USE OF SUSTAINABLE MODES OF TRAVEL

As cities look to meet their climate goals, reducing GHG emissions from the transportation sector is an essential action. San Diego, for instance, identifies vehicles as the single largest source of its GHG emissions, leading to City efforts to help reduce an individuals' reliance on cars. Single-occupancy vehicles are a major contributor to traffic congestion in many cities, especially during peak hours. Cities have realized that key methods for reducing their carbon footprint, improving air quality, and alleviating traffic congestion can be achieved by promoting and facilitating sustainable modes of travel. A major mobility trend is enhancing access, convenience, and efficiency for safe and sustainable modes for people who need or want options. The following examples of mobility strategies and design elements support this trend:

### Flexible (Flex) Lanes

Transit is the most efficient means of transportation, with the ability to move the greatest amount of people within and between communities. Cities are embracing a transformative approach to their streets,

reallocating space to accommodate multiple modes of travel, such as dedicating a travel lane for transit. A flexible lane repurposes space (i.e., general purpose lanes) along a Major Arterial roadway to be used by a combination of non-single occupancy vehicles, such as bus transit, circulator or shuttles, future connected and autonomous vehicles, or other emerging mobility concepts. Cities, including San Diego, are identifying which roadways to plan for flex lanes as part of their transportation planning and programming efforts in order to reserve and designate the public right-of-way for future multimodal infrastructure at the time of need.

### Commuter Solutions

Commuter trips represent a significant portion of an individual's daily travel and often represents their longest trip of the day. Commuter solutions refer to amenities, programs, and incentives that expand transportation options for residents of a development or employees in a workplace (sometimes referred to as Transportation Demand Management or TDM). The City of San Diego partners with SANDAG to implement and encourage participation in a variety of programs, such as Sustainable Transportation Services and PRONTO Youth Opportunity Pass and employer/employee passes.

### *MOBILITY TREND: CREATE AND ENHANCE MOBILITY HUBS*

As more cities continue to focus investments to allow for greater mobility options that are safe and sustainable, mobility hubs have emerged as an essential component of the multimodal transportation network. Mobility hubs are locations that offer access to multiple transportation options, such as buses, trains, bicycles, electric scooters, and rideshare. Mobility hubs could also include a mix of passenger waiting areas, electric vehicle charging locations, curbside pick-up/drop-off areas, real-time travel information, and micromobility. The convergence of travel modes not only facilitate seamless transfers, but the diversity encourages people to consider alternative modes. As cities enhance and redesign their transportation networks, many are incorporating mobility hubs. The following examples of mobility strategies and design elements support this trend:


*MTS Rapid is an alternative travel choice for SD commuters*


*Micromobility devices*


*Rideshare pick-up zone*


*Transit station also serving as a mobility hub*
*Source: SANDAG*

*Intelligent transportation systems*

### Micromobility Devices

Micromobility devices consist of small, low-speed, human- or electric-powered mobility devices such as electric scooters and skateboards, bicycles, and electric-assist bicycles. While micromobility devices are available for individual purchase, they are also available for rent and shared through on-demand or subscription-based services. Early micromobility services required devices to be docked on a rack or included no regulations for staging where vehicles needed to be picked up and left, but the second generation of sharing services employed a dockless model in which devices can be left within a geo-fenced area. Overall, shared micromobility programs offer community members increased access to flexible, sustainable, and cost-effective transportation options.

### Rideshare

Rideshare is a service that connects drivers with passengers who need transportation. Pooled ride hailing services such as uberPOOL and Lyft Shared allow users to carpool with other passengers making similar trips, which reduces the cost burden on each individual and increases vehicle occupancy.

## MOBILITY TREND: PROMOTE ADVANCEMENTS IN TRANSPORTATION SYSTEMS MANAGEMENT

As cities enhance their transportation networks to serve multiple modes and different types of users, many are retrofitting existing infrastructure and designing new facilities to enhance space efficiency and system operations. Cities are turning to supply and demand management strategies to address competing mobility-related needs for limited space. Cities are also leveraging technological innovations to increase transportation system safety, improve operations, increase and diversify the types of mobility modes available, and ensure users are able to interact with the system in accessible and convenient ways. The following examples of mobility strategies and design elements support this trend:

### Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems integrate technology that can eventually support a variety of mobility technologies to "talk to each other" and improve travel times, goods delivery, and


*Pay & Display kiosks and time-limited parking help with parking management*

dissemination of real-time traffic information. The private sector continues to develop and introduce new technologies and applications that shift how the transportation system is used. This includes the continued development and testing of connected and autonomous vehicles to bring them closer to reality. These innovations have potential to make the transportation system operate more efficiently; however, further City regulatory framework must guide implementation to ensure this.

### Parking Management

Implementing parking management helps cities to achieve mobility, environmental, and economic development goals. Parking management programs and strategies can increase the turnover and parking availability, which further support the economic vitality of nearby businesses. Programs and strategies can include the creation of parking districts, the conversion of on-street parallel parking to diagonal parking for increased supply, dynamically-priced and time-limited parking, park-once-and-walk strategies, an increase in accessible parking spaces, shared parking solutions, smart parking meter technology, and community circulators.

### Curbside Management

As mobility options increase, so does demand for curbside space. Different uses of curbside space include bus stops, passenger pick-up/drop-off zones, delivery loading/unloading areas, paratransit and accessible loading zones, outdoor dining, and micromobility corrals. With these many different uses, it is important to inventory and efficiently manage curb space.


*Micromobility corrals in Culver City demonstrating one way curbside space can be utilized*

## 3.4 REGIONAL CONTEXT

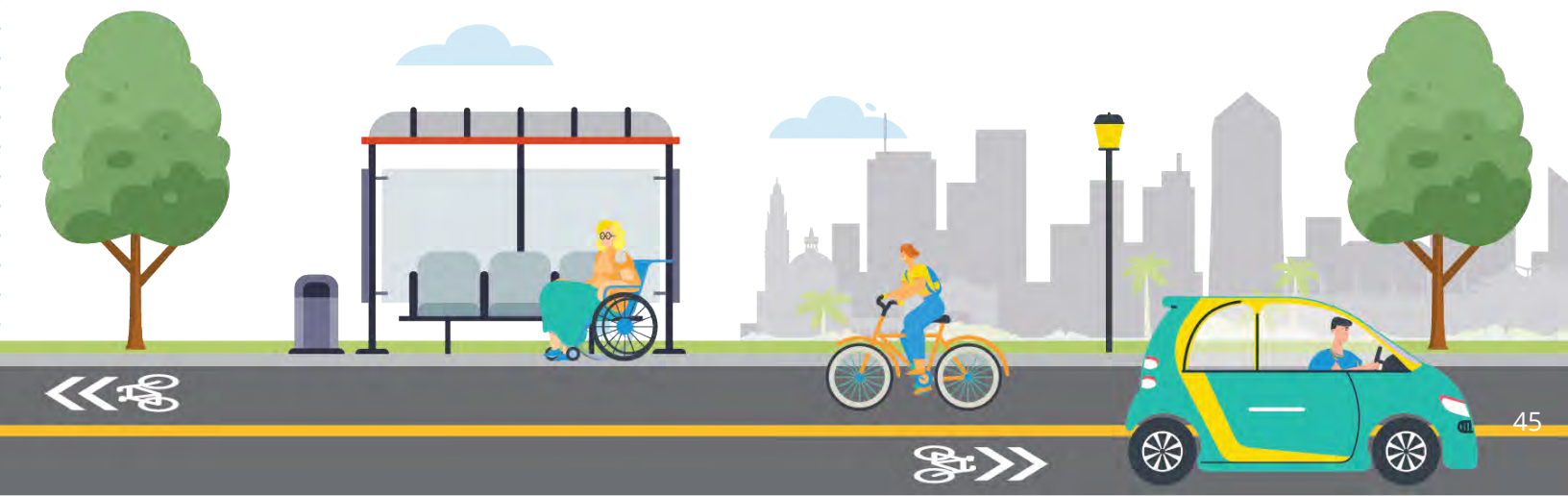
Beyond the horizon of the City's CAP in 2035, the San Diego region is projected to continue to grow, change and innovate when it comes to mobility. While the City of San Diego is the largest of the 18 cities in San Diego County, it is important to understand where the region overall is going in the next 20 to 30 years so that the City can collaboratively plan and implement effective mobility solutions. This involves working in coordination with various stakeholders and key players described in Chapter 7 and coordinating with the San Diego Association of Governments (SANDAG), the region's Metropolitan Planning Organization, on the development of the Regional Plan every four years. The Regional Plan serves as a roadmap to the growth and development of the San Diego region as a whole. The Plan creates a framework for the region's long-term transportation infrastructure needs, with the aim to provide and promote more transportation choices, a healthy environment, and a strong economy. A summary of the currently adopted 2021 Regional Plan is provided in the excerpt below, and SANDAG has begun development of the 2025 Regional Plan, the next update in the four-year Regional Plan cycle.

### *2021 REGIONAL PLAN – SAN DIEGO FORWARD*

The 2021 Regional Plan crafted a vision called "5 Big Moves" as a bold approach to rethink mobility in the region, address traffic congestion, create equal access for all, and meet climate action goals. The 5 Big Moves are inter-reliant strategies that work to improve life in the region through creation of a comprehensive, connected mobility system.

***THE 5 BIG MOVES INCLUDE:***

- ***Complete Corridors*** leverage technology and a host of travel options to create a dedicated, safe space for everyone on highways and major roads.
- ***Transit Leap*** creates a network of fast, convenient, and reliable transit services to move people from where they live to where they want to go.
- ***Mobility Hubs*** are vibrant activity centers where different travel options come together to connect people with their destinations and businesses with their customers.
- ***Flexible Fleets*** refer to a dynamic and adaptable pool of vehicles that can be utilized for different purposes based on demand and operational requirements.
- ***Next Operating System (Next OS)*** will use leading-edge technology that will allow people to connect to transportation services and a digital platform that will enable dynamic management of roadways and transit services. (https://www.sandag.org/regional-plan/5-big-moves)



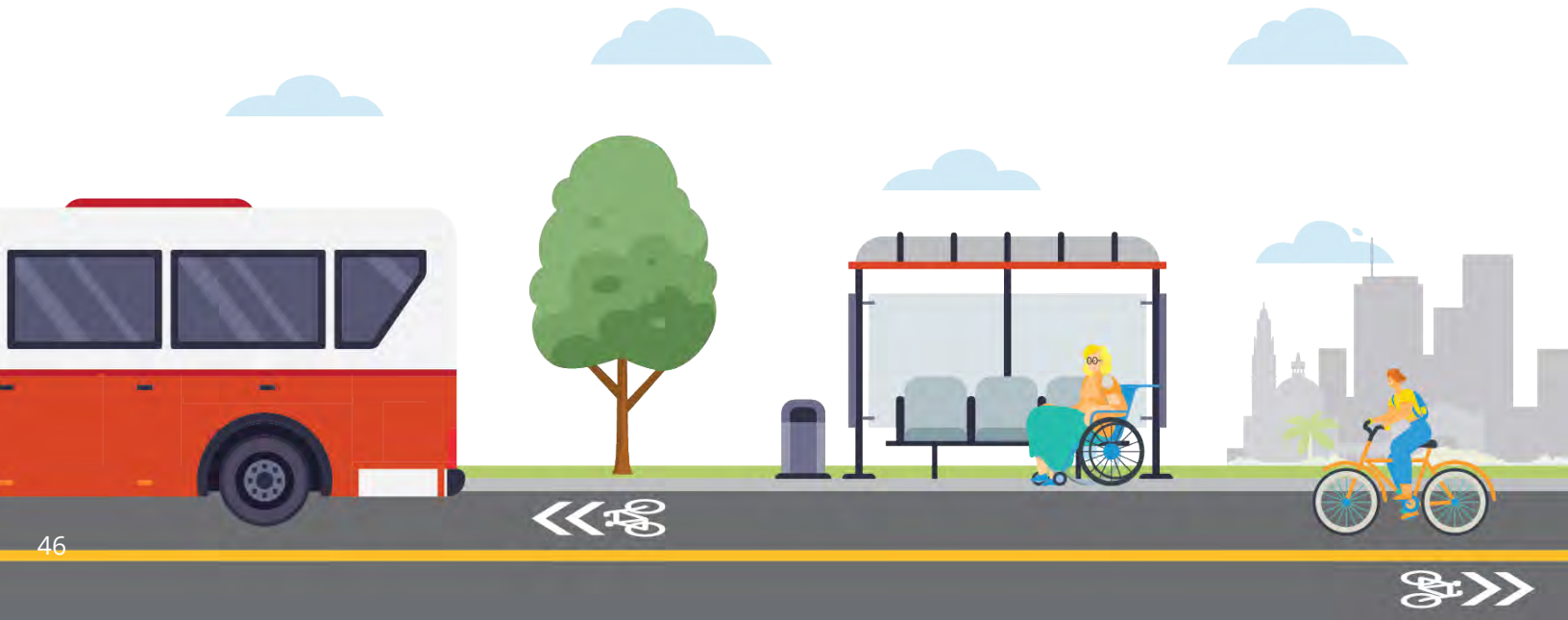
## COMPREHENSIVE MULTIMODAL CORRIDOR PLANS

The **Comprehensive Multimodal Corridor Plans (CMCPs)** turn the regional vision and transportation priorities of the SANDAG 2021 Regional Plan into reality by developing corridor-specific multimodal projects and programs and provide a pathway for project implementation. The planning efforts are grant funded, and each CMCP includes a steering committee comprised of executive leadership from SANDAG, Caltrans, and local cities, including the City of San Diego

CMCPs are expected to:

- Meet local, regional, and statewide goals for achieving a safe, sustainable, and effective transportation system for the San Diego region
- Reimagine the approach to mobility by focusing on quality of life, accessibility, sustainability, access to jobs, housing, education, and health for all
- Address today's mobility challenges while building a foundation for the future
- Evaluate travel modes and transportation facilities in each defined corridor, including highways and freeways, parallel and connecting roadways, pathways, bikeways, and transit options (local bus, Rapid bus, commuter rail, light rail, intercity rail, etc.)
- Provide an integrated set of multimodal transportation improvements that align with regional, state, and local objectives and inform future transportation plans
- Develop a balanced implementation plan for timely, phased (if necessary), integrated (with other parallel efforts), and effective results
- Enable regions to compete for state funding under the Senate Bill 1 (SB 1), the Road Repair and Accountability Act (2017), and the Congested Corridors Program

Six CMCPs were completed between 2022 and 2024: San Vicente (SR 67); South Bay to Sorrento (I-805); Central Mobility Hub and Connections (Downtown San Diego); Coast, Canyons, and Trails (SR 52); North County (SR 78); and the Kumeyaay Corridor (I-8). The SR 94 CMCP will begin in Fiscal Year 2025 and future CMCP efforts may include SR 125, SR 56, and I-15 (Source: SANDAG, 2024).



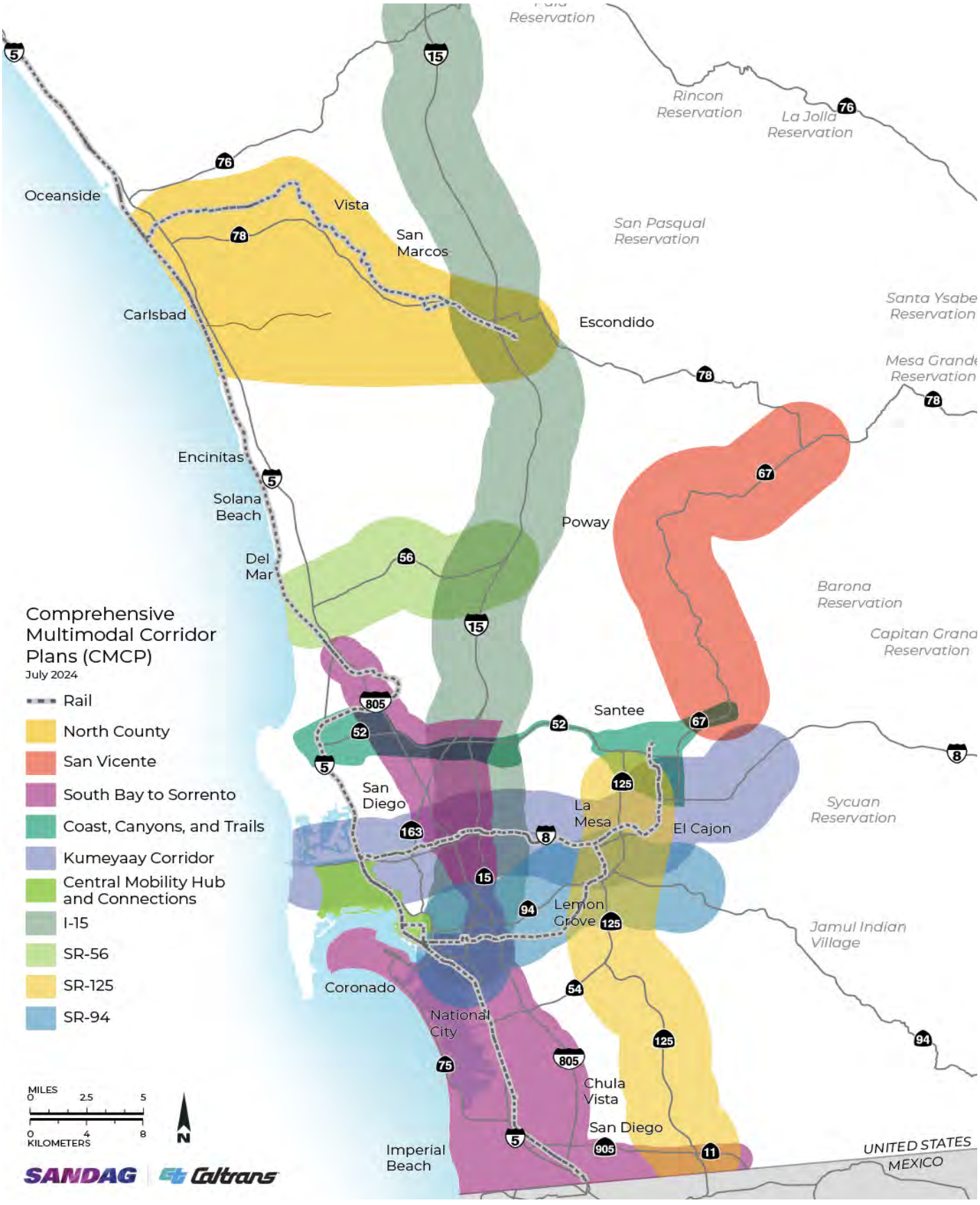



**FIGURE 3-3:** Regional Comprehensive Multimodal Corridor Plans

# 3.5 WHERE IS THE CITY GOING?

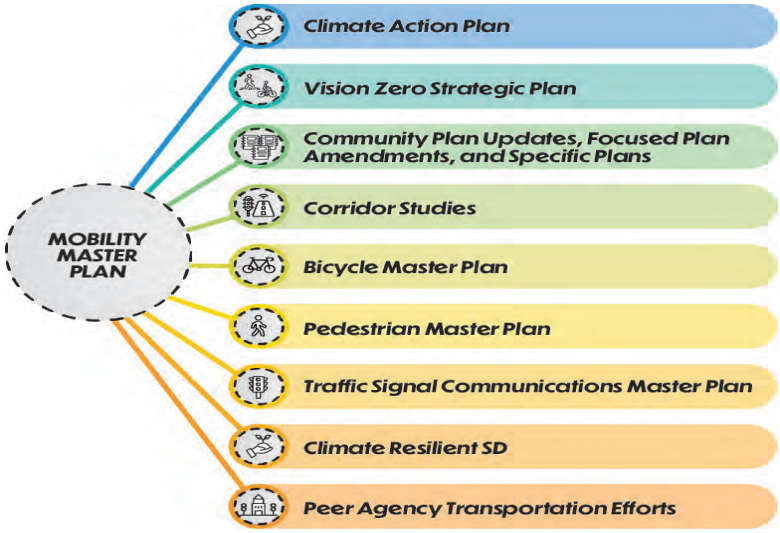
The City's mobility planning and implementation efforts will be guided by the Mobility Master Plan moving forward. In addition, the City will continue to leverage other adopted plans, initiatives, and strategies, while incorporating emerging mobility trends and new technologies. This will also build on the work being completed at the regional level. Together, these efforts will ensure that San Diego remains accessible to all, offering reliable transit, comfortable and sustainable transportation options, and cutting-edge technology for safe and efficient travel. These investments will help the City make progress toward meeting CAP GHG reduction targets, the Vision Zero goal, and other goals outlined in the General Plan. The City will also continue collaboration with public agency partners to advance the Regional Plan and support the region in realizing its vision for future mobility within the City and beyond.

## 3.5.1 MOBILITY MASTER PLAN UPDATES

Similar to SANDAG's Regional Plan, which is updated every four years, the Mobility Master Plan will undergo regular updates on a four-year cycle to reflect new projections, needs, technology, and opportunities. The Plan will also be refreshed as mobility projects and programs are implemented, and as other parallel planning efforts (e.g., Community Plan Updates) identify new policies, projects, and programs. Figure 3-4 illustrates separate efforts, but related connections to the Mobility Master Plan.

As part of this process, a consolidated and comprehensive mobility project inventory will be maintained and updated regularly. This inventory will serve as a vital resource for the City, local decision-makers, and community members to help plan, prioritize, and budget mobility investments. Additionally, community engagement will be an ongoing component of the Plan, including continued listening sessions to understand evolving community needs and presentations from City staff to share progress on Plan implementation. As community needs change and new technologies and trends emerge, the vision for the Mobility Master Plan will evolve to reflect updated goals and objectives.

**FIGURE 3-4:** Mobility Master Plan and Connected Efforts




## 3.5.2 GUIDING THEMES

This Mobility Master Plan, along with future updates, will be guided by three themes: safety, sustainability, and equity, but can be adapted as needed over time. These themes are reflected throughout the Plan's goals, programs, project evaluation criteria, and performance monitoring metrics. The thematic profiles included at the end of this chapter provide an overview of how each theme is incorporated in this Mobility Master Plan.


The City of
SAN
DIEGO
Cyclists today
Cyclists this year

# How to read these thematic profiles

1 **Description of each theme**
Provides a brief narrative of the **safety, sustainability**, and **equity** themes and discusses the importance of each as it relates to mobility.

2 **Theme as it relates to San Diego**
Describes the importance of each theme in San Diego and highlights current City efforts related to each theme.

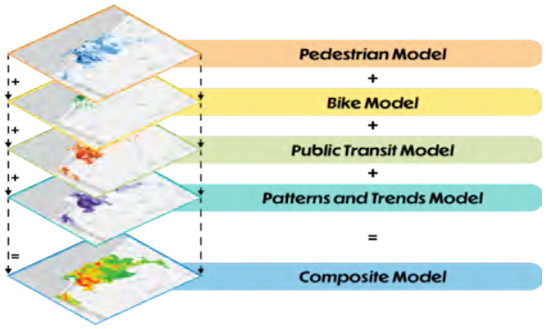
3 **Theme as it relates to the Mobility Master Plan**
Discusses how each theme has been incorporated into the Plan.

***Goals***
Highlights the goals of the Plan, found in Chapter 5, that are directly related to each theme.

***Focus Areas***
Identifies specific inputs that relate to each theme that were used to identify Focus Areas.

For this first iteration of the Plan, mobility projects from specific Focus Areas in the City are prioritized. These Focus Areas were identified using a number of datasets and inputs, such as population, employment, land use, travel patterns, planned development, safety records, and climate risk. The composite model for this Plan consists of four sub-models (pedestrian, bike, public transit, and patterns and trends models), shown in Figure 3-5: Geospatial Analysis Process. More detail is provided on the individual models in Chapter 6, Section 6.2-6.5 of this Plan. The Focus Areas combine many elements into a comprehensive analysis that emphasizes the goals of the Plan.

**FIGURE 3-5:** Geospatial Analysis Process




***Programs***
Identifies programs that promote each theme.

The Plan includes mobility programs in Chapter 8 that the City will explore to advance the goals and objectives of this plan by implementing new mobility options and enhancing existing transportation systems.

***Project Evaluation Criteria***
Identifies theme-specific criteria that were used to evaluate each project.

The City created a diverse set of criteria to help prioritize mobility projects for implementation. These criteria were developed by considering the goals and objectives laid out in Chapter 5, as well as input and feedback received from the community. The criteria include several factors including health and access, sustainability, equity, connectivity and user experience, land use and transportation connection, future growth, and cost effectiveness. Detailed explanations of each criterion and their scoring system are included in Appendix A.

***Performance Monitoring***
Identifies theme-specific performance monitoring metrics.

A robust performance monitoring framework is critical to successful implementation of this plan. Such a framework serves to provide oversight of Plan progress to all parties and is further discussed in Chapter 9.

1 Description of each theme

## Equity

### WHAT IS EQUITY?

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

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

### MOBILITY EQUITY IN SAN DIEGO

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

### EQUITY IN SAN DIEGO INITIATIVES

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

## Build Better SD

- Build Better SD is an equitable, citywide funding program for public facilities, including libraries, streets, and active transportation facilities.
- The 2021 Parks Master Plan creates an equitable parks system for the City, so that everyone has access to safe, clean and thriving park spaces.
- In 2024, the City added an Environmental Justice Element to the General Plan with goals and policies that further advance the equitable distribution of benefits, access to high-quality public spaces and amenities, and limit environmental burdens.

### ENVIRONMENTAL JUSTICE ELEMENT GOALS

- Flexible, multifunctional public spaces that are easily accessible by walking/ rolling, biking and transit where people of all age groups, genders, and abilities can play and socialize.
- Green infrastructre that strenghtens environmental protection and supports safe and healthy communities
- Safe spaces for people to walk/roll and bike to allow for active and healthy ways to move around and enjoy communities.
- Public facilities and infrastructure for people of all age groups and abilities prioritized in areas with the greatest needs.

### MOBILITY MASTER PLAN GOALS AND EQUITY

Equity is a key element in all the Plan goals, with particular emphasis on the following:

- **Goal 1:** Increase opportunities for access to safe modes of transportation **for all users.**
- **Goal 2:** Incorporate best practices to **promote equity during all phases of the planning process.**
- **Goal 3:** Enhance and expand a **safe, connected, and convenient** network for pedestrians.
- **Goal 4:** Enhance and expand a **safe, connected, and convenient** network for cyclists and micromobility users.
- **Goal 5:** Improve access to the public transit system and provide corridors that offer **safe, convenient, and reliable** transit service and connections.
- **Goal 7:** Incorporate current **best practices** for design and implementation in the planning process.
- **Goal 8:** Incorporate innovative technologies into the City's mobility network to **increase the safety and efficiency of the network, expand mobility choices**, while enhancing user experience and reducing greenhouse gas emissions.

### EQUITY IN THE MOBILITY MASTER PLAN

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

Equality

Equity

### PROGRAMS AND EQUITY

Programs, outlined in Chapter 8, that will promote equity in mobility systems include:

**Art in the Right-of-way:**

Makes public spaces more inclusive and accessible, reflecting the diverse communities in the City.

**Transit fare subsidies**

Makes public transit more affordable and acessible for low-income residents.

**On-demand specialized transportation**

Provides tailored transportation for persons with disabilites and those with limited mobility

### FOCUS AREA AND EQUITY

Inputs that determined the Plan's Focus Areas that are related to equity:

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

### PROJECT EVALUATION CRITERIA

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

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

### PERFORMANCE MONITORING AND EQUITY

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

- **First-mile/Last-mile projects completed:** Reflects enhanced access to transportation options in currently underserved areas.
- **Miles of new and repaired sidewalks:** Improves pedestrian safety and accessibility for all, especially those with disabilities and in underserved neighborhoods.
- **Number of new street trees planted:** Enhances the pedestrian realm and improves walkability, especially in underserved neighborhoods.

97

2 Theme as it relates to San Diego

2

3 Theme as it relates to the Mobility Master Plan

# Safety

## WHAT IS SAFETY?

Safety refers to the condition of being protected from danger, risk, or injury. Safety measures play a crucial role in preventing accidents, injuries, and even fatalities while walking, rolling, cycling, using transit, or driving. Mobility safety measures range from obeying traffic rules to wearing seat belts and helmets to the City's maintenance and operations of mobility infrastructure. Every mobility user is responsible for their individual actions within the transportation network and is expected to use facilities as intended while exercising due care. Additionally, advancements in technology, such as vehicle safety features and smart infrastructure, contribute to enhancing safety in transportation systems.

## MOBILITY SAFETY IN SAN DIEGO

As transportation in San Diego becomes more multimodal, the potential for conflicts and collisions could increase. Therefore, it is imperative to ensure all users are safe when using any mode of transportation. To shift our car-centric transportation system, the General Plan includes a mobility loading priority framework that focuses on prioritizing sustainable modes that move people first (e.g. people walking and rolling on assistive devices). San Diego has recognized that there is no acceptable level of loss of life when traveling around the city and has further committed to the Vision Zero goal of eliminating all traffic fatalities and severe injuries.


## SAFETY IN THE MOBILITY MASTER PLAN

The City is improving internal processes to implement more infrastructure projects that support sustainable mobility, and all the while keeping safety at the forefront. The Mobility Master Plan sets forth guidance and actions to help prioritize programs and projects that help the City reach its climate goals and Vision Zero goal.

### GOALS AND SAFETY

Safety plays a role in all the Mobility Master Plan goals, found in Chapter 5, but in particular with the following goals:

- **Goal 1:** Increase opportunities for access to safe modes of transportation **for all users.**
- **Goal 3:** Enhance and expand a **safe, connected, and convenient** network for pedestrians.
- **Goal 4:** Enhance and expand a **safe, connected, and convenient** network for cyclists and micromobility users.
- **Goal 5:** Improve access to the public transit system and provide corridors that offer **safe, convenient, and reliable** transit service and connections.
- **Goal 7:** Incorporate current **best practices** for design and implementation in the planning process.
- **Goal 8:** Incorporate innovative technologies into the City's mobility network to **increase the safety and efficiency of the network, expand mobility choices,** while enhancing user experience and reducing greenhouse gas emissions.

## FOCUS AREAS AND SAFETY

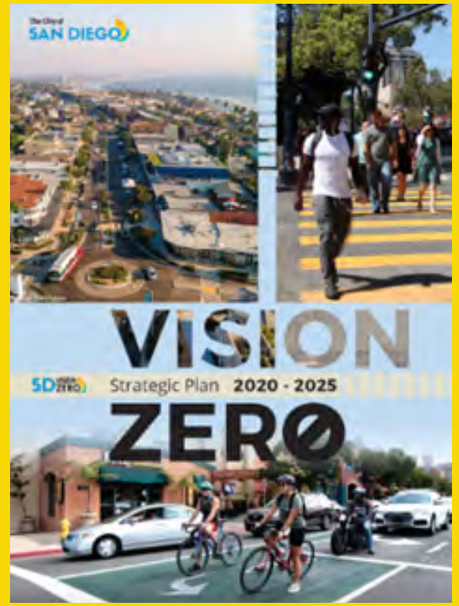
Inputs that determined the Plan's Focus Areas that are related to safety:

- Collisions involving pedestrians
- Collisions involving cyclists
- Number of severe and fatal collisions

## SAFETY IN SAN DIEGO INITIATIVES

Safety is the City's paramount concern with mobility. San Diego's commitment to Vision Zero underscores its dedication to making systemwide changes, improving visibility and awareness through design, and implementing safety measures that account for human error and injury tolerance, and reduce conflicts between modes. Below are example efforts helping San Diegans move around safely.

- A Safe and Sustainable Transportation for All Ages and Abilities Team is responsible for designing and installing miles of new or upgraded bikeways across the city each year.
- The Systemic Safety Analysis Reporting Program created a process for conducting proactive collision analyses to help City Engineers identify locations where low cost, effective countermeasures can be applied.
- The Council adopted Complete Streets Policy provides guidance for planning, designing, and implementing multimodal facilities.




## PROGRAMS AND SAFETY

Programs, outlined in Chapter 8, that will increase safety for all users and modes of transportation include:

### Slow Streets

Slow streets close or limit vehicular traffic on streets to prioritize pedestrian and bicyclist safety and promote community connectivity.

### Curbside Management

Create safe and efficient access to bus stops, passenger drop-off zones, paratransit and accessible loading zones, parklets, and bikeshare stations.

### Urban Connectivity

Technologies that collect data like traffic speed and curbside usage to be analyzed and used to improve safety overall and at specific locations.

## PROJECT EVALUATION CRITERIA AND SAFETY

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

- Does the project improve safety?
- How many severe and fatal collisions are in the project area?

## PERFORMANCE MONITORING AND SAFETY

The Plan includes the following performance monitoring indicators that are related to safety:

- **Fatalities and severe injuries:** Highlights location, frequency, and type of collisions to better understand existing conditions and possible solutions.
- **Miles of new bikeways completed, by classification:** Improves safety and accessibility to cyclists.
- **Number of new roundabouts and traffic circles installed:** Proven to be an effective traffic calming measure to reduce accidents and slow down traffic.

# Sustainability

## WHAT IS SUSTAINABILITY?

Sustainability refers to the integration of environmental health, social equity, and economic vitality to create thriving, diverse, and resilient communities for current and future generations. Sustainability practices and policies are essential for addressing environmental concerns, reducing pollution, conserving resources, and enhancing the overall quality of life in communities.

Sustainability in the context of mobility goes beyond reducing greenhouse gas (GHG) emissions from vehicles to include encouraging efficient, low emission transportation options. Initiatives that promote walking, cycling, and using public transit can decrease traffic congestion, improve air quality, and mitigate the effects of climate change. Sustainable mobility also enhances public health, fosters economic resilience, and promotes social equity by providing accessible and affordable transportation options for all.

## MOBILITY SUSTAINABILITY IN SAN DIEGO

Historically, the transportation infrastructure in San Diego has been designed for automobile use, leading to unsustainable practices, and making vehicles the single largest source of GHG emissions locally. To combat these challenges, the latest Climate Action Plan (CAP) has set a citywide goal of achieving net-zero GHG emissions by 2035. The City is committed to meeting this goal through reshaping the mobility system using technology, design, and sustainable transportation options to help reduce emissions and vehicle miles traveled (VMT), encourage mode shift, and promote environmental health.

### CAP GOALS AND TARGETS:

***MOBILITY AND SUSTAINABILITY***

- 25% walking and 10% cycling mode share of all San Diego residents' trips by 2035
- Achieve 6% citywide VMT reduction through telecommute by 2035
- 15% VMT (commuter and non-commuter) reduction per capita by 2035

## SUSTAINABILITY IN SAN DIEGO INITIATIVES

While climate change is a global problem, it is possible to address locally by fostering sustainable communities through sustainable development policies, practices, and infrastructure. The CAP serves as the City's roadmap to reduce GHG emissions through strategies designed around decarbonization, renewable energy, transportation and land use planning, clean communities, resiliency, and emerging climate actions. Below are example efforts helping address climate change.

- Blueprint SD includes a strategy to focus growth in areas that demonstrate the greatest transit competitiveness.
- Housing Solutions is an optional affordable housing incentive program aimed at encouraging the building of homes near high-frequency transit.
- Mobility Choices Regulations streamline infill development and active transportation investments that will contribute to the greatest reductions in citywide VMT.
- Electric vehicle charging stations to be installed in public spaces citywide through a public-private partnership.


## SUSTAINABILITY IN THE MOBILITY MASTER PLAN

The development of a Mobility Master Plan is a CAP action that will help reduce mobile source emissions and further mode shift. The Plan serves as a vital tool in effectively implementing sustainable mobility improvements, services, and programs that align with the City's climate and General Plan goals. The Mobility Master Plan also underscores the importance of projects that encourage community members to reduce VMT and travel sustainability.

## GOALS AND SUSTAINABILITY

Sustainability plays a role in all of the Mobility Master Plan goals (found in Chapter 5), with particular emphasis in the following goals:

- **Goal 1:** Increase opportunities for access to safe modes of transportation **for all users.**
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- **Goal 8:** Incorporate innovative technologies into the City's mobility network to **increase the safety and efficiency of the network, expand mobility choices,** while enhancing user experience and reducing greenhouse gas emissions.
- **Goal 10:** Expand and build upon existing Transportation Demand Management (TDM) strategies to assist in reducing the demand by single occupant vehicles to **increase the efficiency of existing transportation resources.**

## PROJECT EVALUATION CRITERIA AND SUSTAINABILITY

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

- Does the project advance the Climate Action Plan goal of the City achieving net zero greenhouse gas emissions by 2035?
- Does the project reduce auto dependency and promote other modes of transportation?

## PROGRAMS AND SUSTAINABILITY

Programs, outlined in Chapter 8, that will expand sustainable mobility options include:

**Neighborhood shuttle**

Shuttle services within a specific community or neighborhood through either a fixed-route or zone-based structure.

**E-Bike Rebate**

Encourage and incentivize individuals to purchase electric bikes by providing them a rebate as a partial reimbursement or discount.

**Mobility as a Service (MaaS)**

Combination of various mobility modes into a single, digital platform, allowing users to move throughout cities and regions with ease.

**Micromobility Charging and Services**

Charging station aiming to provide the necessary charging infrastructure for a wide range of electric transportation options.

## PERFORMANCE MONITORING AND SUSTAINABILITY

The Plan includes the following performance monitoring indicators that are related to sustainability:

- **Modeled percentage of average weekday trips using active transportation:** Number of trips by City residents that are completed by walking and biking to reveal frequency, patterns, and increases.
- **Miles of dedicated bus lanes, shared bus-bike lanes:** Transit investments encourage vehicular users to switch modes of transport with possible faster alternatives and safer access.
- **Annual bus and rail transit boardings in the City:** Boardings show increases or decreases of utilization.
- **Modeled percentage of average weekday trips using transit:** Number of trips taken by City residents that are completed using public transit to reveal frequency, patterns, and increases.

# Equity

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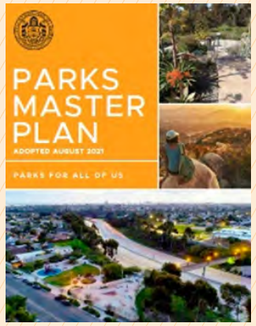


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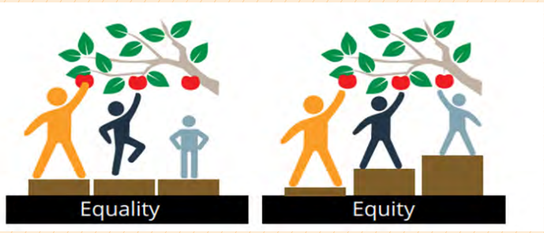


## PROGRAMS AND EQUITY

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Provides tailored transportation for persons with disabilities and with limited mobility

## FOCUS AREA AND EQUITY

Inputs that determined the Plan's Focus Areas that are related to equity:

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

## PROJECT EVALUATION CRITERIA AND EQUITY

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

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

## PERFORMANCE MONITORING AND EQUITY

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

- **First-mile/Last-mile projects completed:** Reflects enhanced access to transportation options in currently underserved areas.
- **Miles of new and repaired sidewalks:** Improves pedestrian safety and accessibility for all, especially those with disabilities and in underserved neighborhoods.
- **Number of new street trees planted:** Enhances the pedestrian realm and improves walkability, especially in underserved neighborhoods.

# 04
# ENGAGEMENT


BARRIO LOGAN
MARISCOS EL
Bros
7407
MTS

# 4.1 ENGAGEMENT OVERVIEW

Direct community engagement was woven throughout the development of the City's first Mobility Master Plan. A Community Engagement Plan was developed at the beginning to guide the key purposes of engagement. With the extensive engagement process of the recent CAP update, it was essential to incorporate what City staff already heard from community members, business owners, agencies, and City departments about mobility, and build on those conversations for this Mobility Master Plan. By tapping into this feedback resource, the project team gained insights on the community's understanding about mobility and helped jumpstart the best ways to continue to engage with community members on specific network gaps, barriers, and needs for all users of the mobility system. City staff worked collaboratively with the community through in-person and online engagement activities to hear input and then apply ideas to the Plan. The engagement for this first Mobility Master Plan is summarized in Figure 4.1 and was built from three fundamental objectives:

***OBJECTIVE 1***

***Introduce the plan, build relationships, and invite initial input.***

***OBJECTIVE 2***

***Identify gaps and mobility challenges and prioritize various mobility improvements.***

***OBJECTIVE 3***

***Explain how input was considered and maintain community relationships for future involvement.***

## 4.1.1 INCORPORATING FEEDBACK INTO THIS PLAN

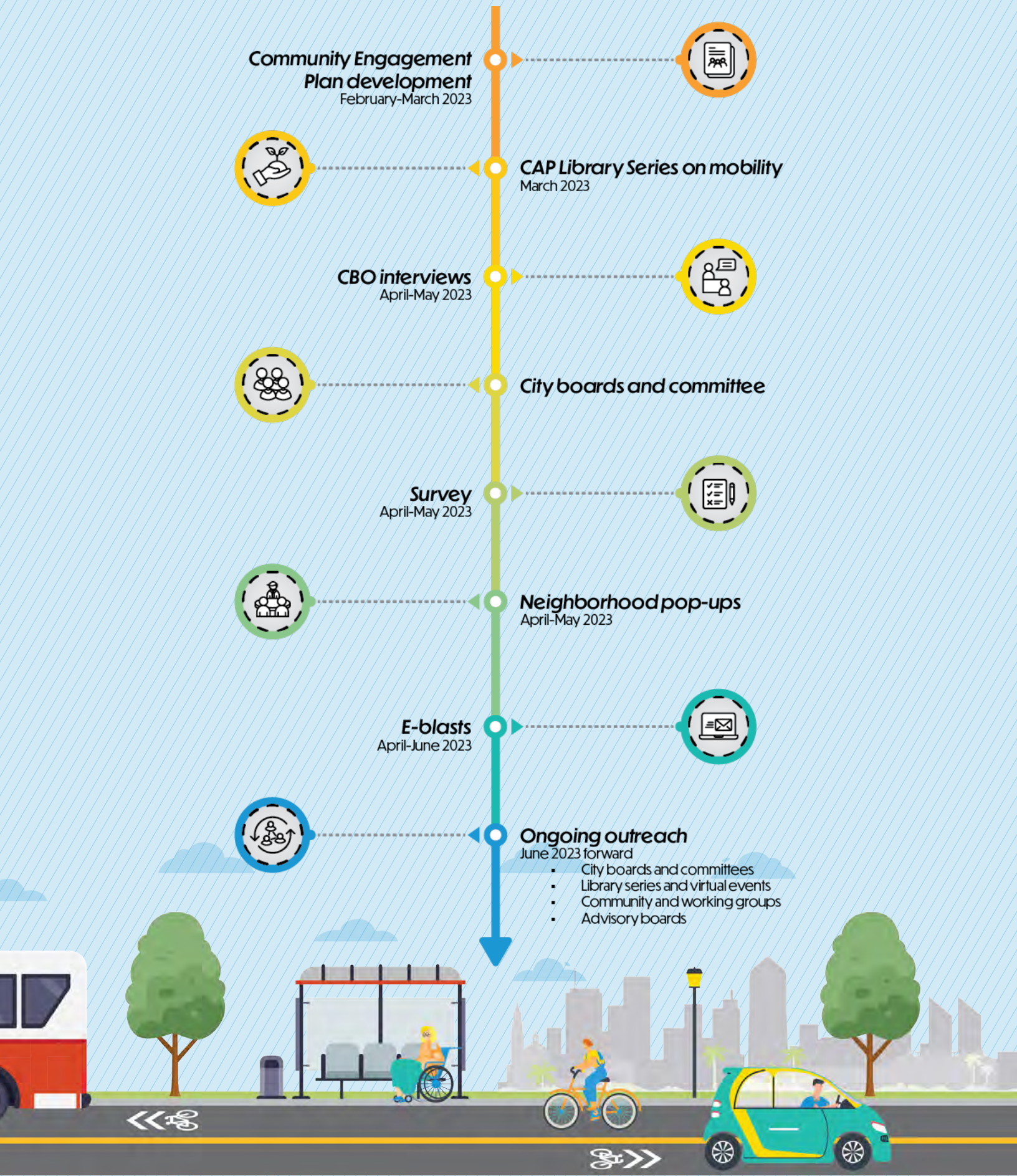
Input received from community members in spring 2023 was used to help craft the goals and objectives of this Plan (Chapter 5) and is reflected in the Plan's methodology for prioritizing mobility projects. These projects were evaluated under a set of criteria aligned with community members' feedback, including safety, health, access, sustainability, equity, and user experience. Further details on the prioritization criteria and process can be found in Chapters 6 and 7 and Appendix A.

In addition, feedback collected after the draft Mobility Master Plan was released (October 2023) is reflected in the community profiles included in Chapter 6. The community profiles feature quotes from local residents and their programs of interest.

## 4.1.2 ONGOING ENGAGEMENT

The City is maintaining a project webpage that has information on how to stay involved in the Mobility Master Plan. This Plan will be regularly updated to respond to the City's latest conditions and evolving needs. Community engagement will be an integral part of the Plan's evolution. The project webpage is: https://www.sandiego.gov/sustainability-mobility/mobility/mobility-master-plan.

**FIGURE 4-1:** Community Engagement Timeline for the City's First Mobility Master Plan



## 4.2 VOICES WE HEARD

A diverse array of community voices was heard through engagement activities targeting key geographies, including structurally excluded communities and historically disadvantaged areas in the City of San Diego. Feedback from these outreach events was used to inform the goals and objectives of this Plan and the project prioritization criteria included in Appendix A. City staff worked directly with Community-Based Organizations (CBOs) with direct connections in these neighborhoods to conduct interviews and determine the best locations for pop-up engagement activities. In addition, the City presented information on the Plan to a number of Committees, Boards, and Working Groups. A summary of the engagement activities is included below.

### 4.2.1 COMMUNITY BASED ORGANIZATIONS

Building on our conversations and partnerships on the CAP, City staff held focused interviews with Community-Based Organizations in spring 2023 that provided insight on their unique mobility needs. The following Community-Based Organizations participated in these interviews:

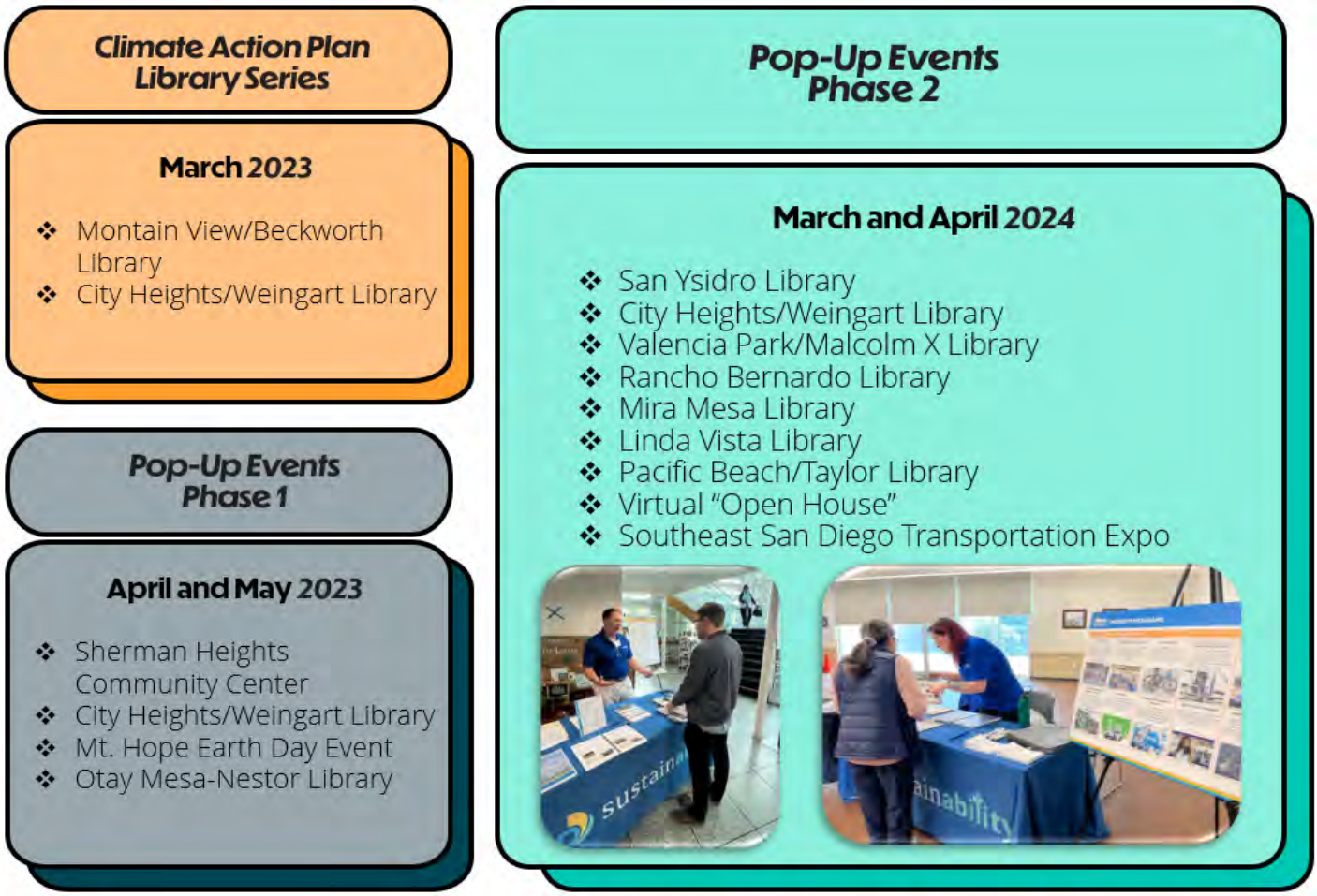
- Sherman Heights Community Center
- City Heights Community Development Corporation
- Mid-City Community Advocacy Network (Mid-City CAN)
- Bayside Center
- Groundwork San Diego
- Urban Collaborative Project


*Sharing a booth with Groundwork San Diego at Mt. Hope Earth Day event*

### 4.2.2 POP-UP EVENTS

City staff presented information on the Mobility Master Plan as part of a series of community engagement events for the CAP hosted at local libraries and also held pop-up events to introduce the Plan and receive input in areas of the community where residents would already be present. Events were held in March, April, and May of 2023 and were critical because they allowed the project team to showcase how the Plan would further goals in the CAP and to directly connect with community members in their neighborhoods and give them an opportunity to share their everyday mobility challenges. After the draft Mobility Master Plan was released for public review, additional pop-up events were held at seven local libraries and a virtual meeting was hosted to solicit feedback on the draft plan. A summary of these outreach events is depicted in Figure 4-2 below.

**FIGURE 4-2:** Summary of Mobility Master Plan Outreach Events



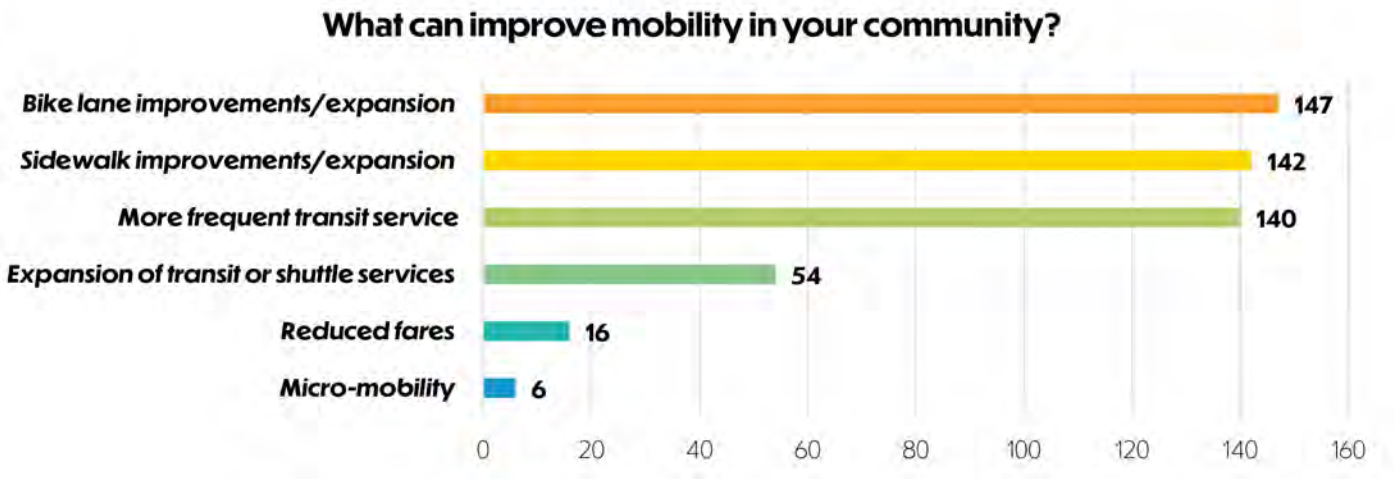

### 4.2.3 COMMITTEES, ADVISORY BOARDS, AND WORKING GROUPS

As part of the ongoing continuum of engagement to support the development of the Mobility Master Plan, staff participated in meetings with the City of San Diego's Active Transportation and Infrastructure Committee, Mobility Board, Accessibility Advisory Board, Community Planners Committee, and Climate Equity Working Group to share information on the Plan and receive preliminary input on the scope and desired outcomes of the Plan. These advisory groups each have representatives from every City Council District from across the City, reflecting a unique perspective on the City's mobility needs and opportunities.

### 4.2.4 SURVEYS

The project team conducted an online survey in spring 2023, which received over 400 responses. Paper copies of the survey were also available in English and Spanish at the pop-up events held during that period. The goal of the survey was to understand each respondent's individual mobility journey and what type of investments would improve that journey.

*Example survey question and result from Mobility Master Plan outreach*




In addition, during the spring 2024 pop-up events, a second survey was developed to receive feedback from community members regarding programs of interest for their particular Focus Area. Community members were asked to select all programs they believed would be beneficial for their community. A summary of all responses is included below while the programs of interest for each community are captured in the community profiles included in Chapter 6.

**TABLE 4-2:** Program Survey Results from Spring 2024 Pop-Up Events

| Mobility Program | Results* |
|---|---|
| Slow Streets | 29 |
| Art in the Right-of-Way | 30 |
| E-bike Rebate | 20 |
| On-Demand Specialized Transportation | 32 |
| Neighborhood Shuttles | 46 |
| Curbside Management | 23 |
| Community Parking District | 25 |
| Car Share | 17 |
| Mobility as a Service | 22 |
| Transit Fare Subsidies | 35 |
| Urban Connectivity | 20 |
| Micromobility Charging and Services | 17 |

** A total of 66 surveys were completed. Participants were able to select multiple programs of interest.*

# 4.3 ENGAGEMENT FEEDBACK

Common themes emerged from the groups and community members who participated in this Plan's engagement efforts. A high-level summary of each theme is included below.

**SIDEWALKS/TREES:** Well-maintained sidewalks with trees that accommodate all users, including those who use assistive mobility devices, is important for a positive pedestrian experience. Street trees provide shade, help create a sense of place, and make walking or rolling more comfortable and appealing. Many neighborhoods recognize trees as a key component of walkability, community pride, improved air quality, and heat reduction. Increasing pedestrian connections through the creation of public plazas and Slow Streets can also enhance the user experience and contribute to a stronger sense of place.

**TRANSIT SERVICE AND AMENITIES:** Amenities such as shade, seating, lighting, and restrooms are important for transit users as is frequency of service. Communities need safe and timely access to local resources such as schools, medical care, social support, wellness/recreation, and food, as well as to regional destinations such as regional parks, the coastline, job centers, and educational institutions. Continued coordination with transit agencies is critical for comprehensive transit planning, and neighborhood circulator shuttles may help bridge the first/last mile gap for those using transit services.

**BICYCLES:** Bike storage facilities, such as bike racks and lockers, are important to complement the development and implementation of safe bikeways. In underserved communities, there is often more walking, rolling, and bicycling without the high-quality infrastructure to properly support these modes. Along with infrastructure, maintaining bicycle facilities is crucial for all road users. Educational programs promoting safe biking and the use of other modes will help achieve the mode shift targets outlined in the CAP.

**VEHICLES AND PARKING:** As the population grows, the number of vehicles on city streets will increase, making parking in high-demand areas more difficult. Exploring options like neighborhood electric vehicles (NEVs) and micromobility may help support some local trips (e.g., to the grocery store) and reduce parking demand. Expanding incentive programs, such as vanpools and carpools, may also reduce vehicle miles travelled and ease parking demand. While floating parking may allow for protected bike lanes, it can be impractical for people with disabilities so creative parking solutions need to balance the needs of all users.

**TRAFFIC CALMING:** High vehicle speeds pose a significant danger to pedestrians, cyclists, and other drivers. The implementation of traffic calming measures can help enhance safety for all road users. Additionally, applying these measures to specific corridors within a community helps preserve residential streets for local traffic, while discouraging trucks and cut-through traffic.

**YOUTH AND SENIOR NEEDS:** Youth in underserved areas often rely more on walking, rolling, or bicycling than those in other areas. Their travel experience can be improved with traffic-calming measures and a connected system of sidewalks and protected bikeways. Alternatively, seniors often have specialized needs for accessing food and medical care. Solutions that could address these needs include: on-demand microtransit services, pick-up/drop-off assistance programs, and connections between neighborhoods and primary corridors where bus stops or transit stations are located.

**PEFORMANCE METRICS AND MONITORING:** Performance metrics are key to evaluating project performance (e.g., ridership) and for tracking progress toward mode share targets in the CAP and the safety goals of Vision Zero. Along with monitoring and reporting, ongoing community-level coordination is important to review findings and gather direct input from community members about local mobility needs.


Harvest
NO PARKING
NO PARKING
TENTH AV.
E 7TH

# 05
# VISIONING FRAMEWORK

## 5.1 VISION FOR MOBILITY

The Mobility Master Plan lays the groundwork for implementing citywide mobility initiatives to help meet the City's CAP and General Plan goals. The Plan helps implement ambitious mobility initiatives aimed at maintaining a safe and convenient transportation network that minimizes its impacts on the environment and addresses existing mobility needs and gaps to improve the health and well-being of San Diego's community members, employees, and visitors. Projects, programs, and policies have been identified through a planning process that includes the analysis of local and regional connectivity, priorities, and infrastructure data, as well as the review of relevant City and regional plans, documents, and community input. This Plan builds upon the City's mobility planning efforts and helps advance goals identified in the CAP to reduce GHG emissions and vehicle miles traveled and ensure equitable access to mobility improvements and investments.

To maximize the impact of the Mobility Master Plan's core benefits, the City must focus on the removal of barriers that community members, especially those in structurally excluded communities, face in their daily mobility choices. The Mobility Master Plan prioritizes projects and identifies programs needed to create a balanced and well-connected multimodal transportation system with safe, accessible, sustainable, and attractive travel options for all users. To that end, this Plan helps facilitate a comprehensive mobility system by using the City's mobility prioritization system from the General Plan (also referred to as mobility loading priority). This framework prioritizes active transportation modes (e.g., walking, rolling, biking, micromobility), supports public transit for improved efficiency and performance, and plans for shared, commercial, and personal electric vehicles to enable the transition away from internal combustion engines and fossil fuels. It sets the stage for transportation modes that can both reduce GHG emissions and meet the travel needs of everyone throughout the City. The mobility loading priority is shown in Figure 5-1.

To ensure equitable outcomes, the City must construct and maintain high-quality multimodal infrastructure in all communities, prioritizing investments in those areas

**FIGURE 5-1:** City of San Diego Mobility Loading Priority

*Enhanced pedestrian treatments at 30th Street and Landis Street in North Park*

with the greatest need, and thus increasing the number of people that choose to walk, bike, and take transit as their primary mode of transportation whenever possible – because as stated before, every mile and every trip counts. The Mobility Master Plan serves as an implementation-focused roadmap for achieving this safe, accessible, and equitable mobility system.

The Mobility Master Plan supports San Diego's overall vision to advance mobility and infrastructure, as outlined in both the General Plan and the City's 2022 Strategic Plan. This vision seeks to promote opportunity in every neighborhood and prioritizes the health, well-being, and quality of life for every San Diegan. A major component of this vision is increasing mobility options in areas with the greatest needs, with an emphasis on equity, accessibility, safety, and transit options that make travel without private automobiles a more viable choice. The goals and objectives detailed in this section provide a framework for the City to help make this vision a reality.

The Mobility Master Plan consolidates the City's mobility needs as identified in other plans and documents to provide a set of cohesive, inclusive goals and objectives based on existing conditions and mobility demands. These goals and objectives stem from the General Plan as well as are inspired by existing City documents and peer jurisdiction case study findings.

As foundational priorities for the City's mobility system, the goals and objectives of the Mobility Master Plan serve as a thematic baseline for assessing and prioritizing mobility projects described in Chapter 7. All prioritization criteria used in this analysis measure alignment with the goals and objectives outlined in the following subsection. The mobility projects described in Chapter 7 and inventoried in Appendix B will help San Diego advance these mobility goals and objectives.

# 5.2 GOALS AND OBJECTIVES

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

An effective mobility system is safe and accessible to all users. All transportation facilities in the public right-of-way should promote safe, comfortable, and convenient access and travel for persons of all ages and abilities. These facilities should also accommodate emergency responders and goods movement needs. Objectives for this goal aim to increase access to safe, high quality mobility choices for everyone.

**Objective 1.1** Increase the proportion of mobility improvements implemented in underserved areas with the greatest needs across the city to create additional opportunities for San Diegans to choose from mobility options that make their journeys more efficient, sustainable, or complete.

**Objective 1.2** Work with employers and other organizations to increase transportation options for employees traveling to jobs in hard-to-reach locales or transit deserts.

**Objective 1.3** Strengthen the operations and increase the number of shared mobility equity programs for community members with the greatest needs, including low-income individuals, aging populations, and people living with disabilities who are highly dependent on alternative modes of transportation.

**Objective 1.4** Implement transportation projects, programs, and grants that reduce transportation costs.

**Objective 1.5** Work with the San Diego Association of Governments (SANDAG) to continue the Youth Opportunity Pass program and expand it to college students and those community members who have the greatest needs or who could greatly benefit.


*Student boarding a bus along La Jolla Village Drive*


*CAP Library Series on mobility*

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

The City's Mobility Action Plan states that "Mobility Equity refers to a mobility network that increases access to high quality mobility options for communities of concern" (MAP, 2019). Historically, structurally excluded communities have had less access to safe, efficient, and cost-effective mobility options. This Plan identifies specific communities for prioritizing mobility projects and transportation investments: Mobility Master Plan Focus Areas. Community engagement is critical to tailoring solutions and investments to create opportunities for all communities. These opportunities should maximize benefits and reduce barriers to mobility within San Diego.

**Objective 2.1** Empower structurally excluded community members by involving them in the decision-making process to ensure their mobility needs are met.

**Objective 2.2** Participate in research around regional and/or local benefitting programs that ensure the benefits of mobility investments are prioritized in Mobility Master Plan Focus Areas.

**Objective 2.3** Develop funding mechanisms to prioritize transportation and mobility investments and infrastructure improvements in Mobility Master Plan Focus Areas.

**Goal 3: Enhance and expand a safe, connected, and convenient network for pedestrians.**

Promoting, encouraging, and sustaining a safe, efficient transportation network that offers convenient and attractive travel choices is paramount in achieving the City's vision. As the most vulnerable transportation system users, pedestrians rank highest on San Diego's Mobility Loading Priority. Pedestrians include those walking, running, or rolling as their transportation mode. While not everyone is a pedestrian for their entire trip, everyone is at some point in their journey. The objectives for this goal aim to enable walking and rolling, expand the safe and comfortable environment for all street users, and reduce vehicle miles traveled. Enhancing the pedestrian environment with trees, shade structures, and green infrastructure will also mitigate the impacts of extreme heat and reduce the urban heat island effect in dense areas.

**Objective 3.1** Support and promote walkability, access for persons living with disabilities, and connectivity by increasing the construction of sidewalk and intersection improvements throughout all communities.

**Objective 3.2** Support Vision Zero by implementing projects that enhance safety considerations for pedestrians.

**Objective 3.3** Increase the number of pedestrian-oriented street design and treatments implemented, including Americans with Disabilities Act (ADA)-compliant curb ramps, leading pedestrian interval (LPI) signals, and high-visibility crosswalks, to ensure accessibility to individuals of all ages and abilities.

**Objective 3.4** Support citywide efforts to preserve and expand the tree canopy within the public right-of-way and during implementation of transportation projects.

**Goal 4: Enhance and expand a safe, connected, and convenient network for cyclists and micromobility users.**

To enhance mobility in San Diego, cycling and other forms of micromobility, such as scooters, must be viable transportation options. These modes are especially important for connecting users with public transit through first-mile/last-mile solutions. The City aims to enhance and expand the safety and accessibility of the bicycle and micromobility network through the adoption of the Bicycle Master Plan and regulations for shared mobility device rental companies. The Mobility Master Plan supports implementation of the Bicycle Master Plan through prioritizing bicycle-related projects and programs and supports the viability of micromobility through the expansion of shared mobility programs and coverage.

**Objective 4.1** Update the City's Bicycle Master Plan to align with the City's forthcoming revision to the Street Design Manual, maintain consistency with Caltrans' requirements, incorporate recent Community Plan updates, proposed regional connections, and

current best practices and serve as a complementary document to the updated Regional Active Transportation Plan.

**Objective 4.2** Increase the rate of implementation of projects identified in the City's Bicycle Master Plan and Community Plan bicycle networks, with a focus on projects that create a physical barrier between motorists and bicyclists in the roadway.

**Objective 4.3** Increase the implementation of wayfinding and markings, secure bike parking, bike signals, and separated bikeway improvements that enhance safety, comfort, and accessibility for all levels of bicycle riders and micromobility users.

**Objective 4.4** Increase the number and quality of public education programs that promote bicycling and bicycle safety through raising awareness of bicycling's diverse benefits, highlighting San Diego's existing and planned bicycle resources and facilities, and educating drivers about other roadway users.

**Objective 4.5** Strengthen and increase partnerships with shared mobility device operators to optimize the number and locations of devices available for first/last mile trips and seamless transfer between modes.

**Objective 4.6** Increase the availability of secure and convenient parking and charging locations for micromobiilty devices, prioritizing solutions that facilitate first/last mile trips and transfer between modes.

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

Public transit and the connections to/from it are vital components of a transportation system that provide more options and enhance mobility within San Diego.

**Objective 5.1** Expand City dedicated/shared bus lanes and transit priority measures (e.g., signal prioritization and queue jumps) to increase transit efficiency and on-time performance, prioritizing routes that support community members with the greatest needs.

**Objective 5.2** Support regional efforts to make trips safe, convenient, and enjoyable by increasing the number of bus shelters and street furniture and improving access to restrooms in high transit use areas with a focus on historically underserved communities.

**Objective 5.3** Improve the reach of transit by implementing infrastructure improvements that grow transit routes, enhance the user experience, and integrate connections to first/last mile modes and services through docking/parking stations, charging services, circulators, and user amenities.

**Goal 6: Improve inter-departmental and inter-agency coordination.**

Good coordination and communication among City departments and outside agencies is crucial to implementing mobility planning initiatives and streamlining overall project processes.

**Objective 6.1** Leverage the interdepartmental mobility governance group and workflow to provide strategic guidance and oversight for project coordination to promote Complete Streets and the responsible and efficient use of fiscal resources for activities within the public right-of-way.

**Objective 6.2** Develop guidelines and affirm roles and responsibilities for inter-agency coordination among the City and other regional and state agencies that also manage mobility options and utilize the City's right-of-way.

**Objective 6.3** Create a dynamic project information repository with all relevant information that is both accessible and utilized by all City departments.

**Objective 6.4** Increase collaboration with regional partners to identify opportunities to promote sustainable transportation modes, connect communities to park or recreational land, and improve neighborhood air quality related to mobility (e.g., car, truck) emissions.

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

Best practices can include standards and guidelines that encourage the construction of efficient facilities that prioritize the safety of vulnerable road users and balanced mobility options by identifying a variety of innovative solutions for immediate and long-term implementation of roadway improvements.

**Objective 7.1** Incorporate a Complete Streets checklist and other tools into the project decision-making process to ensure that transportation facilities are planned, designed, implemented, operated, and maintained to provide safety, comfort, and access to destinations for all users with greater mobility options.

**Objective 7.2** Update citywide practices for developing and implementing sustainable transportation and mobility projects that contribute to reduced GHG emissions and air pollution, are resilient to local impacts of climate change, and incorporate additional elements to improve user comfort and safety in changing climate conditions.

*Roundabout and sharrows at Innovation Lane and Voigt Drive*

**Objective 7.3** Incorporate climate adaptation considerations during the planning phase for mobility projects to ensure resilience to climate change impacts, while documenting how the project will create or maintain transportation network redundancy to provide sufficient evacuation routes for all types of users and alternative options if any route becomes unusable.

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

The rapid evolution of technology has completely transformed our lives. From hailing a ride on your smartphone to booking a scooter for a short ride, enabling telework, or optimizing traffic through smart intersections – these technologies are increasingly changing the way we move around San Diego. Priorities should be geared towards providing more convenient and cleaner mobility options, improving the user experience, and increasing safety. Appropriately incorporating these innovative technologies into the City's mobility network is critical to ensuring a modern transportation system that uses the best available tools to keep up with the evolving mobility landscape in the pursuit of meeting the City's goals.

**Objective 8.1** Expand the use of Intelligent Transportation Systems (ITS) and innovative technologies to help improve public safety, reduce collisions, optimize traffic signal timing, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.

**Objective 8.2** Increase the use of emerging mobility technologies and services such as Mobility as a Service (MaaS), shared mobility services, and connected vehicles.

**Objective 8.3** Increase and accelerate electrification of the transportation system by expanding partnerships with private entities (i.e., Public Private Partnerships) and state and regional partners and programs such as the California Energy Commission, San Diego Community Power (SDCP), San Diego Gas & Electric (SDG&E), SANDAG, and County of San Diego.

**Objective 8.4** Coordinate with regional transit agencies to improve transit efficiency in the right-of-way and increase the prevalence and accuracy of real-time transit information at transit stops and stations.

**Objective 8.5** Maximize available right-of-way space throughout the City to serve a variety of transportation modes and prioritize non-private vehicle use while optimizing system performance.

**Goal 9: Utilize curb management tools, mobility services, and strategies to dynamically address parking and curb space management.**

The curb is a valuable public space that can serve a variety of uses and services. While parking is an important use of some curb space, it must be balanced with other curb space needs such as deliveries, passenger loading, and ADA access. The COVID-19 pandemic unlocked even more potential for the curb including outdoor dining, Slow Streets, and promenades. This goal provides tools to balance these needs and ensure adequate space for a variety of curb uses.

**Objective 9.1** Establish a citywide curb space inventory and policy to optimize the use of the curb and dynamically manage them based on demand.

**Objective 9.2** Increase implementation of curb management strategies in commercial, business, and mixed-use areas to efficiently utilize curb space, support deliveries, and promote parking turnover.


*FRED electric shuttle in Downtown San Diego*
*Source: SANDAG*

**Objective 9.3** Develop last-mile delivery pilot projects, programs, or policies that optimize curb space and reduce congestion in communities disproportionately impacted by commercial deliveries, last-mile freight, rideshare, and other passenger and goods loading uses.

**Objective 9.4** As mobility projects that interact with or are adjacent to curbs are implemented, continuously evaluate for opportunities to refine and optimize the curb space.

**Objective 9.5** Increase the availability of curb space by implementing streetscape projects that employ strategies such as the removal/ relocation of driveways/curb cuts, and expansion of sidewalks.

**Objective 9.6** Increase the availability of alternative modes of transportation, such as micromobility, carshare, and circulator services, to reduce demand for curbside parking while also integrating curb-related technology, such as curbside charging infrastructure, to support system electrification.

**Objective 9.7** Work with communities to evaluate and implement comprehensive curb and parking strategies through the establishment of Community Parking Districts citywide.

**Goal 10: Expand and build upon existing comprehensive mobility strategies like Transportation Demand Management (TDM) to expand mobility options and increase the efficiency of existing transportation resources.**

Many of San Diego's roads experience challenges related to congestion. This congestion is in large part caused by an overabundance of single-occupant vehicles. However, congestion affects all modal users and contributes to reduced efficiency of many modes. Comprehensive mobility strategies that reduce the demand placed on roadways by single-occupant vehicles and expand safe and sustainable mobility options are increasingly important.

**Objective 10.1** Develop and partner on shared mobility programs like bike share, car share, and neighborhood shuttles, to increase the use of alternative transportation modes for short trips.

**Objective 10.2** Support and incentivize employer TDM programs such as discounted transit passes for employees, guaranteed ride home programs, bike chargers and lockers, and alternative work schedules.

**Objective 10.3** Promote and expand the Transportation Alternatives Program (TAP), a city benefits and mobility program aimed at increasing the number of City employees using sustainable commute options, including transit and vanpools.

**Objective 10.4** Continue to require new developments to incorporate physical amenities (e.g., bike lockers, showers for employees) that support alternative modes of transportation and are conducive to implementing TDM strategies.


e Line
ele
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UC San Diego
Blue Line
To
San
Ysidro
To
Arnele
Avenue

# 06
# FOCUS AREAS


Rapid
MTS
215
Boulevard Transit Plaza
Northbound Platform
Notice: Security Cameras In Use
MTS
Boulevard
Transit
Plaza
215 DOWNTOWN
$ 2.50
1212
Rapid
1571582

# 6.1 PROJECT FOCUS AREAS OVERVIEW

For this first iteration of the Mobility Master Plan, mobility projects from specific areas in the City are prioritized. Rather than gathering all projects from across the entire City, the Plan looks at where mobility projects are needed most and where they can have the most immediate impact. Understanding these geographical locations first will allow the City to start moving toward implementation of projects in these areas. To determine which areas to include, the City conducted a robust geospatial analysis to identify the priority areas for investment, which are referred to as Mobility Master Plan Focus Areas. Sections 6.2 through 6.5 provide information on the data sets and analysis used to establish the Focus Areas. Future iterations of the Mobility Master Plan will expand this analysis to planned mobility projects citywide using the framework and methodology established.

The City has already undertaken significant work to identify underserved communities through planning efforts such as the General Plan, Vision Zero Strategic Plan, and the Climate Equity Index's Communities of Concern. The Mobility Master Plan Focus Areas builds on these previous approaches and combines them into a comprehensive analysis that specifically emphasizes the City's mobility goals.

In many cases, the Mobility Master Plan Focus Areas overlap with historically underserved communities that have suffered from a lack of infrastructure investment and programmatic support. The data-driven spatial analysis process drew upon a variety of resources related to population, employment, land use, travel patterns, planned development, safety records, and climate risk. This model was comprised of four mobility sub-models, as shown in Figure 6-1.

Due to the interrelation of different modes, some overlap exists in the data included in each model. However, the focus of this geospatial analysis process is to determine and understand the concentration of interrelated modal activity today and multimodal propensity in the future. It's important to note that areas with high scores in each sub-model, as show in Figure 6-1 and described in Sections 6.2 to 6.5, indicate a high need for specific mobility improvements. When these sub-models are combined into a composite model, the high scores represent areas of the City with greater needs for mobility improvements overall and stronger potential for multimodal activity.

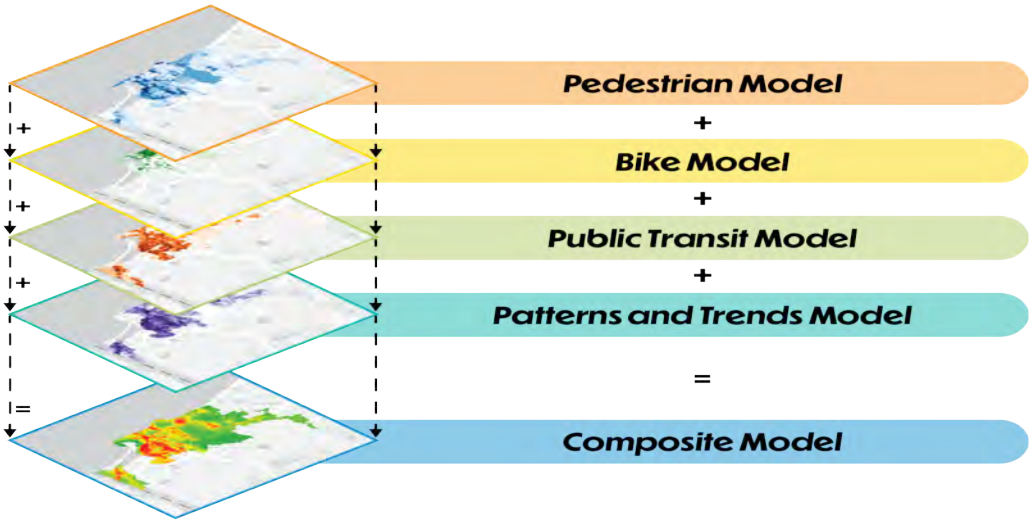



**FIGURE 6-1:** Geospatial Analysis Process

## 6.2 PEDESTRIAN MODEL

The Pedestrian Model represents the inclination for people to walk or roll and the need for supporting infrastructure improvements (see Figure 6-2). This model was included in the Mobility Master Plan Focus Area definition analysis because pedestrian travel is a critical element of mobility; everyone is a pedestrian at some point in their transportation journey.

***PEDESTRIAN MODEL INPUTS:***

1. Percentage of workers that commute by walking: 2021 American Community Survey
2. All collisions involving pedestrians: Vision Zero Strategic Plan (2020-2025)
3. Pedestrian propensity analysis: City of San Diego 2016 Pedestrian Propensity Map

## 6.3 BIKE MODEL

The Bike Model represents the inclination for people to bike and the need for supporting infrastructure improvements (see Figure 6-3). This model was included in the Mobility Master Plan Focus Area definition analysis because biking is a sustainable mode the City is dedicated to promoting through infrastructure and network improvements to help achieve its CAP goals and reduce reliance on private automobiles.

There are many reasons someone may choose to bike. Biking is a form of active recreation that can improve public health while being a fun way to spend time. Biking can also have positive environmental impacts as people shift from modes with GHG emissions. Furthermore, when safe, high quality, and connected bicycle facilities are provided, biking can be a viable travel mode for work- and errand-based trips, particularly those that are a 30 minute or less ride. The Bike Model inputs identify areas in need of improvements and provide location-based insight into the current and potential increase of cycling as a mode of transportation.

***BIKE MODEL INPUTS:***

1. Percentage of workers that commute by biking: 2021 American Community Survey
2. All collisions involving cyclists: Vision Zero Strategic Plan (2020-2025)
3. Bicycle propensity analysis: City of San Diego 2016 Bicycle Propensity Map


*Pedestrians and cyclist at the intersection of Camino Ruiz and Mira Mesa Boulevard.*

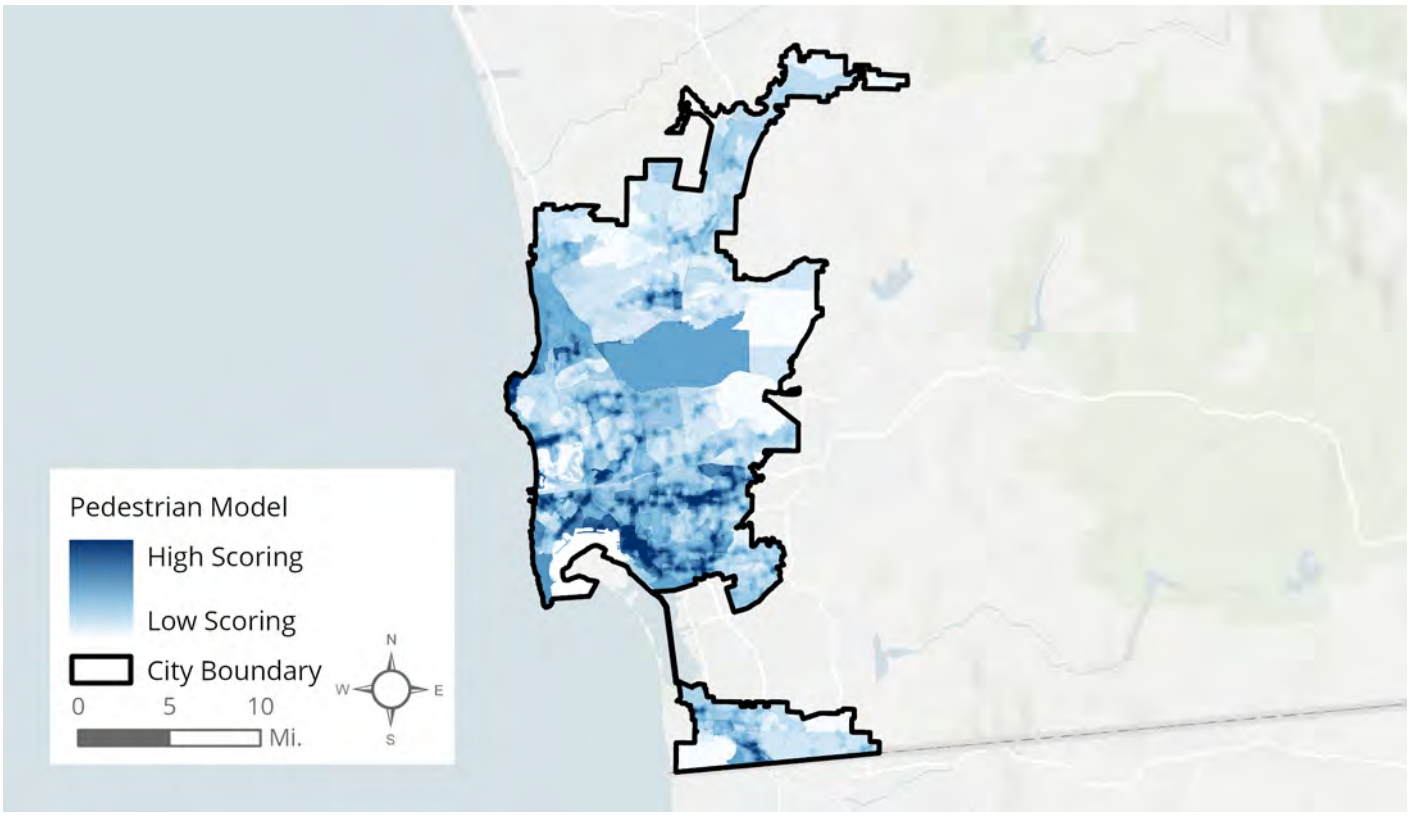



**FIGURE 6-2:** Pedestrian Model

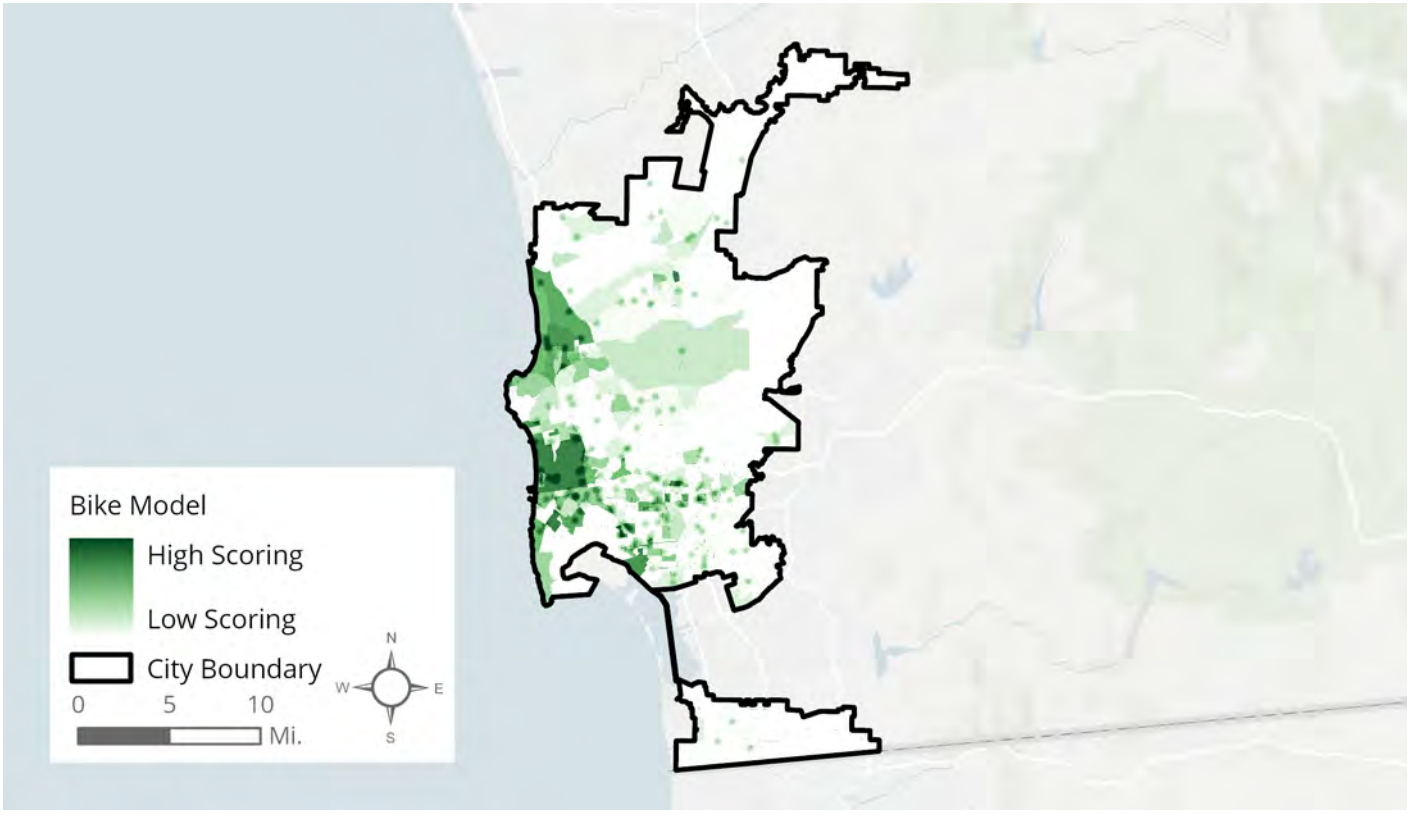



**FIGURE 6-3:** Bike Model

# 6.4 PUBLIC TRANSIT MODEL

The Public Transit Model represents the inclination for people to take public transit trips and the need for supporting infrastructure (see Figure 6-4). This model was included in the Mobility Master Plan Focus Area definition analysis because public transit is a key mode to increase equitable access throughout the City and provide an alternative to the private automobile.

Public transit is the most efficient way to move the greatest number of people from place to place. Roadways can accommodate many more people if they travel in public transit rather than private automobiles. The more people use public transit, the more capacity roadways can accommodate, and the more people can get to where they are going without delays. A fast, reliable, flexible, and convenient public transit system that connects the region's activity centers and surrounding communities can ensure everyone has access to high quality transportation that meets their trip needs and minimizes environmental impacts. The selection of the Public Transit Model inputs helped assess the current state of public transit usage and identify areas where improvements or investments are needed.

***PUBLIC TRANSIT MODEL INPUTS:***

1. Percentage of workers that commute by transit: 2021 American Community Survey
2. Transit Priority Areas: City of San Diego, 2016

# 6.5 PATTERNS AND TRENDS MODEL

The Patterns and Trends Model represents general mobility patterns and needs throughout San Diego (see Figure 6-6). This model was included in the Mobility Master Plan Focus Area definition analysis as a robust repository of all relevant previous City planning efforts and datasets.

***PATTERNS AND TRENDS MODEL INPUTS:***

1. Number of severe and fatal collisions: Vision Zero Strategic Plan (2020-2025)
2. Climate Equity Index (CEI): City of San Diego, 2021
3. Blueprint development propensity model: Blueprint San Diego, 2022[1]
4. Population density: 2021 American Community Survey
5. Population growth: 2021 American Community Survey
6. Communities of Concern: City of San Diego
7. SANDAG Smart Growth Areas: SANDAG[2]
8. Mixed-use density score: Blueprint San Diego, 2022[3]
9. Transit competitiveness: Blueprint San Diego, 2022[4]
10. Households with no vehicle ownership: 2021 American Community Survey
11. Proximity to:
    a. Major employers
    b. Schools/universities
    c. Shopping centers
    d. Public transit
    e. Parks and beaches

1 The Blueprint development propensity model is a citywide model that shows areas which are receptive to future housing and retail development through the forecasting year of 2050 that would help achieve San Diego's mode share goals.

2 SANDAG Smart Growth Areas are areas that SANDAG has identified through its Regional Plan as being strong candidates for supporting smart growth, transit, walking or rolling, and biking.

3 The Blueprint mixed-use density score is a model forecast of areas citywide that have high propensity for mixed-use development.

4 Transit competitiveness is how attractive transit is compared to other modes; higher transit competitiveness means that users are more likely to choose transit over other modes.

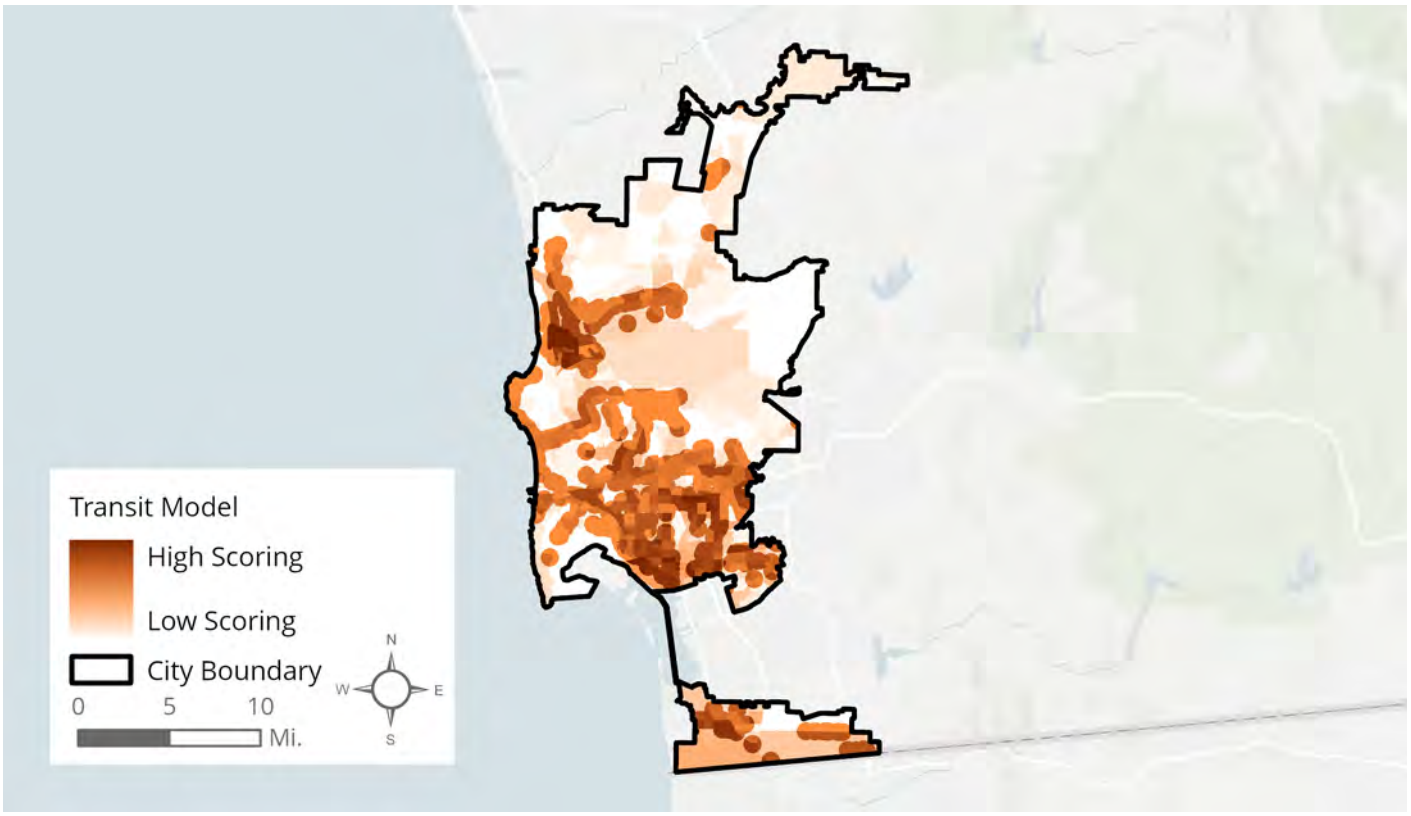



**FIGURE 6-4:** Public Transit Model

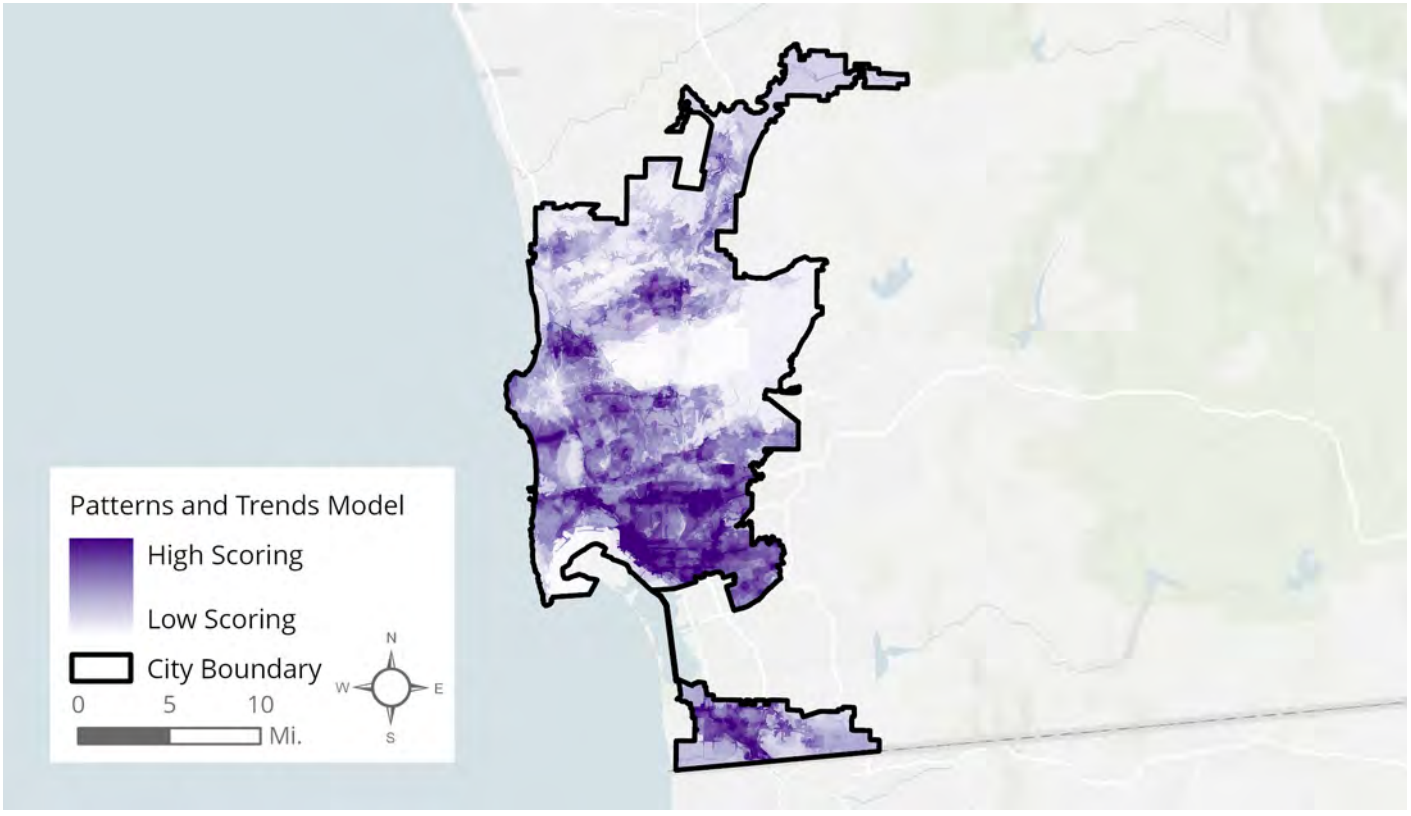



**FIGURE 6-5:** Patterns and Trends Model

# 6.6 RECOMMENDED FOCUS AREAS

The four sub-models were combined to form a composite model that evaluates mobility needs citywide. As shown in Figure 6-6, the areas with the most overlap among the sub-models scored high and were identified as Mobility Master Plan Focus Areas. This designation was based on several factors, each supported by data-driven analysis, ensuring that the Plan's Focus Areas represent geographies with significant multimodal activity and needs.

**TABLE 6-1:** Mobility Master Plan Focus Areas

| Focus Area | Community Plan Area | City Council District(s) |
|---|---|---|
| **1** | » Downtown<br>» Barrio Logan<br>» Uptown<br>» Southeastern San Diego<br>» Greater Golden Hill | 3, 8 |
| **2** | » Encanto Neighborhoods<br>» Eastern Area | 4 |
| **3** | » Uptown<br>» North Park<br>» Mid-City: City Heights<br>» Mid-City: Normal Heights<br>» Mid-City: Eastern Area<br>» Mid-City: Kensington-Talmadge | 3, 9 |
| **4** | » Mission Valley<br>» Old Town San Diego<br>» Midway-Pacific Highway | 2, 3 |
| **5** | » College Area<br>» Navajo | 7, 9 |
| **6** | » Otay Mesa - Nestor<br>» San Ysidro | 8 |
| **7** | » Pacific Beach<br>» Clairemont Mesa | 1, 2 |
| **8** | » University | 1, 6 |
| **9** | » Mira Mesa | 6 |
| **10** | » Linda Vista | 7 |
| **11** | » Rancho Bernardo<br>» Rancho Peñasquitos<br>» Sabre Springs<br>» Carmel Mountain Ranch | 5 |

# 6.7 COMMUNITY PROFILES

A community profile has been created for each of the Focus Areas included in this iteration of the Plan. The profiles provide information on the demographics, geographic context, and mobility needs and opportunities in each of these communities. In addition, each profile highlights feedback from community members that was collected as part of the education and outreach efforts highlighted previously in Chapter 4. While each community is unique, each of these 11 Focus Areas will benefit from mobility investments to move the needle toward achieving overarching safety, sustainability, and equity goals which are guiding themes for this planning effort.

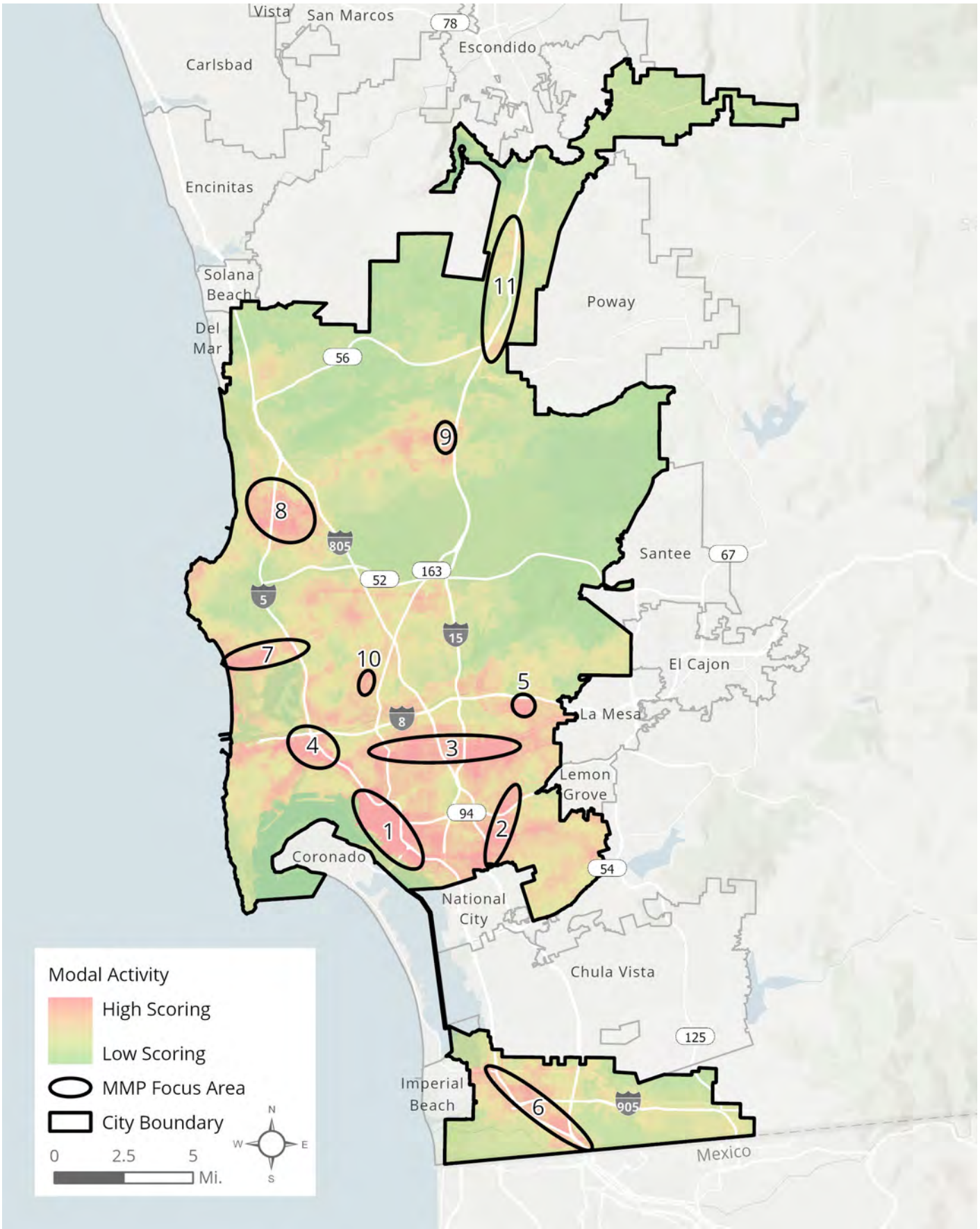



**FIGURE 6-6:** Mobility Master Plan Focus Areas

# How to read these community profiles

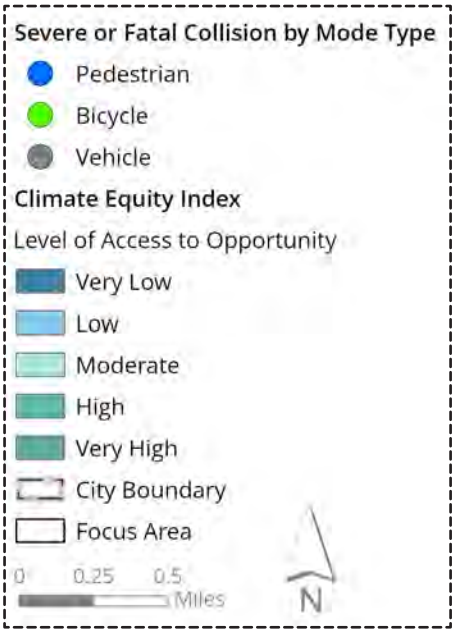
## 1 Demographics

This section includes key Focus Area (FA) demographics compared to the entire City of San Diego.

## 2 Overview

This section provides an overview of destinations, transit lines, major roads, and existing mobility conditions in the Focus Area. Included is a map with San Diego's Climate Equity Index (CEI) (2019). The CEI was developed alongside San Diego's 2015 Climate Action Plan (CAP) as an opportunity to address environmental justice and social equity concerns when addressing climate change. The CEI assessed all 297 census tracts that intersect with the City and developed standardized indicators to calculate a CEI score from 0-100 for each tract that can be compared to the score of other tracts.

**FIGURE 6-7:** Climate Equity Index and Collisions Legend




## 3 Community Outreach

This section provides details on Focus Area-specific community outreach. After the draft Plan was released for public review, a series of Open Houses were held at libraries within each of the Focus Areas. These Open Houses took place at the following libraries and dates:

- San Ysidro Library - March 11, 2024
- City Heights / Weingart Library - March 14, 2024
- Valencia Park / Malcolm X Library – March 18, 2024
- Rancho Bernardo Library – March 20, 2024
- Mira Mesa Library – March 21, 2024
- Linda Vista Library – March 26, 2024
- Pacific Beach Taylor Library – March 27, 2024

**FIGURE 6-8:** Community Outreach

## 4 Applicable Mobility Programs

Part of the previously mentioned library Open House events included a survey on mobility programs (for more detail on mobility programs see Chapter 8). Participants were asked to indicate which mobility programs would be most beneficial to their neighborhoods. This section details the results of the surveys for each Open House event.

**FIGURE 6-9:** Mobility Program Survey


## 5 Planned Projects

This section provides a table and map for the top scoring planned mobility projects in each Focus Area. The comprehensive list of planned mobility projects throughout the Focus Areas is found in Appendix B. Details on how this project list was developed and evaluated can be found in Chapter 7 Projects.

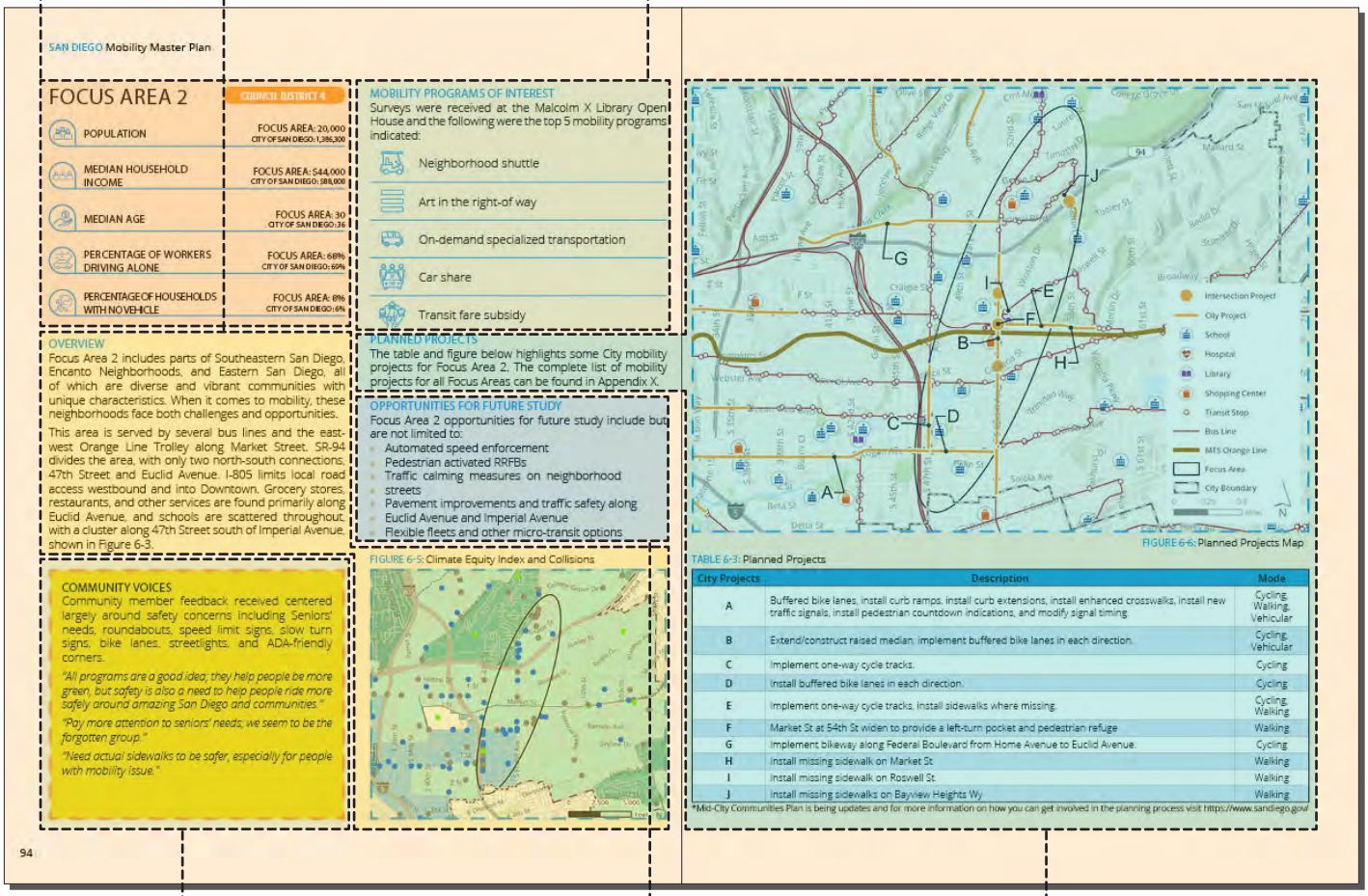
## 6 Opportunities for Future Study

In addition to mobility programs and planned projects, there are opportunities for future studies and projects to be incorporated into forthcoming iterations of the MMP. Many of these opportunities came from feedback received from community members during outreach events. This section provides Focus Area-specific future study opportunities.

1 Demographics

2 Overview

4 Applicable Mobility Programs



SAN DIEGO Mobility Master Plan

## FOCUS AREA 2

COUNCIL DISTRICT 4

| | |
|---|---|
| POPULATION | FOCUS AREA: 20,000 CITY OF SAN DIEGO: 1,385,300 |
| MEDIAN HOUSEHOLD INCOME | FOCUS AREA: $44,000 CITY OF SAN DIEGO: $81,000 |
| MEDIAN AGE | FOCUS AREA: 30 CITY OF SAN DIEGO: 36 |
| PERCENTAGE OF WORKERS DRIVING ALONE | FOCUS AREA: 68% CITY OF SAN DIEGO: 69% |
| PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE | FOCUS AREA: 8% CITY OF SAN DIEGO: 6% |

### OVERVIEW

Focus Area 2 includes parts of Southeastern San Diego, Encanto Neighborhoods, and Eastern San Diego, all of which are diverse and vibrant communities with unique characteristics. When it comes to mobility, these neighborhoods face both challenges and opportunities.

This area is served by several bus lines and the east-west Orange Line Trolley along Market Street. SR-94 divides the area, with only two north-south connections, 47th Street and Euclid Avenue. I-805 limits local road access westbound and into Downtown. Grocery stores, restaurants, and other services are found primarily along Euclid Avenue, and schools are scattered throughout, with a cluster along 47th Street south of Imperial Avenue, shown in Figure 6-3.

### COMMUNITY VOICES

Community member feedback received centered largely around safety concerns including Seniors' needs, roundabouts, speed limit signs, slow turn signs, bike lanes, streetlights, and ADA-friendly corners.

*"All programs are a good idea; they help people be more green, but safety is also a need to help people ride more safely around amazing San Diego and communities."*

*"Pay more attention to seniors' needs; we seem to be the forgotten group."*

*"Need actual sidewalks to be safer, especially for people with mobility issue."*

### MOBILITY PROGRAMS OF INTEREST

Surveys were received at the Malcolm X Library Open House and the following were the top 5 mobility programs indicated:

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

### PLANNED PROJECTS

The table and figure below highlights some City mobility projects for Focus Area 2. The complete list of mobility projects for all Focus Areas can be found in Appendix X.

### OPPORTUNITIES FOR FUTURE STUDY

Focus Area 2 opportunities for future study include but are not limited to:

- Automated speed enforcement
- Pedestrian activated RRFBs
- Traffic calming measures on neighborhood streets
- Pavement improvements and traffic safety along Euclid Avenue and Imperial Avenue
- Flexible fleets and other micro-transit options

FIGURE 6-5: Climate Equity Index and Collisions






FIGURE 6-6: Planned Projects Map

TABLE 6-3: Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Buffered bike lanes, install curb ramps, install curb extensions, install enhanced crosswalks, install new traffic signals, install pedestrian countdown indications, and modify signal timing. | Cycling, Walking, Vehicular |
| B | Extend/construct raised median, implement buffered bike lanes in each direction. | Cycling, Vehicular |
| C | Implement one-way cycle tracks. | Cycling |
| D | Install buffered bike lanes in each direction. | Cycling |
| E | Implement one-way cycle tracks, install sidewalks where missing. | Cycling, Walking |
| F | Market St at 54th St widen to provide a left-turn pocket and pedestrian refuge | Walking |
| G | Implement bikeway along Federal Boulevard from Home Avenue to Euclid Avenue. | Cycling |
| H | Install missing sidewalk on Market St | Walking |
| I | Install missing sidewalk on Roswell St | Walking |
| J | Install missing sidewalks on Bayview Heights Wy | Walking |

*Mid-City Communities Plan is being updates and for more information on how you can get involved in the planning process visit https://www.sandiego.gov

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6 Opportunities for Future Study

3 Community Outreach

5 Planned Projects

# FOCUS AREA 1

COUNCIL DISTRICTS 3, 8

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 51,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $72,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 38**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 56%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 15%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

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

Focus Area 1's high residential density and diverse range of activities present significant opportunities for enhancing pedestrian, bicycle, transit facilities. Popular destinations including Little Italy, Chicano Park, Marina District, Gaslamp, the San Diego Convention Center, and the ballpark draw large crowds of visitors. Residents and stakeholders in these areas, as well as the surrounding streets, will see benefits in sustainability, safety, and equity from more visitors arriving by transit, bicycle, and foot.

### COMMUNITY VOICES

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

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

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

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

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

## PLANNED PROJECTS

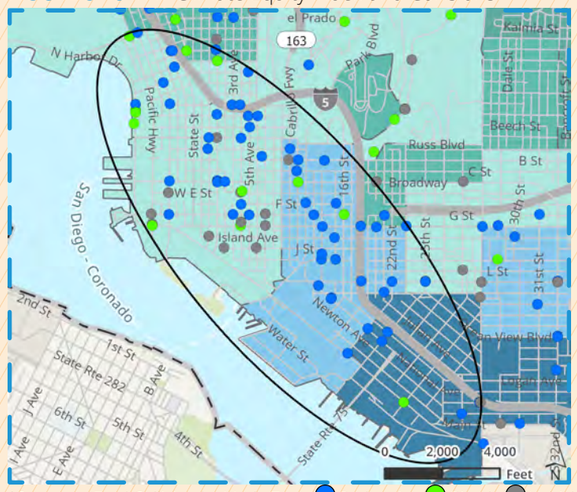
The table and figure to the right highlight the top 10 City mobility projects for Focus Area 1. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

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

- Improved pedestrian infrastructure and safety enhancements, including marked crossings at Kettner Boulevard to and from the Palm Street Bridge
- Protected bikeways on Pacific Highway connecting Downtown, Old Town, and Mission Bay
- Scalable micromobility and microtransit options
- Parking management strategies, such as dynamic curbside management

**FIGURE 6-10:** FA1 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

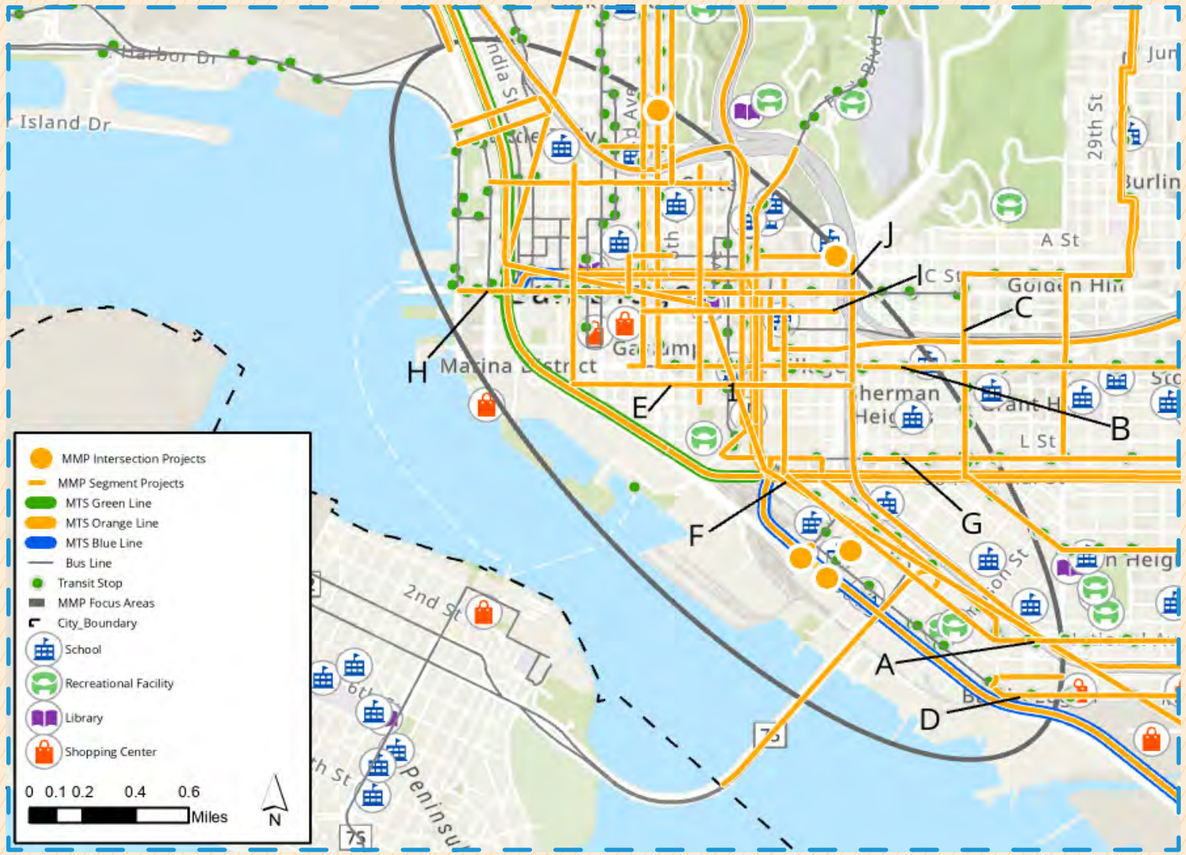



**FIGURE 6-11:** FA1 Planned Projects Map

**TABLE 6-2:** FA1 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Implement buffered bike lanes, curb extensions, enhanced crosswalks, new traffic signals, and pedestrian countdown indications along National Ave from 27th St to 43rd St. | Walking, Cycling, Vehicular |
| B | Repurpose the roadway right-of-way for one-way cycle tracks along Market St from 19th St to Boundary St. Install curb extensions and upgraded crosswalks and pedestrian signals at intersections. | Walking, Cycling |
| C | Implement bike lanes along 25th St from Market St to Commercial St and Ocean View Boulevard from Commercial St to 36th St. | Cycling |
| D | Repurpose the roadway right-of-way for a two-way cycle track on the south side of Main St from Schley St to Rigel St. Install new raised medians, driveways and curb ramps. | Walking, Cycling |
| E | Implement a Greenway along Island Ave from Union St to I-5 Fwy to connect the Marina and East Village. | Walking |
| F | Reclassify National Ave between Commercial St and 28th St as a Two-lane Collector without a two-way left-turn lane. Also, install buffered bike lanes. | Cycling, Vehicular |
| G | Repurpose the roadway right-of-way for buffered bike lanes along Imperial Ave between 19th St and 32nd St. Install curb extensions and enhanced crosswalks at select intersections. | Walking, Cycling |
| H | Implement one-way cycle tracks along Broadway from Harbor Dr to Third Ave. | Cycling |
| I | Implement a Greenway along E St from 4th Ave to 17th St to connect Gaslamp and East Village. | Walking |
| J | Implement bikeways along Broadway from Park Blvd to 19th St to connect Downtown and Golden Hill. | Cycling |

# FOCUS AREA 2

COUNCIL DISTRICT 4

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 20,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $44,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 30**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 68%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 8%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 2 includes parts of Encanto Neighborhoods and Eastern Area, which are diverse, vibrant communities with unique characteristics. These neighborhoods face both mobility challenges and opportunities.

This area is served by several bus routes and the east-west Orange Line Trolley along Market Street. However, SR-94 divides the area, with only two north-south connections, 47th Street and Euclid Avenue. Additionally, I-805 limits local road access westbound and into Downtown. Most grocery stores, restaurants, and services are concentrated along Euclid Avenue, while schools are scattered, with a cluster along 47th Street, south of Imperial Avenue. Figure 6-12 illustrates the severe and fatal collisions by mode type. Implementing safe routes to school and transit access, investing in pedestrian infrastructure and amenities, roadway beautification, and improving connectivity by closing gaps in the pedestrian network would enhance the mobility experience in Focus Area 2.

### COMMUNITY VOICES

Community member feedback received centered around safety concerns including Seniors' needs, roundabouts, speed limit and slow turn signs, bike lanes, streetlights, and ADA-friendly corners.

*"All programs are a good idea; they help people be more green, but safety is also a need to help people ride more safely around amazing San Diego and communities."*

*"Pay more attention to seniors' needs; we seem to be the forgotten group."*

*"Need actual sidewalks to be safer, especially for people with mobility issue."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

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

## PLANNED PROJECTS

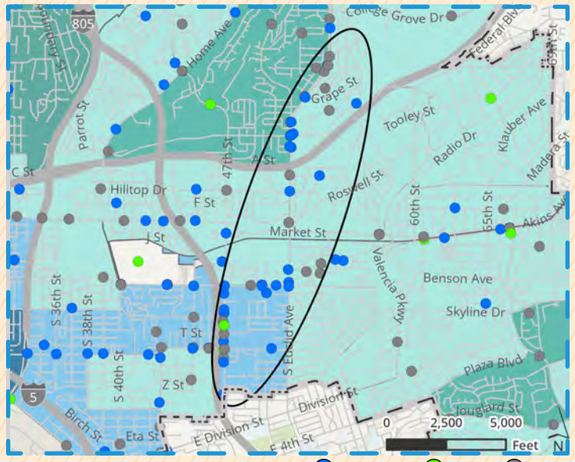
The table and figure to the right highlight top City mobility projects for Focus Area 2. The complete list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 2 opportunities for future study include but are not limited to:

- Complete Streets improvements, such as wayfinding, shading mechanisms, pedestrian-scale lighting, and landscaped sidewalks and medians
- Traffic calming measures, such as traffic circles and roundabouts
- Slow Streets and Safe Routes to School improvements
- Pavement improvements and traffic safety along Euclid Avenue, Imperial Avenue, 47th Street, and 54th Street
- Flexible fleets and other microtransit options

**FIGURE 6-12:** FA2 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

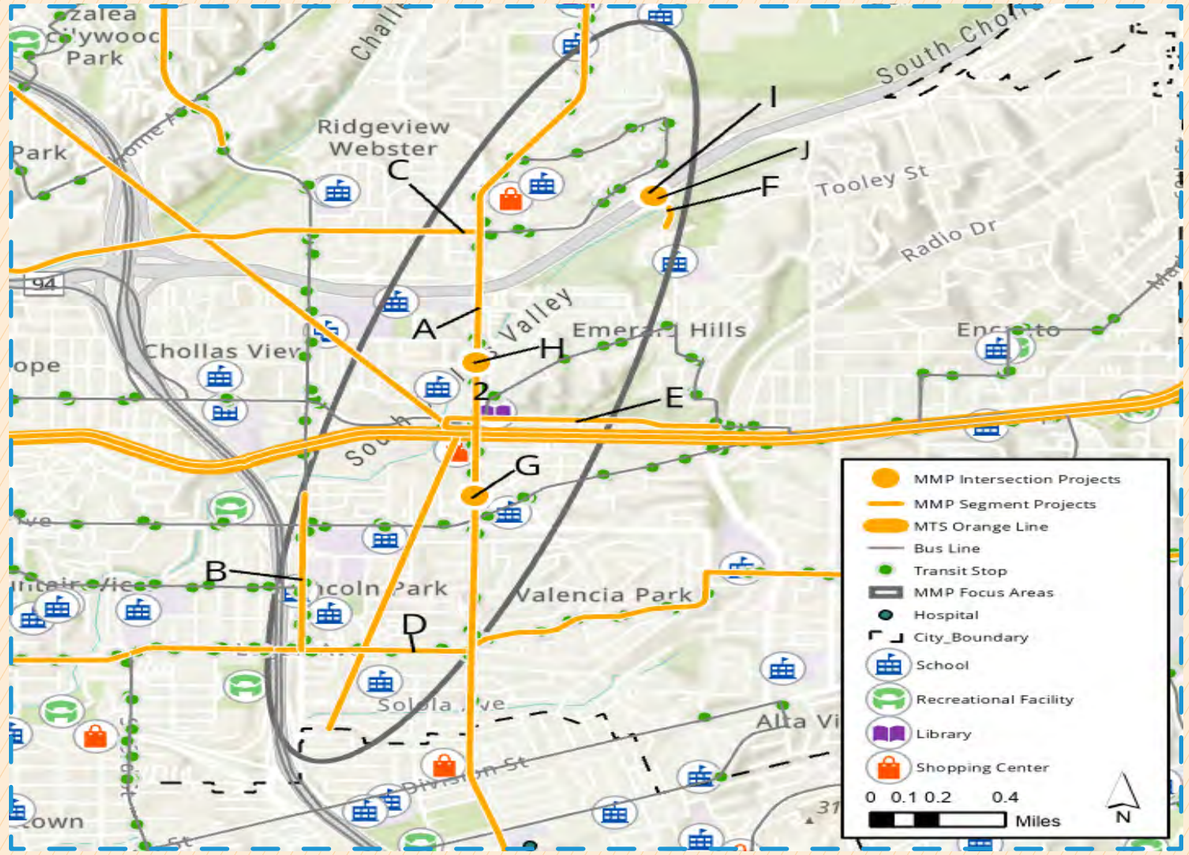



**FIGURE 6-13:** FA2 Planned Projects Map

**TABLE 6-3:** FA2 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Implement dedicated bikeways, raised medians, curb ramps, curb extensions, and enhanced crosswalks along Euclid Ave. Specifically, implement bike lanes between Market St and Imperial Ave and one-way cycle tracks between Imperial Ave and Solola Ave. | Walking, Cycling, Vehicular |
| B | Repurpose the roadway right-of-way for one-way cycle tracks on 47th St from Nogal St and Logan Ave. | Cycling |
| C | Implement a bikeway on Federal Blvd from Home Ave to Euclid Ave. | Cycling |
| D | Repurpose the roadway right-of-way for buffered bike lanes on Logan Ave from I-805 and Euclid Ave. | Cycling |
| E | Widen Market St between Euclid Ave and Pitta St to provide a left-turn pocket and pedestrian refuge at 54th St. Also, implement one-way cycle tracks and install sidewalks, where missing. | Walking, Cycling, Vehicular |
| F | Install missing sidewalk along the east side of Kelton Rd from Bethune Ct to Bayview Heights Wy. | Walking |
| G | New traffic signal at Euclid Ave and Castana St. | Vehicular |
| H | New traffic signal at Euclid Ave and Lakiba Palmer Ave (Lise Ave). | Vehicular |
| I | New traffic signal at Bayview Heights Wy and SR-94 Westbound On/Off Ramps. | Vehicular |
| J | New traffic signal at Kelton Rd and SR-94 Eastbound On/Off Ramps. | Walking |

# FOCUS AREA 3

COUNCIL DISTRICTS 3, 9

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 82,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $62,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 34**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 67%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 10%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 3 includes parts of Uptown, North Park, and City Heights. The area includes parts of Interstate 805 and State Route 15. The Focus Area is roughly centered along University Avenue from near the western edge of Hillcrest at Front Street to just east of 54th Street in City Heights. In addition to University Avenue, West Washington Street and El Cajon Boulevard are the other two main east-west roads in this Focus Area. All three roads are busy mixed-use corridors that include single and multifamily residential and a variety of commercial buildings from small storefronts to larger retail with surface and garage parking. These corridors are essential to the life, commerce, and cultures of the neighborhoods and they provide opportunities for further safety, transit, and pedestrian and bicycle improvements. It is also important to identify improvements on key streets that intersect or run parallel with these corridors.

### COMMUNITY VOICES

*"Make mass transportation that goes to where folks need to go in a timely manner happen."*

*"There is a need for more buses and trolleys."*

*"Close the first/last mile gap: Ensure there are multiple comfortable options to access transit: bikeshare, neighborhood electric vehicles, and improved transit transfer services."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Transit fare subsidies
- Slow Streets
- On-demand specialized transportation
- Community parking district

## PLANNED PROJECTS

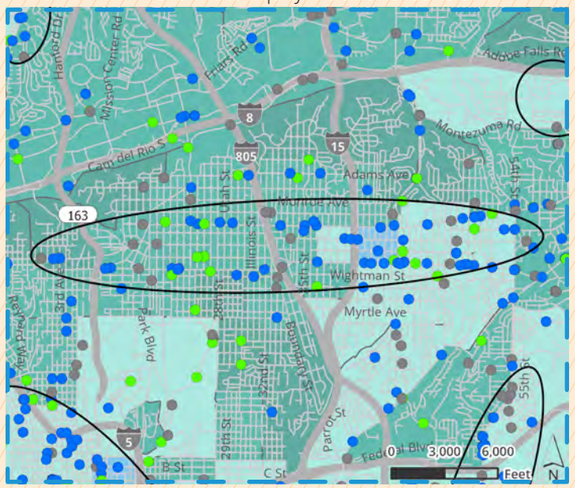
The table and figure to the right detail the top 10 City mobility projects for Focus Area 3. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 3 opportunities for future study include but are not limited to:

- Addressing active transportation barriers, such as access across Florida Canyon
- Scalable micromobility and microtransit options
- Exploration of pilot studies to initiate mobility programs
- Additional Complete Streets and multimodal improvements along El Cajon Blvd and University Ave

**FIGURE 6-14:** FA3 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle
** For full Legend details see Figure 6-7.

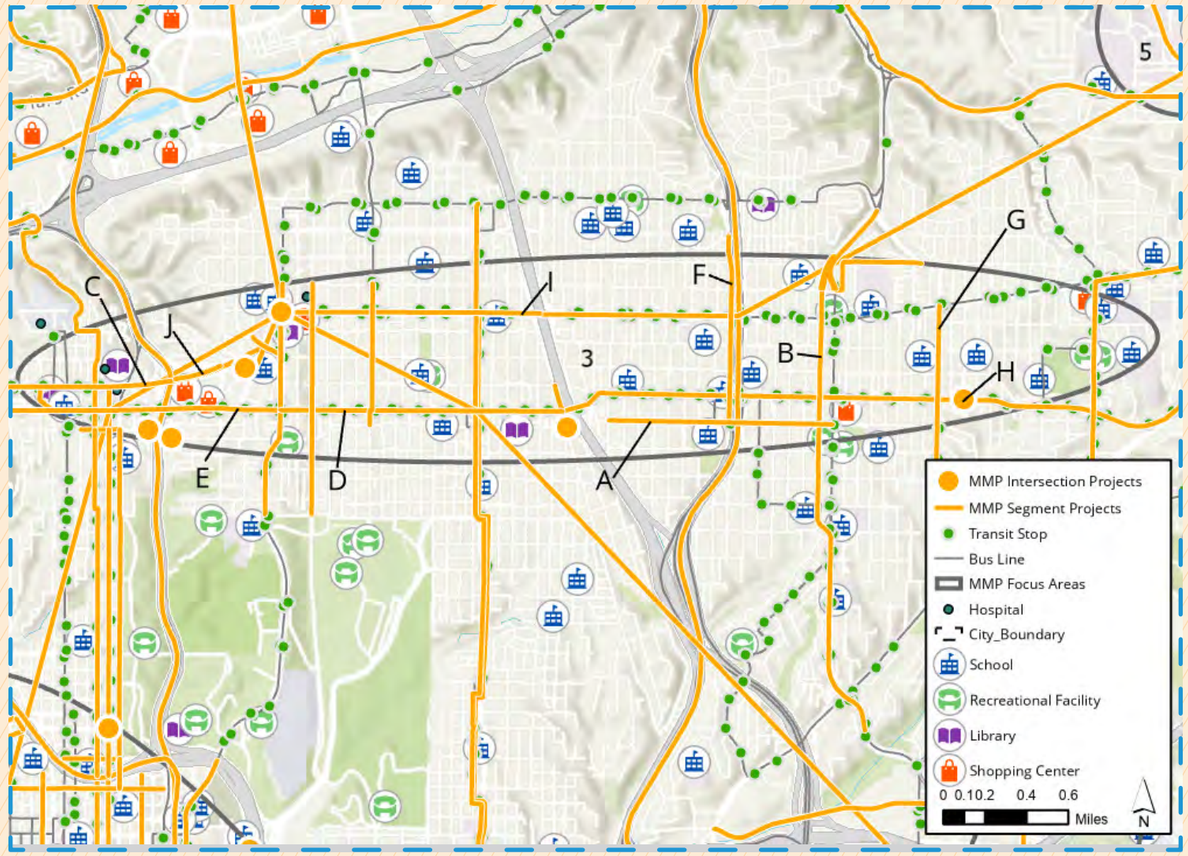



**FIGURE 6-15:** FA3 Planned Projects Map

**TABLE 6-4:** FA3 Planned Projects*

| City Projects | Description | Mode |
|---|---|---|
| A | Implement bike lanes along Wightman St from Swift Ave to Fairmount Ave. | Cycling |
| B | Implement a bikeway on 43rd St from Meade Ave to Ridge View Dr. | Cycling |
| C | Implement bike lanes along Washington St from University Ave to Normal St. | Cycling |
| D | Implement pedestrian facilities along University Ave between Park Blvd and I-805, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, and pedestrian countdown timers. | Walking |
| E | Provide pedestrian facilities along University Ave between Washington and Park Blvd. | Walking |
| F | Implement a bikeway along 40th St from Madison Ave to Wightman St. | Walking |
| G | Install curb, gutter, sidewalk, curb ramps, striping, landscaping, roadway restoration, traffic signal modifications, and traffic calming measures along Euclid Ave between Redwood St and El Cajon Blvd. | Walking, Cycling, Vehicular |
| H | New traffic signal at Estrella Ave and University Ave. | Walking |
| I | Provide pedestrian facilities along El Cajon Blvd between I-805 and Park Blvd. | Walking |
| J | Implement missing sidewalk along the north side of Washington St near the SR 163 On-ramp. | Walking |

*Mid-City Communities Plan is being updated and for more information on how you can get involved in the planning process visit https://www.sandiego.gov/planning/mid-city-communities-plan-update.
**It is important to note that this plan update could modify projects and/or add new mobility recommendations.

# FOCUS AREA 4

COUNCIL DISTRICTS 2, 3

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 7,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $65,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 36**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 53%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 13%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 4 spans Interstate 5, just south of the San Diego River, with Midway in the west and Old Town, along with a small part of Mission Valley, to the east.

Old Town's mix of parks, tourist attractions, and restaurants brings a steady stream of visitors arriving by transit, tour buses, and cars. The area includes the Old Town Transit Center, located adjacent to Pacific Highway and Interstate 5. This transit hub provides access to the Amtrak Pacific Surfliner, NCTD Coaster commuter rail, and MTS trolley and bus lines. Airport shuttles, as well as UCSD and USD shuttles, also provide service at the transit center.

In contrast, Midway is characterized by large superblocks featuring auto-oriented big-box retail, light industrial, and government facilities, which can make the area challenging for pedestrians. However, the community still has notable pedestrian activity and bus ridership. Figure 6-16 illustrates the severe and fatal collisions by mode type.

Current mobility conditions of Focus Area 4 show the need for pedestrian safety enhancements and transit investments.

### COMMUNITY VOICES

*""The bike network is still weak and fragmented and needs to be much stronger to encourage such a large share of trips by 2035."*

*"We need a safe way to get from uptown/downtown to old town, liberty station, and businesses along nearby to pacific highway."*

*"I am a resident of San Diego and am in support of the Master Mobility Plan."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Transit fare subsidies
- Slow Streets
- Curbside management
- Mobility as a Service

## PLANNED PROJECTS

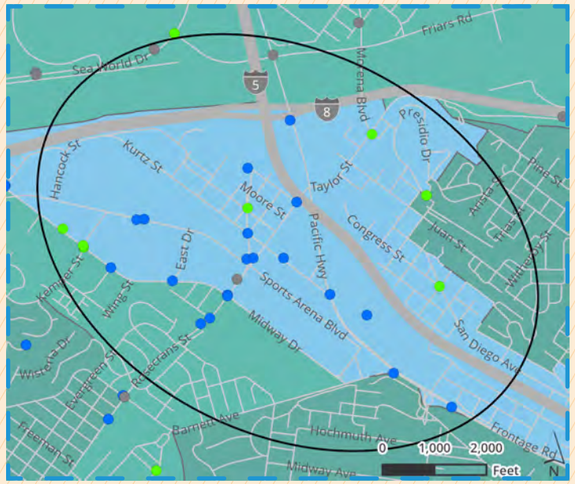
The table and figure to the right highlight top City-led mobility projects for Focus Area 4. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 4 opportunities for future study include but are not limited to:

- Implementation of transit only lanes, transit signal priorities, and other transit priority measures
- Protected bikeways between Midway, Downtown San Diego, Old Town, and Mission Bay
- Complete Streets elements as part of redevelopment

**FIGURE 6-16:** FA4 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

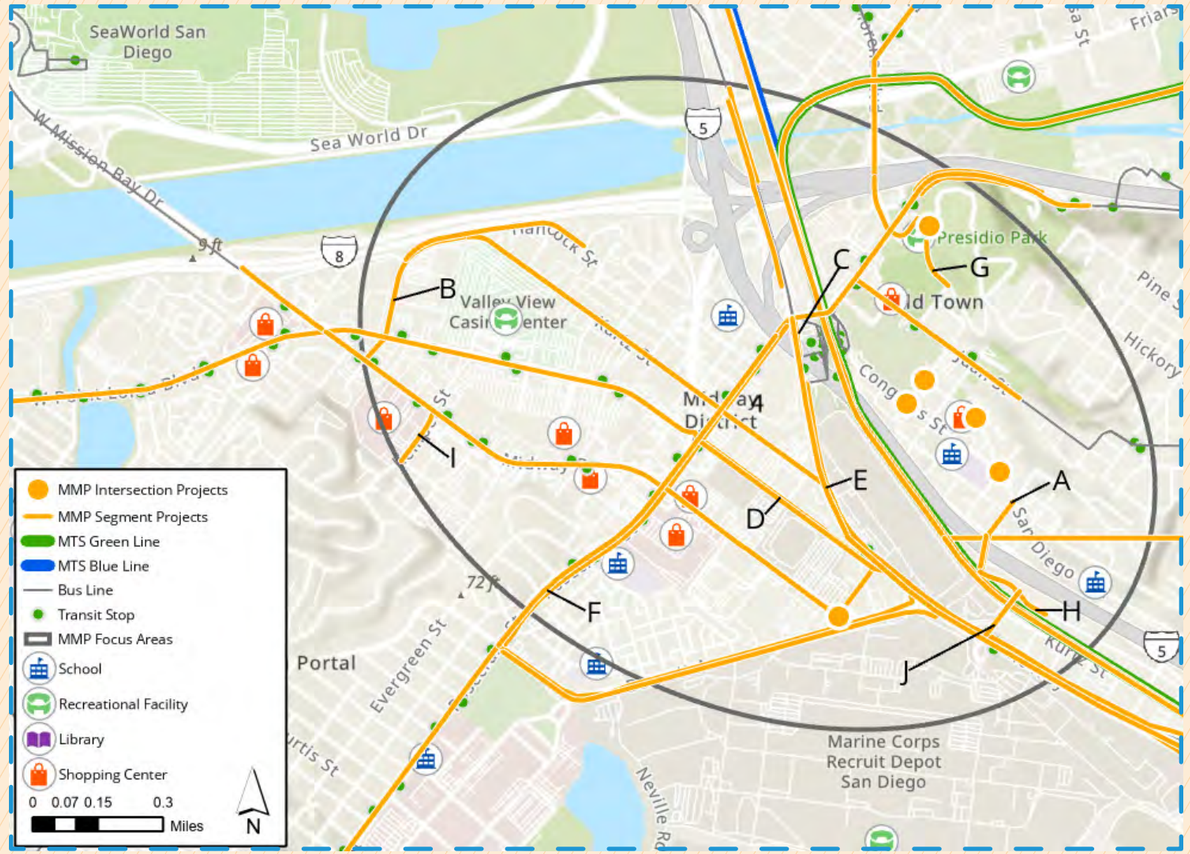



**FIGURE 6-17:** FA4 Planned Projects Map

**TABLE 6-5:** FA4 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Implement bike lanes along Old Town Ave from Hancock St to San Diego Ave. | Cycling |
| B | Provide a bikeway on Hancock St from Sports Arena Blvd to Kurtz St. | Cycling |
| C | Multi-use path on the east side of Pacific Hwy between Midway-Pacific Hwy community boundary and Taylor St. Install pedestrian-scale lighting along the length of the path. | Walking, Cycling |
| D | Multi-use path on the northeast side of Sports Arena Blvd between Rosecrans St and Pacific Hwy. Install pedestrian-scale lighting along the length of the path. | Walking, Cycling |
| E | Implement one-way cycle tracks along Pacific Hwy from Taylor St to Laurel St. | Cycling |
| F | Multi-use path on the south side of Rosecrans between Lytton St and Pacific Hwy. Install pedestrian-scale lighting, stormwater management improvements, and landscaping. | Walking, Cycling |
| G | Implement missing sidewalks on the west side of Jackson St from Presidio Dr to Mason St. | Walking |
| H | Implement missing sidewalk along the west side of Hancock St south of Witherby St. | Walking |
| I | Implement bike lanes on Kemper St from Sports Arena Blvd to Kenyon St. | Cycling |
| J | Multi-use path on the southwest side of Sports Arena Blvd between I-8 and Midway Dr. Install pedestrian-scale lighting, stormwater management improvements, and landscaping. | Cycling |

# FOCUS AREA 5

COUNCIL DISTRICTS 7, 9

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 5,000** CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $22,000** CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 21** CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 50%** CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 13%** CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 5 covers most of San Diego State University's main campus, situated between Interstate 8 and Montezuma Road. With approximately 75% of SDSU students living off-campus, the campus is a major daily commuting destination for students and employees. Additionally, the campus attracts large crowds of visitors for sporting events and concerts. The SDSU Transit Center provides access to the Trolley's Green Line and multiple bus routes, serving students, faculty, staff, visitors, and nearby residents.

Focus Area 5 presents opportunities to increase the mode share for cycling and transit to and from SDSU campus, particularly along College Avenue. This is a major north-south connector for the Focus Area and provides the closest direct access for neighborhoods north of Interstate 8, where many SDSU students reside.

### COMMUNITY VOICES

*"I'm excited to see the Mobility Master Plan and love the intention behind it. Thank you for your work on it and I think it's a great start."*

*"Programs do not do anything to facilitate safe transportation of most vulnerable road users: protected bike lanes, traffic calming, pedestrian crossings - how are those prioritized? There are Slow Streets, which are great, but they are only for one small section of road. Please focus on a safe connected network."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Transit fare subsidies
- Slow Streets
- On-demand specialized transportation
- Community parking district

## PLANNED PROJECTS

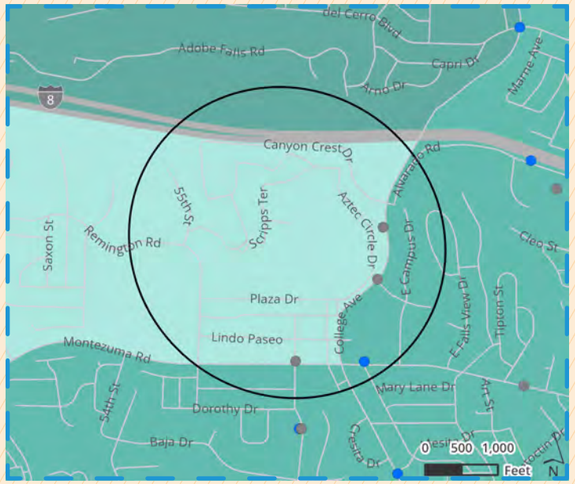
The table and figure to the right detail the top City mobility projects for Focus Area 5. The complete list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 5 opportunities for future study include but are not limited to:

- Safety enhancements based on systemic safety recommendations
- Parking management strategies and microtransit
- High-quality active transportation connections to and from SDSU, including College Blvd

**FIGURE 6-18:** FA5 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle
** For full Legend details see Figure 6-7.

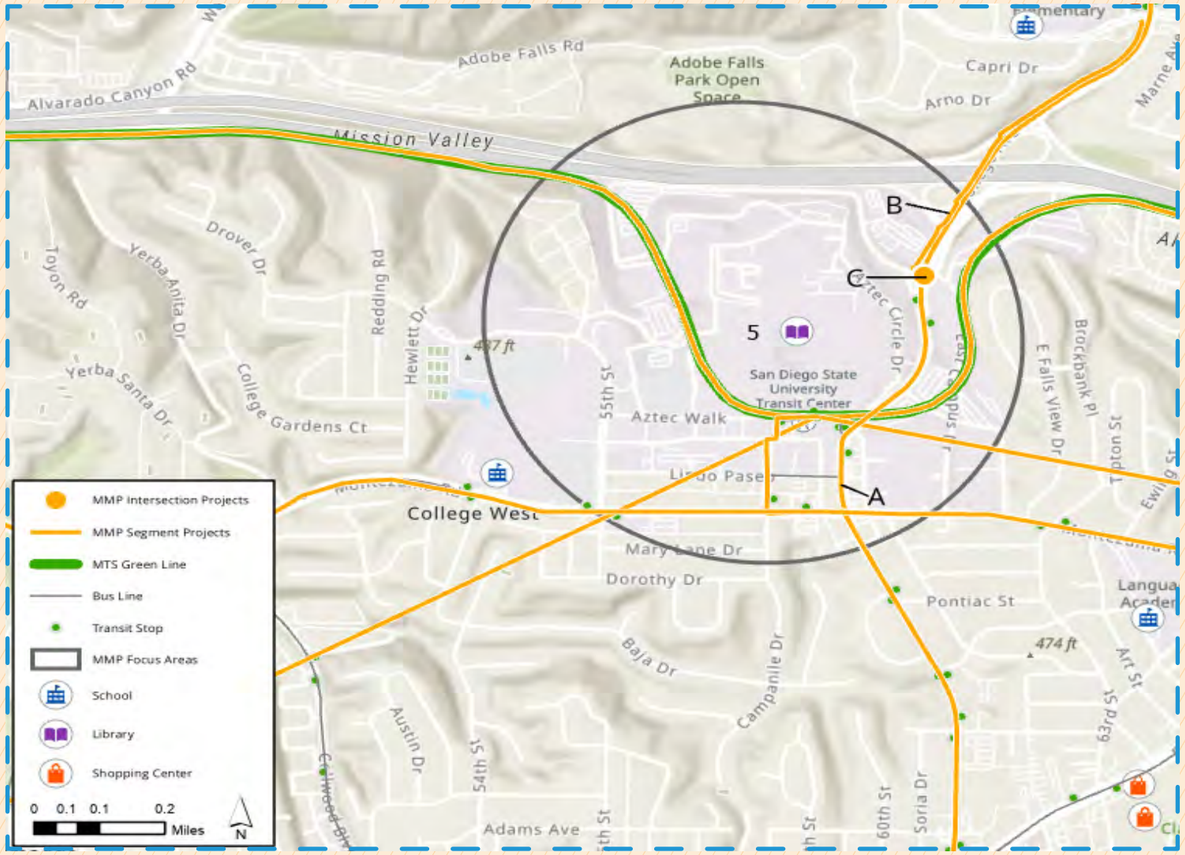



**FIGURE 6-19:** FA5 Planned Projects Map

**TABLE 6-6:** FA5 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Implement a bikeway along College Ave from Navajo Rd to Lemon Grove city limits. | Cycling |
| B | Provide missing sidewalk along the west side of College Ave from Del Cerro Blvd to Canyon Crest Dr | Walking |
| C | Implement improvements for College Ave/Canyon Crest Dr/ Alvarado Rd Intersection, realignment of Alvarado Rd for approximately 1,600 ft east of College Ave, and Class II bicycle lanes on College Ave/ Canyon Crest Dr | Walking, Cycling, Vehicular |

## PLANNING EFFORTS UNDERWAY

The City of San Diego is updating the College Area Community Plan, last updated and adopted in 1989. The update will consider current conditions, Citywide goals within the CAP, the General Plan, and community-specific goals to shape its future. For more information on how to get involved in the planning process visit https://www.sandiego.gov/planning/community-plans/updates/college-area. It is important to note that this update will modify projects and/or add new recommendations.

PLAN COLLEGE AREA

# FOCUS AREA 6

COUNCIL DISTRICT 8

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 39,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $51,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 32**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 75%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 7%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 6 encompasses parts of San Ysidro and Otay-Mesa Nestor, including sections of Interstates 5, 805, and State Route 905. Its proximity to the U.S.-Mexico border leads to significant commuting and pedestrian activity through the area. The San Ysidro Transit Center, located near one of the busiest international border crossings in the world, sees around 20,000 people crossing on foot daily for work, school, or visits, many of whom rely on transit after crossing.

Figure 6-20 illustrates the severe and fatal collisions by mode type. There are numerous opportunities to improve pedestrian and bicycle access in this Focus Area, particularly around access to and from the San Ysidro Transit Center. These include enhancements to San Ysidro Boulevard, the Trolley stations at Beyer Boulevard and San Ysidro, and the development of a San Ysidro mobility hub.

### COMMUNITY VOICES

*"Focus on elderly mobility options."*

*"Transportation for disabled youth (outside of school buses)."*

*"Provide all Spanish pamphlets for home reading."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Community parking district
- On-demand specialized transportation
- Mobility as a service
- Art in the right-of-way

## PLANNED PROJECTS

The table and figure to the right highlights City mobility projects for Focus Area 6. The complete list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 6 opportunities for future study include but are not limited to:

- Complete Streets elements, such dedicated bikeways and shading mechanisms, on San Ysidro Blvd
- Safe Routes to School and mobility education programs
- Microtransit or circulator to connect the community to job and educational opportunities
- Leverage increased transit investments at the border

**FIGURE 6-20:** FA6 Climate Equity Index and Collisions


*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

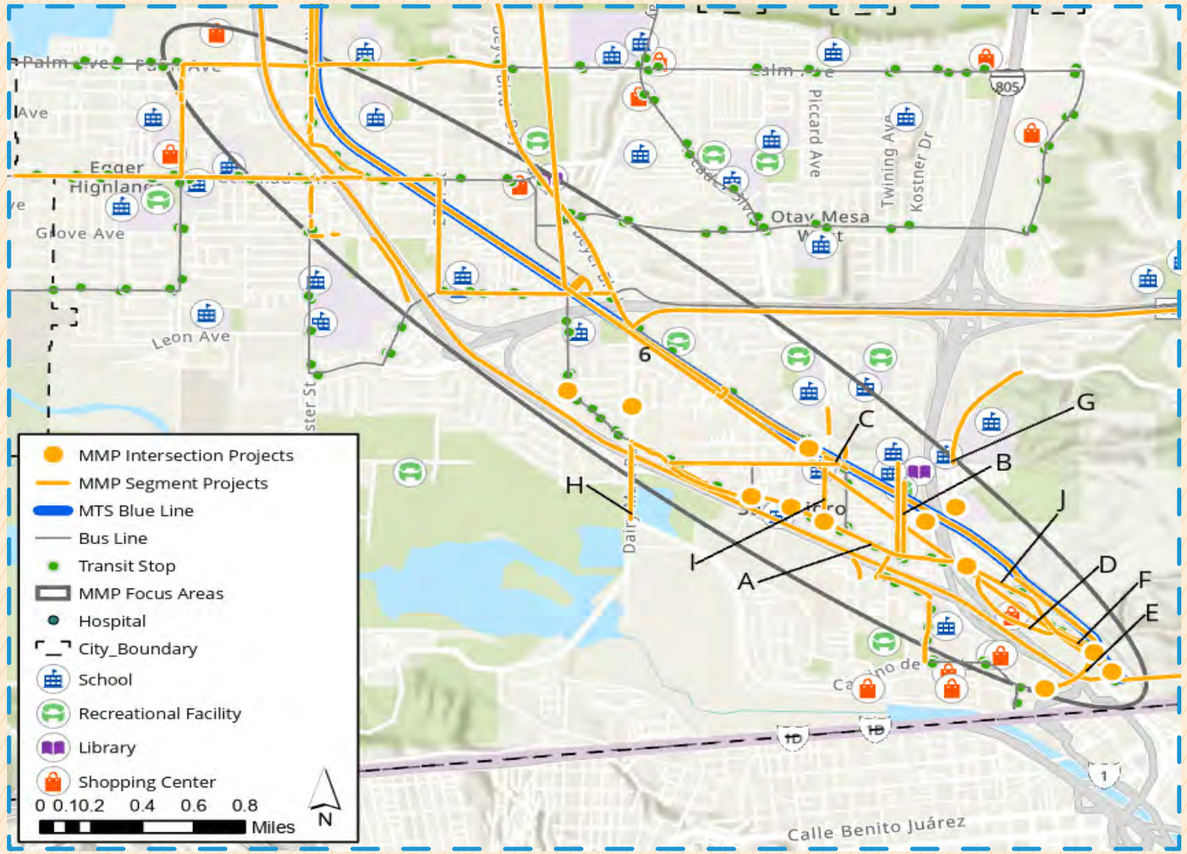



**FIGURE 6-21:** FA6 Planned Projects Map

**TABLE 6-7:** FA6 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Install buffered bike lanes or sharrows along W. and E. San Ysidro Blvd between Dairy Mart Rd and Camino Del La Plaza. | Cycling |
| B | Implement traffic calming measures, crossing improvements, and multi-use paths along W. Park Ave and E. Park Ave. | Walking, Cycling |
| C | Install one-way cycle tracks on South Vista Ave from Smythe Crossing and Cottonwood Rd. | Cycling |
| D | Install a SB-only buffered bike lane along Border Village Rd between both ends of East San Ysidro Blvd. | Cycling |
| E | Widen the freeway overpass on Camino De La Plaza for wider sidewalks, a bikeway, and an additional Southbound (SB) lane. Also include a pedestrian scramble at the Camino De La Plaza/East Beyer Blvd/ East San Ysidro Blvd intersection. | Walking, Cycling, Vehicular |
| F | Implement wider sidewalks, raised medians, and buffered bike lanes along East San Ysidro Blvd between Border Village Rd and Rail Ct. | Walking, Cycling |
| G | Implement bicycle lanes along Otay Mesa Rd from Beyer Blvd to Remington Hills Dr. | Cycling |
| H | Widen the freeway overpass and the Dairy Mart Rd segment between W. San Ysidro Blvd and Servando Rd to a 4-lane Collector, implement bike lanes between W. San Ysidro Blvd and Camino De La Plaza, and sidewalk improvements. | Walking, Cycling, Vehicular |
| I | Implement a bikeway along Smythe Ave between South Vista Ave and W. San Ysidro Blvd. | Cycling |
| J | Install a NB-only buffered bike lane on E. San Ysidro Blvd from both ends of Border Village Rd | Cycling |

# FOCUS AREA 7

COUNCIL DISTRICTS 1, 2

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 23,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $85,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 32**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 69%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 3%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 7 is mostly within Pacific Beach centered along the parallel east-west streets of Grand Avenue and Garnet Avenue along with a small portion of Clairemont just east of Interstate 5. Garnet Avenue is Pacific Beach's main commercial corridor with a mix of pedestrian-oriented businesses and businesses with surface parking lots. Grand Avenue is the main automobile thoroughfare from Interstate 5 to the beach with a mix of residential and commercial development. Both corridors have significant bus ridership and pedestrian activity. These two corridors and the area around Interstate 5 present challenges and opportunities for programs and infrastructure improvements that could provide residents and visitors with more mobility options in, out of, and around the neighborhood.

### COMMUNITY VOICES

*"Beach Bug is awesome!! More of that! E-bikes are great but only if you have security at your destination. Might pair well with the new smart streetlights just approved. Bike lockers for fee would also be great at popular spots, like the beach."*

*"Please continue to build more viable and safe bike lanes; the bright green paint really helps motorists see the bike lane and watch for cyclists."*

*"Neighborhood shuttle is good, but a fixed route would help."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Transit fare subsidies
- Art in the right-of-way
- Slow Streets
- Curbside management

## PLANNED PROJECTS

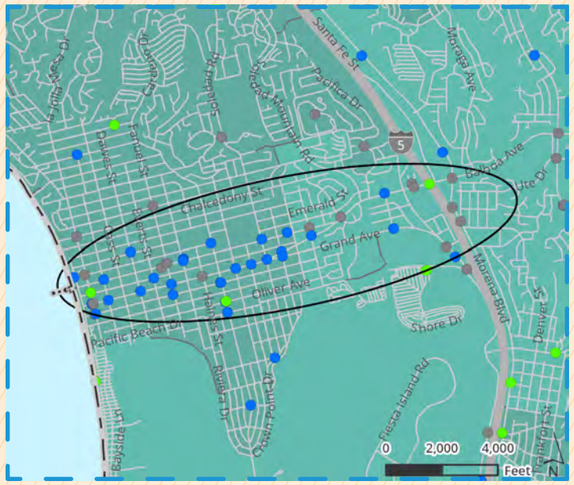
The table and figure to the right detail the top City mobility projects for Focus Area 7. The complete list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 7 opportunities for future study include but are not limited to:

- Slow Streets evaluations that orient streets towards pedestrians and bicyclists, including at Ocean Blvd between Thomas Ave and Grand Ave
- Complete Street improvements along key corridors including Grand Ave, Garnet Ave, and Mission Blvd
- Active transportation connection between Balboa Trolley Station and the Pacific Beach community

**FIGURE 6-22:** FA7 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

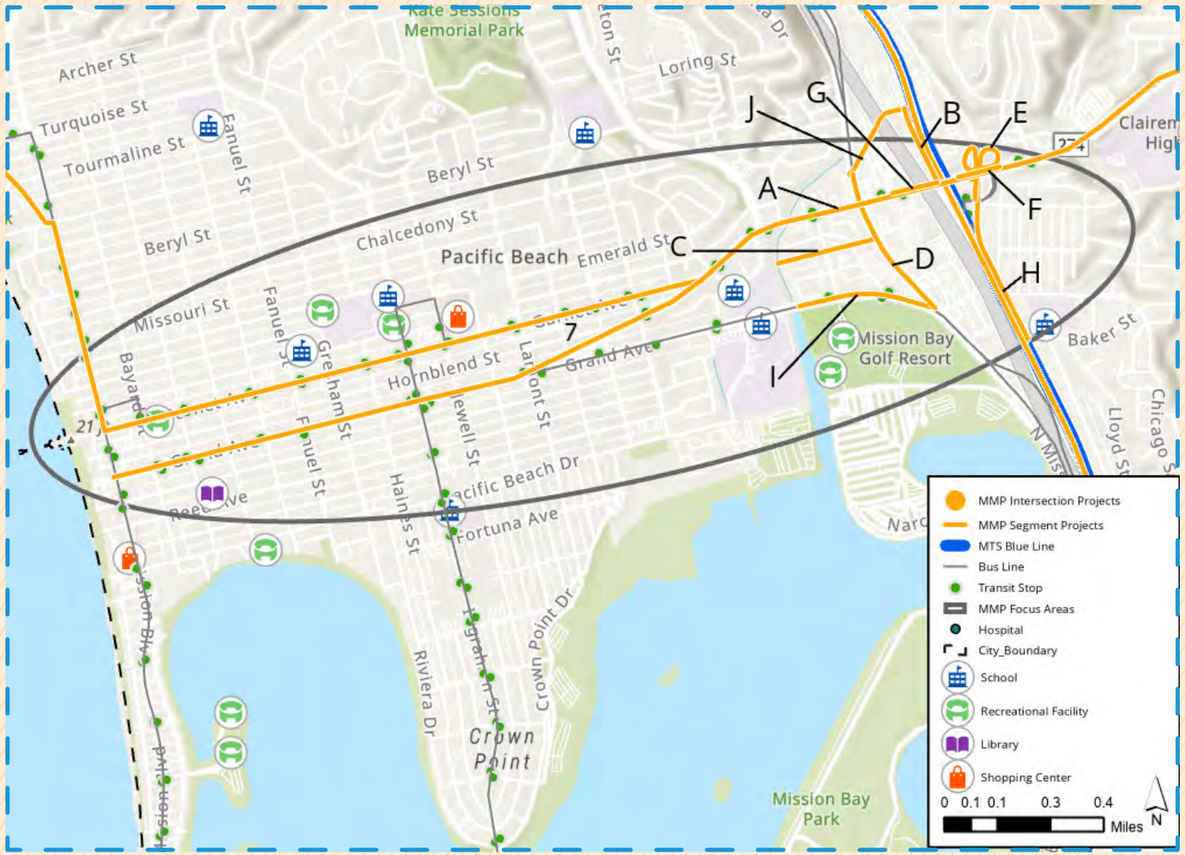



**FIGURE 6-23:** FA7 Planned Projects Map

**TABLE 6-8:** FA7 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Implement multi-use paths on both sides of Garnet/Balboa Ave between Bond St and Moraga Ave with trees and planted parkways. Also, implement on-street bikeways. | Walking, Cycling |
| B | Provide shared-use path on the east side along Santa Fe St from Garnet Ave to Damon Ave. | Walking, Cycling |
| C | Implement signage and traffic calming measures along Magnolia Ave west of Mission Bay Dr. | Vehicular |
| D | Install multi-use paths with pedestrian-scale lighting along Mission Bay Dr between Damon Ave and Grand Ave. Add on-street bike lanes between Garnet Ave and Grand Ave. | Walking, Cycling |
| E | Provide missing sidewalk within and around the Morena Blvd/Balboa Ave interchange ramps. | Walking |
| F | Reconfigure the Morena Blvd/Balboa Ave interchange, including removal of a loop ramp. | Vehicular |
| G | Enhance and widen the I-5 under-crossing at Garnet/Balboa Avenue with a multi-use path with pedestrian-scale lighting. | Walking, Cycling |
| H | Implement a two-way cycle track on the west side of Morena Blvd between Balboa Ave and Baker St and wider sidewalks. Remove free-right turn movements at select intersections. | Walking, Cycling |
| I | Enhance pedestrian crossings at signalized intersections along Grand Ave between Rose Creek Trail and Mission Bay Dr and include new pedestrian crossings and streetscape. | Walking, Cycling |
| J | Implement a two-way cycle track on the north side of Damon St between Santa Fe St and Mission Bay Dr, lighting along the I-5 underpass, and pedestirna refuge areas | Walking, Cycling |

# FOCUS AREA 8

COUNCIL DISTRICTS 1, 6

| | | |
|---|---|---|
| **POPULATION** | **FOCUS AREA: 31,000** | CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $71,000** | CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 24** | CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 55%** | CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 10%** | CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 8 covers most of the northern section of the University Community Planning Area north of Rose Canyon on both sides of Interstate 5. This area is a regional business and higher education hub composed of the UCSD Campus, the northern section of La Jolla Village, townhomes, mid-rise and high-rise housing, R&D, office, and other commercial development including the UTC Mall.

The area developed over time to accommodate high traffic volumes. This includes busy freeway interchanges and wide arterial roads. The area also has mobility hubs, trolley, bus, and bicycle infrastructure for commuters, residents, and students. The high level of activity in Focus Area 8 presents opportunities to improve connections for all modes of travel, reduce existing pedestrian and bicycle barriers, and facilitate higher transit use.

### COMMUNITY VOICES

*"We need to give people the safety and accompanying infrastructure for them to be able to get around the city in ways other than a car."*

*" As a bike commuter and someone that rides all over the city I have identified what should be a top priority for safety. University City is a high biking area of SD and while there are currently 3 major roads going north/ south with good bike lanes (Genesee, Regents, and Gilman) there are no east/ west routes that are complete."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

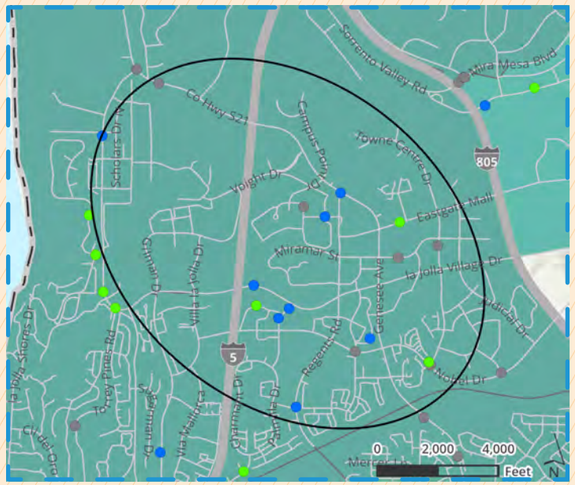
- Neighborhood shuttle
- Transit fare subsidies
- Art in the right-of-way
- Community parking district
- Curbside management

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 8 opportunities for future study include but are not limited to:

- Implementation of transit priority measures, including flex lanes and transit signal priority along key corridors
- Active transportation enhancements throughout the community, such as a promenade on Executive Drive and the conversion of underutilized transportation right-of-way for greenways
- Safe Routes to School and mobility educational programs

**FIGURE 6-24:** FA8 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

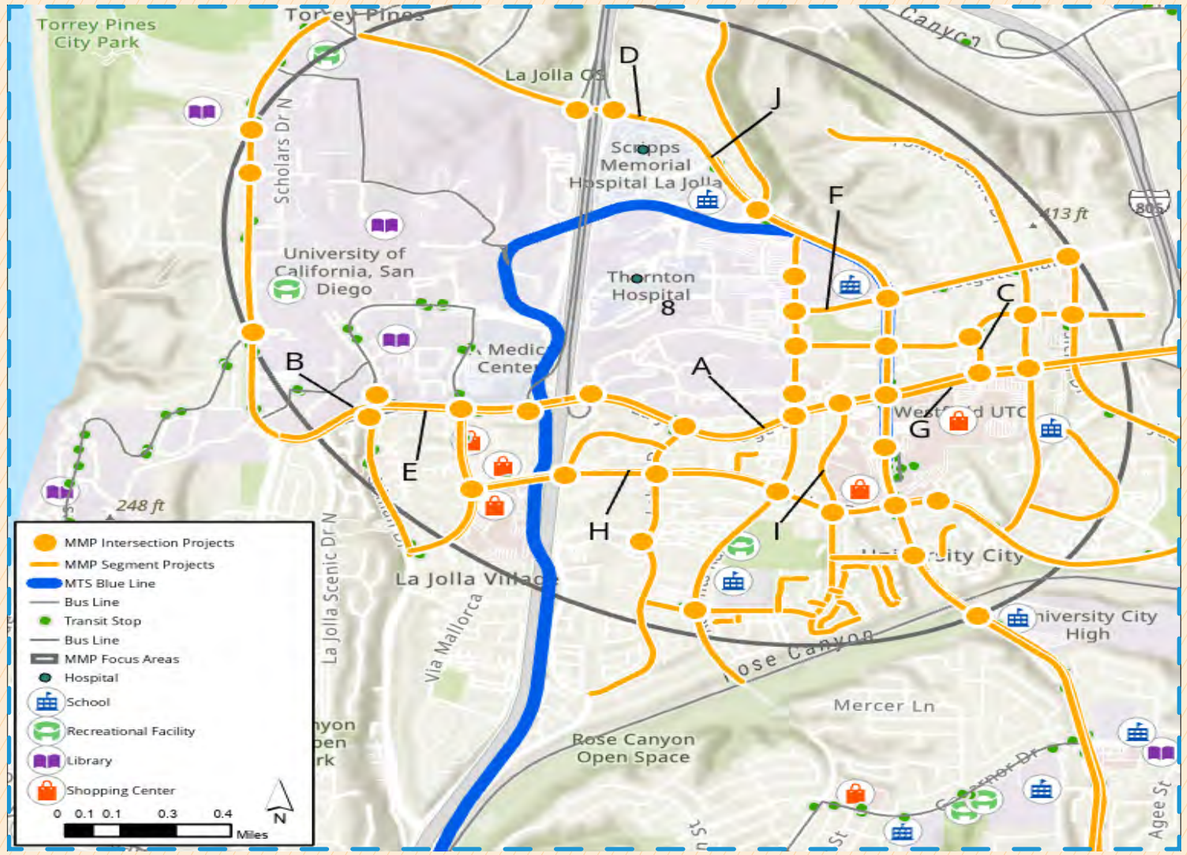



**FIGURE 6-25:** FA8 Planned Projects Map

**TABLE 6-9:** FA8 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Convert La Jolla Village Dr 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, LPIs, curb extensions, and protected intersections. | Walking, Transit, Vehicular |
| B | Install a flex lane along La Jolla Village Dr from N Torrey Pines Rd and I-5 by repurposing a general purpose lane in each direction. | Transit |
| C | Install a two-way cycle track on the west side of Executive Wy from Executive Dr and La Jolla Village Dr. | Cycling |
| D | Implement a multi-use path along the north side of Genesee Ave from I-5 NB Ramp to Scripps Hospital Driveway. | Walking, Cycling |
| E | Implement one-way cycle tracks along La Jolla Village Dr from N Torrey Pines Rd and I-805. | Cycling |
| F | Implement one-way cycle tracks along Eastgate Mall from Regents Rd and Judical Dr. | Cycling |
| G | Implement wide, non-contiguous sidewalks along both sides of La Jolla Village Dr between Genesee Avenue and Town Centre Drive, where missing. | Walking |
| H | Implement wide, non-contiguous sidewallks along Nobel Dr between Genesee Ave and Villa La Jolla Dr, where missing. | Walking |
| I | Implement bike lanes along Costa Verde Blvd from La Jolla Village Dr and Nobel Dr. | Cycling |
| J | 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, LPI, curb extensions, and protected intersections. | Walking, Transit, Vehicular |

# FOCUS AREA 9

COUNCIL DISTRICT 6

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 4,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $83,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 37**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 70%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 6%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 9 covers a portion of the eastern end of Mira Mesa, adjacent to Interstate 15. In addition to I-15, the area's main roads are Mira Mesa Boulevard and Black Mountain Road. Heavy automobile traffic is common along Mira Mesa Boulevard due to large shopping centers. The area features a mix of housing types, including single-family homes, mobile/manufactured homes, and mid-rise apartments. This higher residential density creates opportunities to improve walking and biking access and connectivity, especially for short trips to visit neighbors, go to school, to shop, or to get to a transit station.

San Diego Miramar College is in the southern part of Focus Area 9. The college has an approximate total enrollment of 14,000 students. While the campus is currently served by bus routes, it could benefit from improved access to transit, a more robust mobility hub, and additional pedestrian infrastructure.

### COMMUNITY VOICES

*"The city needs more active transportation like bus lanes, dedicated protected cycle lanes, and trams. We need fewer cars on our roads."*

*"I'd like bike lanes to have reflectors placed on the outer lines. Cars drive over them so frequently that they wear out fast, and drivers don't see them anymore."*

*"I do have my doubts as to where you will improve public transportation because there are some areas without complete access to public transportation and I do hope that changes."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Urban connectivity
- Micromobility charging and services
- Curbside management
- Slow Streets
- Community parking district

## PLANNED PROJECTS

The table and figure to the right detail the top 10 City mobility projects for Focus Area 9. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 9 opportunities for future study include but are not limited to:

- Charging infrastructure for vehicles and micromobility devices
- Safety and active transportation enhancements throughout the Mira Mesa Blvd corridor
- Transit priority treatment on key corridors, including Mira Mesa Blvd and Westview Pkwy

**FIGURE 6-26:** FA9 Climate Equity Index and Collisions


*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

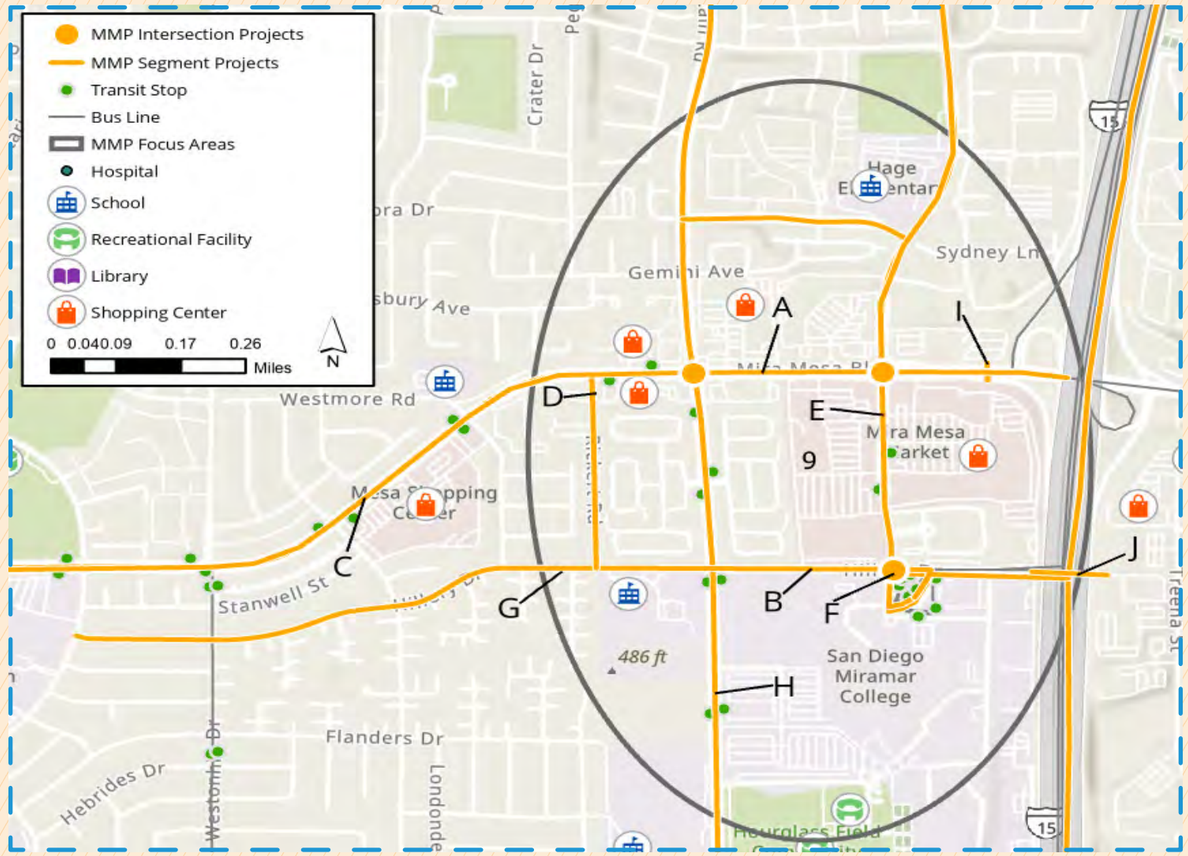



**FIGURE 6-27:** FA9 Planned Projects Map

**TABLE 6-10:** FA9 Planned Projects

| City Projects | Description | Mode |
|---|---|---|
| A | Install a flex lane (one in each direction) along Mira Mesa Blvd from the I-805 to I-15 freeway interchanges. Flex lanes could be used for transit or high-occupancy vehicles. | Transit, Vehicular |
| B | Implement urban pathway (off-street) along Hillery Dr from Rickert Rd to Westview Pkwy. | Walking |
| C | Implement along Mira Mesa Blvd between New Salem St and I-15, a shared use path on one side, and a one-way cycle track on the other side. | Walking, Cycling |
| D | Implement a bicycle trail/multi-use path along Rickert Rd from Hillery Dr to Mira Mesa Blvd. | Cycling |
| E | Implement one-way cycle tracks along Westview Pkwy between Black Mountain Rd and Galvin Ave and two-way cycle tracks on Westview Pkwy between Galvin Ave and Hillery Dr. | Cycling |
| F | Develop a mobility hub at the Miramar College Transit Station. | Transit |
| G | Install a bikeway along Hillery Dr from Reagan Rd to Black Mountain Rd. | Cycling |
| H | Install one-way cycle tracks along Black Mountain Rd between Miramar Rd and Mercy Rd, with the exception of a NB bicycle lane at Kearny Villa Rd and Hillery Dr. | Cycling |
| I | Construct a pedestrian/bicycle bridge over Mira Mesa Blvd and located east of the intersection Mira Mesa Blvd and Westview Pkwy. | Walking, Cycling |
| J | Construct a pedestrian/bicycle bridge near Hillery Dr that goes across the I-15 Fwy and connects the Mira Mesa and Scripps Miramar Ranch communities. | Walking, Cycling |

# FOCUS AREA 10

COUNCIL DISTRICT 7

| | | |
|---|---|---|
| **POPULATION** | **FOCUS AREA: 6,000** | CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: 57,000** | CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 31** | CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 68%** | CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 8%** | CITY OF SAN DIEGO: 6% |

## OVERVIEW

The Linda Vista Road corridor connects the Linda Vista community with the Morena District to the southwest and Kearny Mesa to the northeast. Focus Area 10 is within the neighborhood of Linda Vista, and includes a segment of the Linda Vista Road corridor from Genesee Avenue to Tait Street. Linda Vista Road serves as the Focus Area's main street, featuring grocery stores, restaurants, businesses, and several churches. The Linda Vista Branch Library and a number of schools are also situated just off of this road. Figure 6-28 illustrates the severe and fatal collisions by mode type.

This area is served by bus lines with stops on Linda Vista Road. The lines run from Kearny Mesa to the transit and job centers of the Old Town Transit Center and Downtown.

Overall, there are opportunities to continue recognizing the importance of Linda Vista Road to the community and need for safe, reliable travel along this corridor by focusing on pedestrian, bicycle, and transit improvements.

### COMMUNITY VOICES

*"There are a large number of people without vehicles in this Linda Vista community; neighborhood shuttles will be a great idea and benefits especially elderly people."*

*"Additional protection for bicyclists."*

*"Add lead pedestrian intervals at all intersections."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- Neighborhood shuttle
- Transit fare subsidies
- Mobility as a service
- On-demand specialized transportation
- Slow Streets

## PLANNED PROJECTS

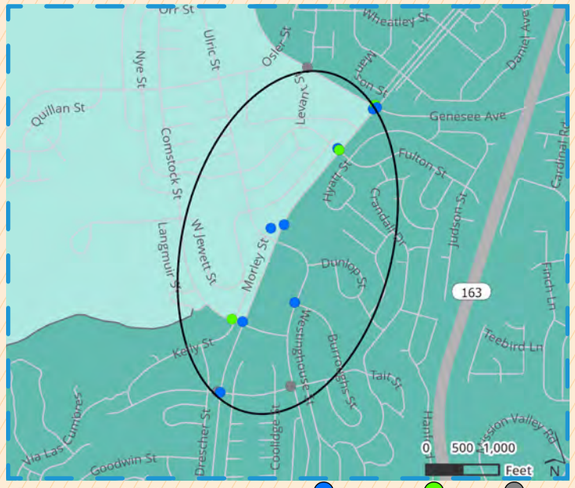
The table and figure to the right highlights projects identified in the adopted 2021 Regional Plan for the area. The table also includes recommendations from the 2017 Linda Vista Comprehensive Active Transportation Strategy that have not yet been implemented. These recommendations could also be integrated into future planning efforts for Linda Vista. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 10 opportunities for future study include but are not limited to:

- Safety enhancements and traffic calming measures
- Removal of barriers to active transportation access

**FIGURE 6-28:** FA10 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle
** For full Legend details see Figure 6-7.


**FIGURE 6-29:** FA10 Planned Projects Map

**TABLE 6-11:** FA10 Planned Projects and Concepts

| Projects | Description | Mode |
|---|---|---|
| **A** | Transit Leap Rapid 120 - Kearny Mesa to Downtown via Mission Valley | Transit |
| **B** | Transit Leap Rapid 28 - Point Loma to Kearny Mesa via Central Mobility Hub and Linda Vista | Transit |
| **C** | Transit Leap Rapid 41 - Fashion Valley to UTC/ UC San Diego via Linda Vista and Clairemont | Transit |
| **Not Mapped** | Buffers for pre-existing bike lanes along Linda Vista Rd and Genesee, where missing (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Cycling |
| **Not Mapped** | Bulb-outs with new pedestrian ramps at all four corners on Ulric St and Fulton St (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Walking |
| **Not Mapped** | Protected intersection at Linda Vista Rd and Genesee Ave (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Walking |
| **Not Mapped** | Corridor improvements, such as mid-block crossing, wider sidewalks, traffic calming measures, and bike lanes, along Comstock St between Linda Vista Rd and Ulric St (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Cycling, Walking |
| **Not Mapped** | Wider sidewalks along Linda Vista Rd between Comstock St and Ulric St (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Walking |
| **Not Mapped** | Mid-block crossing on Ulric St between Dunlop St and Linda Vista Rd (Concept per the Linda Vista Comprehensive Active Transportation Strategy) | Walking |

# FOCUS AREA 11

COUNCIL DISTRICT 5

| | |
|---|---|
| **POPULATION** | **FOCUS AREA: 25,000**<br>CITY OF SAN DIEGO: 1,386,300 |
| **MEDIAN HOUSEHOLD INCOME** | **FOCUS AREA: $105,000**<br>CITY OF SAN DIEGO: $88,000 |
| **MEDIAN AGE** | **FOCUS AREA: 37**<br>CITY OF SAN DIEGO: 36 |
| **PERCENTAGE OF WORKERS DRIVING ALONE** | **FOCUS AREA: 70%**<br>CITY OF SAN DIEGO: 69% |
| **PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE** | **FOCUS AREA: 5%**<br>CITY OF SAN DIEGO: 6% |

## OVERVIEW

Focus Area 11 covers the area adjacent to Interstate 15 along a 5-mile stretch from State Route 56 to Duenda Road, just north of Rancho Bernardo Road. This area features a mix of residential neighborhoods, offices, business parks, shopping centers, and hotels. Schools within the focus area include Los Peñasquitos Elementary School, Turtleback Elementary School, and the Rancho Bernardo Education Center of Palomar College. Bus routes serve the area, providing connections to Downtown. The Ranch Bernardo and Sabre Springs Transit Stations cater primarily to park-and-ride users.

This focus area is suburban in nature and auto dominated, with only 5% of households with no vehicles. Upgrading transit services and providing other viable mobility options could encourage more residents and workers to rely less on driving. Additionally, explore opportunities to repurpose underutilized public right-of-way into active transportation facilities.

### COMMUNITY VOICES

*"Recently looking into e-bike for work commute, but have concerns about safety."*

*"Local transit to connect residents to major bus routes at the Rancho Bernardo Transit Center."*

*"Better crossing treatments, especially along roadways with higher speeds."*

## MOBILITY PROGRAMS OF INTEREST

The community expressed interest in the following mobility programs:

- On-demand specialized transportation
- Neighborhood shuttle
- Transit fare subsidies
- E-bike rebate
- Urban connectivity

## PLANNED PROJECTS

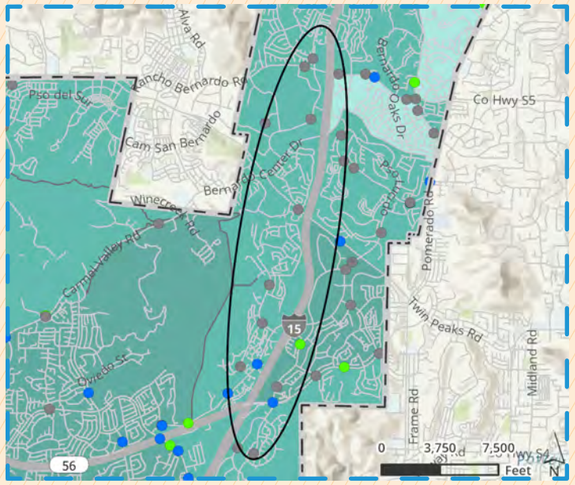
The table and figure to the right detail the top 10 City mobility projects for Focus Area 11. The full list of mobility projects for all Focus Areas can be found in Appendix B.

## OPPORTUNITIES FOR FUTURE STUDY

Focus Area 11 opportunities for future study include but are not limited to:

- Microtransit or circulator services
- Charging infrastructure for vehicles and micromobility devices
- Expansion of mobility options for all ages and abilities

**FIGURE 6-30:** FA11 Climate Equity Index and Collisions




*Severe or Fatal Collision by Mode Type: Pedestrian Bicycle Vehicle

** For full Legend details see Figure 6-7.

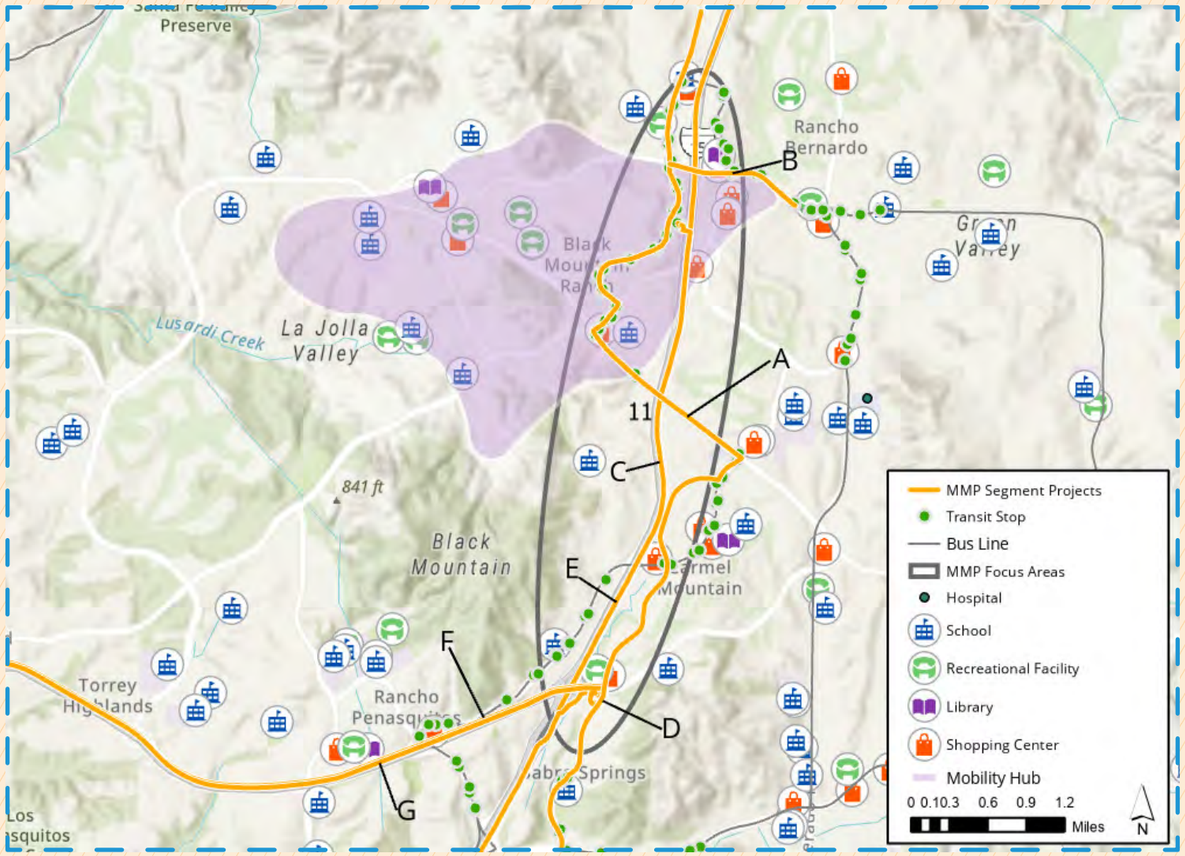



**FIGURE 6-31:** FA11 Planned Projects Map

**TABLE 6-12:** FA11 Planned Projects

| Projects | Description | Mode |
|---|---|---|
| **A** | I-15 Bikeway (off-street) from Poway Rd Interchange to Carmel Mountain Rd | Cycling |
| **B** | Bike lanes along Rancho Bernardo Rd from W Bernardo Dr to Acena Dr | Cycling |
| **C** | Transit Leap Rapid 235 - Escondido to Downtown San Diego via I-15 (DAR stations) | Transit |
| **D** | Transit Leap Rapid 238 - UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon | Transit |
| **E** | Transit Leap Rapid 237 - UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa | Transit |
| **F** | Transit Leap Rapid 103 - Solana Beach to Sabre Springs via Del Mar Heights and SR-56 | Transit |
| **G** | Transit Leap Rapid 104 - Sorrento Valley to Sabre Springs via SR 56 | Transit |
| **H** | West Bernardo Mobility Hub would offer access to multiple transportation options, such as Rapid bus, microtransit, and shared mobility | Walking, Cycling, Transit, Vehicular |

# 07
# PROJECTS


SuperLoop
MTS
30
101
SuperLoop
201
Download OneBusAway App
For Next Arrival Times!
13024
sdmts.com/OBA
30 UTC/VA MED CTR
$ 2.50
819
MTS

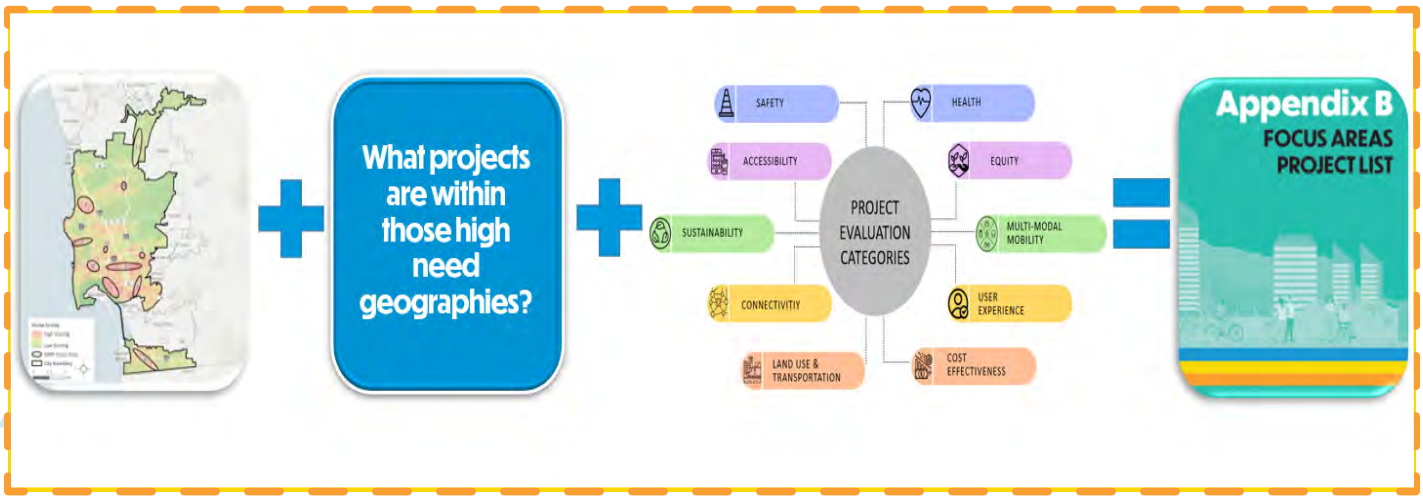
# 7.1 DEVELOPMENT OF THE PROJECT LIST

The City of San Diego owns and manages a diverse range of mobility assets, including curb ramps, sidewalks, bikeways, streets, traffic control (i.e., signals and roundabouts), and lighting. These assets form the foundation for various mobility projects that aim to enhance accessibility, expand transportation options, and promote sustainable development. Key initiatives include creating pedestrian-friendly public spaces, developing comprehensive cycling infrastructure, expanding access to public transit, and transforming roadways into multimodal corridors. Projects focused on enhancing or creating mobility assets are essential to maintaining and improving the City's transportation network.

Over the past several decades, the City has developed numerous transportation studies and plans, identifying a broad spectrum of capital mobility projects. These efforts have focused on building new infrastructure and upgrading existing assets to meet current needs and support future growth. The Mobility Master Plan plays a key role in helping implement these projects, serving as a central resource for tracking and advancing mobility initiatives across various planning efforts. It establishes a robust prioritization framework, allowing the City to evaluate mobility projects based on their potential benefits and alignment with broader City goals, particularly in terms of sustainability, equity, and safety.

At its core, the Plan is a tool to help bring projects and programs to fruition, as demonstrated by the development of the Mobility Master Plan project list. In creating this list, efforts were made to consolidate and prioritize projects from various existing plans, with a focus on those located in the Focus Areas discussed in Chapter 6. The resulting list provided in Appendix B highlights the highest-priority improvements in areas with the greatest mobility needs. The process of developing this project list is detailed in the following subsections and illustrated in the infographic in Figure 7-1.

**FIGURE 7-1:** Development of the Mobility Master Plan's Focus Area Project List




### 7.1.1 IDENTIFYING PROJECT SOURCES

The Mobility Master Plan's project portfolio is primarily sourced from long-term initiatives, such as citywide and community-specific plans, which require extensive planning, funding, and programming. As a result, project implementation often spans several years or even decades. These long-range initiatives consider land use changes, growth, technological advancements, and evolving needs, making them vital for shaping the City's future mobility landscape. This iteration of the Mobility Master Plan project list draws from the sources described below.

#### REGIONAL PLAN

The Regional Plan, developed and updated by SANDAG, outlines the long-term vision for transportation infrastructure in the San Diego region, as discussed in Section 3.4. The Plan focuses on enhancing transportation options, particularly transit, while supporting a healthy environment and promoting economic growth. Projects from the 2021 Regional Plan, the current adopted version, incorporated into the Mobility Master Plan project list include new investments and expansions in Rapid Bus (i.e., Transit Leap), trolley light rail, and commuter rail services, as well as the establishment of mobility hubs in locations that overlap with the Focus Areas.

#### COMMUNITY PLANS

Community plans are integral to the City's General Plan, guiding development and public improvements at the community level over the next 30 years, as described in Section 3.2.2. The City's long-range mobility planning is largely embedded within the Community Plan Update process, which identifies projects that will shape the future mobility network needed to support each community. Projects from these plans that promote non-auto modes of transportation, expand mobility options, and are located within or crossing through the Focus Areas are included in the project list. These projects include enhanced pedestrian crossing treatments, ADA-compliant curb ramps, upgraded bikeways, transit priority measures, traffic calming measures, and new traffic control systems.

#### SPECIFIC PLANS

A Specific Plan focuses on a smaller geographic area, such as a roadway corridor, examining its characteristics, context, and projected needs. It recommends targeted improvements to address existing mobility challenges, meet future demands, and promote alternative transportation modes. The Balboa Avenue Station Area Specific Plan, the only currently adopted specific plan within a Mobility Master Plan Focus Area, guides transit-oriented development and multimodal improvements around the Balboa Avenue Trolley Station. Projects from this plan that have been folded into the Mobility Master Plan project list, include public spaces, enhanced pedestrian treatments, separated bicycle facilities, and roadway improvements to enhance safety for active transportation users.

#### BICYCLE MASTER PLAN

The Bicycle Master Plan (BMP) aims to create a connected network of protected bike lanes and neighborhood bikeways, making cycling a practical and convenient option for a wide range of San Diegans, regardless of their riding purpose or skill level. It identifies recommendations to address current and future bicycle demand, as well as barriers to cyclist mobility. Projects from the BMP incorporated into the Mobility Master Plan project list include new bikeways, upgrades to higher-class bicycle facilities, and complementary improvements to intersections and roadway segments. It's important to note that modal plans like the BMP are updated every five to ten years to ensure alignment with evolving city goals and community needs. The latest BMP update, initiated in 2024, will refresh the 2013 plan and update the bicycle facility recommendations citywide, which will then feedback into the next iteration of the Mobility Master Plan.

### BUILD BETTER SAN DIEGO

The Build Better San Diego initiative updates the City's Development Impact Fee (DIF) structure to streamline public investments and further equitable policies, with an emphasis on prioritizing infrastructure investments in neighborhoods with the greatest needs. As part of this effort, the projects from adopted modal and community-specific plans, which support future development, are used to determine the Mobility DIF. This ensures developers contribute their fair share toward transportation infrastructure that enhances mobility to and from their developments. The latest Build Better San Diego project list was reviewed for its inventory of missing sidewalks along roadways that provide key community connections or have regional significance. Missing sidewalks within the Focus Areas were then converted into sidewalk projects for inclusion in the Mobility Master Plan project list.

## 7.1.2 DETERMINING PROJECT EVALUATION CRITERIA

The Mobility Master Plan applies a rigorous set of evaluation criteria to score and rank projects within the Focus Areas. These criteria serve as a valuable tool for prioritizing projects amid limited funding and the City's capacity to program and construct them. The Plan establishes a robust methodology for prioritizing mobility projects in San Diego, potentially guiding their implementation in the near- or long-term as opportunities arise. Developed from the goals and objectives in Chapter 5 and informed by community input on mobility needs and expectations, the prioritization criteria address factors such as safety, health and access, sustainability, equity, connectivity and user experience, the relationship between land use and transportation, and cost-effectiveness. Appendix A provides the full set of criteria, along with explanations of each factor's scoring metrics and rationale. These criteria may be refined over time to adapt to evolving conditions.

## 7.1.3 EVALUATING AND EXPANDING PROJECTS

The mobility projects were assessed using the evaluation criteria which resulted in the prioritized list of projects located within the Mobility Master Plan Focus Areas (Appendix B). Moving forward, new projects can be added to this list and organized into a project database, where they will be evaluated using the prioritization process detailed in Appendix A and mapped onto a mobility data viewer. Future Mobility Master Plans may expand the project list to include all planned mobility projects across the City using updated criteria to assess connections to Focus Areas, rather than limiting the selection to projects within the Focus Areas, as was done in this initial plan.

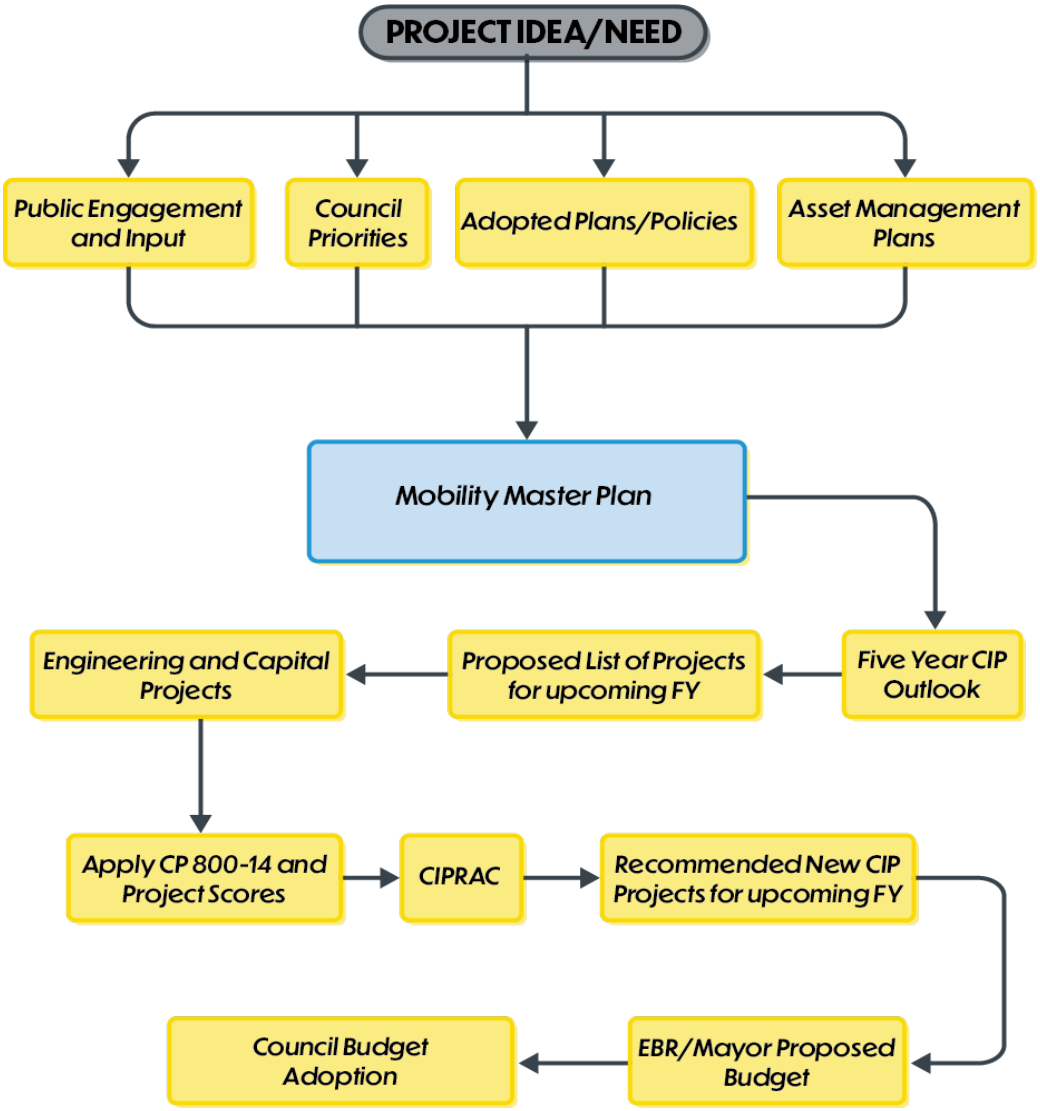
*Construction of the 5th Street Bikeway in Downtown San Diego*

# 7.2 OVERVIEW OF THE PROJECT PROCESS

In addition to creating a specific project list, the Mobility Master Plan outlines the steps involved in the lifecycle of projects, from initiation to implementation. As illustrated in Figure 7-2, the Plan will be integrated into the project process, helping to initially prioritize planned projects that bring the City closer to achieving its mobility vision, as set forth in the General Plan Mobility Element, and meeting other targets and goals. By prioritizing mobility projects, the Plan identifies projects that can be incorporated into larger investments in the public right-of-way or can be developed, funded, and implemented as stand-alone improvements in the near- and mid-term activities in the Capital Improvement Program.

This chapter further details the implementation strategies that will guide projects from concept to completion, both now and as the Mobility Master Plan becomes fully integrated into the City's project planning and development framework. By doing so, the Plan provides pathways for advancing mobility initiatives that address the City's evolving needs.

**FIGURE 7-2:** Mobility Project Process with Mobility Master Plan Integration




CIP = Capital Improvements Program FY = Fiscal Year CIPRAC = Capital Improvements Program Review and Advisory Committee

CP 800-14 = Council Policy 800-14 Prioritizing Capital Improvement Program Projects EBR = Executive Budget Review


Morley Field Dr.
1700 Blk
Zoo Drive
3200 Blk
BUSES ONLY
BE PREPARED TO STOP

# KEY PLAYERS IN MOBILITY

## The City of SAN DIEGO Departments

Given the size of the City, the mobility project development process is a multifaceted, interdepartmental responsibility. Four key departments play a primary role in the planning, programming, implementation, operation, and management of mobility projects citywide: City Planning, Transportation, Engineering and Capital Projects, and Development Services. The responsibilities of these departments are described in Figure 7-3.

Other City departments that play supporting roles in mobility projects include Stormwater, which integrates Green Street features into street designs, General Services, which plans for electric vehicle infrastructure, and Parks and Recreation, which oversees park roads and multi-use trails. Additionally, Econcomic Development's Cultural Affairs division coordinates art installations in the public right-of-way, while the Department of Finance develops and monitors the CIP Budget for transportation infrastructure.

Overall, City departments coordinate and collaborate to build a common mobility vision and ensure the effective integration and efficient execution of mobility projects, resulting in a functional and viable transportation network throughout the City.

### City Planning

City Planning is responsible for land use planning, as well as oversees the master planning of transportation infrastructure. It leads the City's Climate Action Plan, coordinating across departments and the region to implement equitable and innovative climate solutions. The department also develops policies and regulations to accelerate housing production, promote sustainable mobility, protect the environment, enhance public spaces, and advance social equity. Additionally, it facilitates public engagement to gather community input on planning initiatives.

### Transportation

Transportation oversees and performs the maintenance and rehabilitation of the City's streets, sidewalks, streetlights, traffic signals, street signs, pavement markings, curb ramps, bikeways, trees, and other traffic control and safety devices; coordinates work in the public right-of-way; and manages the curb space, parking, and shared mobility programs, the Utilities Undergrounding Program, and the Urban Forestry Program. The department also conducts real-time monitoring and management of traffic operations.

### Engineering & Capital Projects

Engineering and Capital Projects provides engineering services, including technical and operational support, ADA compliance, design, and construction management of large capital projects in the Capital Improvements Program. Additionally, the department provides oversight of the prioritization and development of public infrastructure and facilities, including bikeways, streetlights, traffic signals, sidewalk and street improvements, and other transportation projects.

### Development Services

Development Services provides review, permit, inspection, and code enforcement services for private and public development projects throughout the City. The department reviews and monitors land development activity to ensure compliance with all applicable regulations. The department also guides growth and development to support the City's overall mobility vision by encouraging private investment in mobility and traffic mitigation efforts.

**FIGURE 7-3:** Departmental Responsibilities in Mobility

# COLLABORATING PARTNERS

## SANDAG

**Role:** As the metropolitan planning organization, the San Diego Association of Governments plays crucial roles in regional and transit planning, policy development, goods movement, clean energy initiatives, funding allocation, and demographic data analysis.

**Responsibilities:** Develops the Regional Plan and the Regional Transportation Improvement Program, administers transportation grant funds, collects and analyzes data on population growth, travel patterns, employment and housing, and oversees infrastructure projects with regional significance, such as highway expansions, regional transit developments, and rail improvements.

**Collaboration:** The City of San Diego and SANDAG hold meetings to discuss projects and coordinate efforts. SANDAG works with the City to align regional plans with local initiatives, secure funds, and apply for grants. Additionally, SANDAG provides demographic and transportation data and offers technical assistance, including modeling and forecasting, to support the City's planning efforts.

## Caltrans

**Role:** The California Department of Transportation plays a critical role in statewide planning, development, and management of the state highway system. Caltrans District 11, serving San Diego and Imperial Counties, is pivotal in maintaining and enhancing the region's freeways and bridges.

**Responsibilities:** Develops the State's Transportation Plan, manages traffic flow on state highways, coordinates responses to traffic incidents and emergencies, implements safety improvements on state highways, manages the allocation of state and federal funds, and administers grant programs to support local projects.

**Collaboration:** The City of San Diego and Caltrans hold regular meetings to align projects and plans. Caltrans partners on initiatives to reduce GHG emissions and promote alternative modes. They work together to optimize traffic flow, manage incidents, and improve road safety. Additionally, the Caltrans Performance Measurement System provides VMT and vehicle hours of delay data.


## MTS

**Role:** The Metropolitan Transit System plays a crucial role in providing bus, bus rapid, and trolley services in the San Diego metropolitan area. It also offers paratransit services for individuals with disabilities. MTS coordinates all its services and determines the routing, stops, frequencies, and hours of operation.

**Responsibilities:** Plans and develops transit infrastructure; maintains and operates its fleet; implements safety and security measures to protect passengers, staff, and transit infrastructure; manages its budget and engages with the community to gather input and address transit needs.

**Collaboration:** The City of San Diego and MTS coordinate on the planning and development of transit routes and infrastructure and transit priority measures along City right-of-way. They work together to optimize service, promote transit use, and maintain access to transit facilities. They participate in regional planning to support public transportation growth.


## NORTH COUNTY TRANSIT DISTRICT

**Role:** The North County Transit District plays a vital role in providing public transit in North San Diego County. NCTD operates an extensive network of BREEZE bus routes, the COASTER commuter rail, and the SPRINTER light rail. Additionally, NCTD offers LIFT paratransit services for individuals with disabilities and on-demand buses (FLEX).

**Responsibilities:** Plans and develops transit infrastructure; maintains and operates its fleet; implements safety and security measures to protect passengers, staff, and transit infrastructure; manages its budget and engages with the North County communities to gather input and address their transit needs.

**Collaboration:** The City of San Diego and NCTD collaborate primarily on seamless regional transportation services. This collaboration involves integrating bus, rail, and paratransit services, coordinating operational strategies, and jointly pursuing funding for infrastructure improvements and service expansions.


**FIGURE 7-4:** Roles and Responsibilities of Agency Partners in Mobility

The City also collaborates with local, regional, state, and federal partners to implement specific mobility plans, projects, and strategies. At the federal level, agencies like the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) administer significant funding for local transportation projects through grants and programs. The California Department of Transportation (Caltrans) District 11 is responsible for maintaining and improving state highways and bridges in San Diego and Imperial counties. Within the region, San Diego Association of Governments (SANDAG) is not only responsible for transit planning and implementation, but also develops long-range regional transportation plans. Public transit operations within the City are primarily provided by the Metropolitan Transit System (MTS) but the North County Transit District (NCTD) operates both commuter rail and local bus service at several key transit stations and bus stops within City boundaries.

Figure 7-4 provides a summary of some of the City's agency partners.


### PROJECT HIGHLIGHT

The 11-mile Mid-Coast Trolley extension, opened in 2021, expanded the UC San Diego Blue Line from Downtown San Diego to the University community. This project highlights the collaboration between SANDAG, the City of San Diego, Caltrans, MTS, UC San Diego, and other agencies, working together to advance more equitable, sustainable, and efficient transportation in the region.

# 7.3 PROJECT PROGRAMMING

Project programming for infrastructure involves planning, prioritizing, and scheduling specific projects within a city's long-term budget framework, typically outlined in the Capital Improvement Program (CIP). The CIP plays a vital role in enhancing the quality of life in a city by improving the physical structures, systems, and facilities that serve the community. CIP projects are generally large and expensive, with assets that are built, replaced, or rehabilitated over time to serve the public for decades. Project types may include improving, expanding, replacing, or widening existing city infrastructure, or may result in creating entirely new assets.

The process starts by identifying infrastructure needs—whether for mobility systems, utilities, parks, or other public facilities—and then prioritizing projects based on factors such as asset condition, environmental impacts, equity considerations, and safety. Projects are further evaluated on how they will be funded, designed, environmentally cleared, and implemented over a multi-year period. Project programming is a strategic process, as capital needs and projects often exceed available funding and city capacity to address them all. Ultimately, the CIP ensures that the most critical infrastructure investments are advanced in the process, phased, and executed efficiently - aligning city resources with community needs and safety, sustainability, and equity goals.

Like many other cities, San Diego's CIP is a multi-year capital improvement program that forecasts capital infrastructure needs and is updated annually. The program schedules improvements for five years in the future to fit the City's projected fiscal capability and is outlined in the 5-Year Capital Infrastructure Planning Outlook or CIP Outlook. This document reflects the plans to construct certain public facilities in line with the City's goals and objectives.

Most mobility needs and projects identified in San Diego are eventually programmed and implemented through the CIP process. The CIP annually allocates funds to various mobility projects, including pedestrian and bicycle facilities, safety enhancements, traffic control measures, and other roadway improvements. The CIP not only funds projects for new multimodal facilities, but also allocates resources for the maintenance and repair of existing roadways and signal systems, which is essential for maintaining the long-term functionality of the City's transportation network. By effectively programming mobility projects through the CIP, the City can strategically address current and future transportation challenges, enhance connectivity, and support sustainable growth.

Figure 7-5 summarizes the City of San Diego's complex CIP process and how an infrastructure need becomes a CIP project and ultimately a capital asset, as well as the departments and stakeholders involved.

*City crews constructing a center median.*

## HOW DO CITY OF SAN DIEGO DEPARTMENTS COORDINATE AMONGST EACH OTHER ON MOBILITY PROJECTS FOR THE CIP?

The process for developing mobility projects in the City is generally decentralized, with each department playing a specific role in identifying and implementing needed projects. For instance, the City Planning Department coordinates with the Transportation Department, the Asset Managing Department (AMD) for mobility assets, to integrate planned mobility projects into operations and maintenance (O&M) and capital improvement efforts. In the current environment, where infrastructure needs exceed available funding, the Transportation Department prioritizes capital mobility projects using the factors provided in Council Policy 800-14 and submits funding requests to the Department of Finance.

These proposed projects are then reviewed by the City's Capital Improvements Program Review and Advisory Committee (CIPRAC), a group of senior-level officials from various City departments responsible for the CIP. CIPRAC evaluates projects and priority rankings submitted not only by Transportation, but all AMDs, and makes project recommendations to the mayor for inclusion in the CIP budget, revised CIP Outlook, and proposed list of projects for the upcoming fiscal year. Once the City Council adopts the CIP budget and a project is included, the Engineering & Capital Projects (E&CP) Department takes on the central role of implementing and managing the majority of CIP projects.

## WHAT HAPPENS TO MOBILITY PROJECTS THAT DO NOT MAKE IT INTO THE CIP BUDGET?

Not all desirable projects can be funded annually through the budgeting process or through the CIP Outlook due to limited funds. However, Asset Management Departments keep track of their unfunded needs, and any feasible project not selected for implementation remains in a backlog of deferred projects. For unfunded mobility projects, they are placed in Transportation's unfunded needs list to be considered when future funds are available. The City Planning Department also looks into opportunities to help facilitate further development and advancement of these deferred projects through grant funding, collaboration with other agencies, public-private partnerships, or through pilot or demonstration projects.

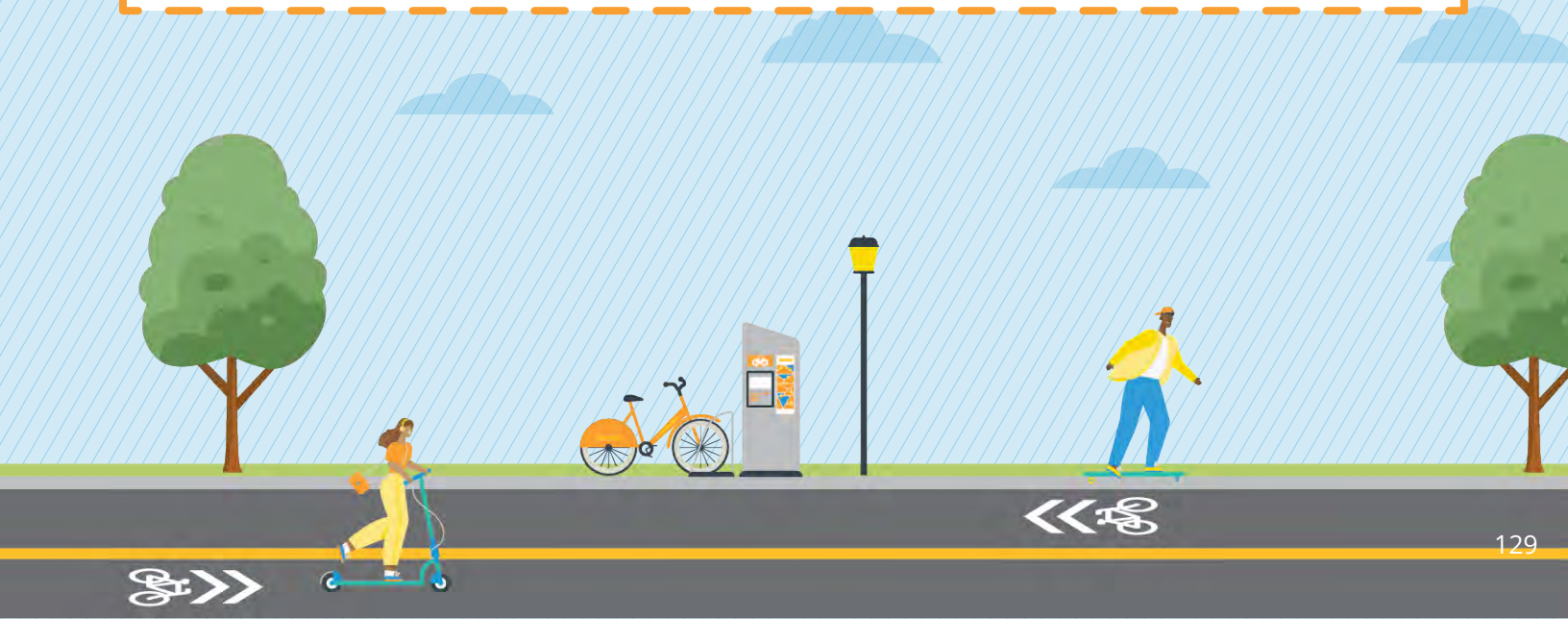


**FIGURE 7-5:** City of San Diego's Capital Improvement Program Process

## Identifying Needed Capital

Asset Managing Departments (AMDs) that operate, manage, or maintain capital assets – such as Public Utilities, Transportation, Stormwater, and Parks & Recreation – are responsible for identifying needed capital projects. Each department has its own way of identifying needs depending on available resources.

Ways Staff Identify Projects

Department staff generally identify needed CIP projects based on one or more of the following:

- City policy and direction from the Mayor and City Council.
- Legal requirements or mandates.
- Long- and mid-range plans that guide the implementation of citywide, regional, department, and/or community goals.
- Formal assessments of the condition of assets and systems that use this information to identify the best approach for addressing needs.
- Department staff assessments of needs based on experience, repair, and maintenance records, and observations.
- City Council priorities and requests.
- Public input through Council Members, planning or advisory committees, and/or budget hearings.
- Community member feedback received through the process that is formalized in Council Policy 000-32: Neighborhood Input on Infrastructure Needs and Priorities.

## Prioritizing Projects & Identifying Funding

Prioritizing Projects

Asset Managing Department staff provide a ranking for each project based on Council Policy (CP) 800-14: Prioritizing CIP Projects, which includes guidelines and weighted factors, such as:

- Legal compliance and risk to health, safety, and environment
- Asset condition and level of service
- Equal and Equitable Community Investment
- Sustainability and Conservation

Engineering & Capital Projects (E&CP) Department staff refine the priority score during implementation.

Identifying Funding

The General Fund is not a primary source of funding for the CIP. Asset-owning department staff – working with the Mayor, City Council, and appropriate City Departments – identify funding for proposed projects, but must do so within several constraints:

- Needs greatly exceed available resources so there are competing priorities for limited funds
- Many of the funding sources for capital improvement projects have restrictions on how they can be spent, including:
  - On a specific project type
  - Within a certain community or geographical area

Given the constraints, CIP projects typically do not compete across different project categories, funding sources, or project phases.

## Budgeting for the CIP (current schedule)

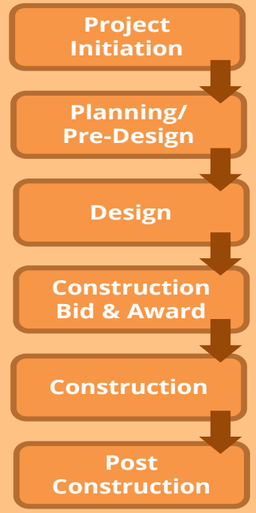
| | |
|---|---|
| Sept. | City Planning provides public input on infrastructure priorities to AMDs and City Council |
| October & February | Council offices provide Budget Priority Memos to the Office of the Independent Budget Analysts (IBA), and those with majority support are included in IBA reports |
| October to January | AMDs review needs and public input, identify priorities and request funding from the Department of Finance |
| Nov. to March | Proposed projects are scored in accordance with CP 800-14 by AMD and E&CP staff and then further reviewed by CIPRAC for any adjustments for the Mayor's consideration |
| January & February | CIP Outlook is released and IBA issues report reviewing the CIP Outlook |
| April 15 | Mayor releases the Proposed CIP Budget |
| May | IBA release budget review, CIP budget hearing held, and the Mayor's May Revision to the Proposed Budget is released |
| June | Council adopts the CIP budget |
| During the Fiscal Year (July 1 to June 30) | CIP budget amended in Mid-Year and Year-End Report, and standalone items go to Council<br><br>City Planning solicits public input on infrastructure priorities through events and surveys |

## Implementation of Projects

E&CP is primarily responsible for the implementation and management of approved projects from the CIP budget (as shown below). In a few cases, such as if a department has specialized needs, the AMD will perform project management functions.

Capital improvement projects frequently are large, expensive, and take multiple years to complete.

Project Implementation Phases




Monitoring and Oversight

Per CIP streamlining and transparency initiatives, E&CP staff report on the state of the CIP twice a year and are available to present to committees and the full City Council upon request.

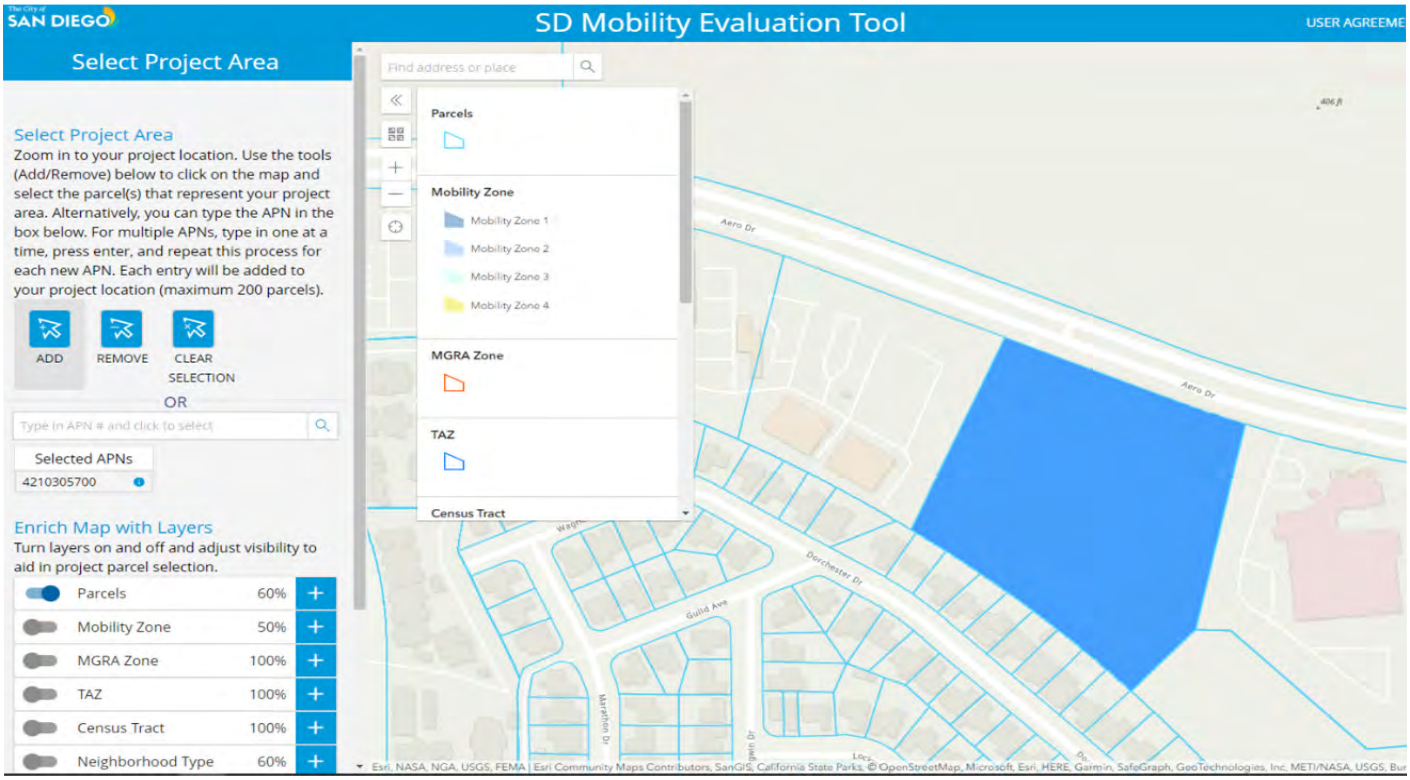
# 7.4 OTHER PROJECT IMPLEMENTATION PROCESSES

In addition to the typical project pathway from ideation to implementation outlined in this chapter, there are other pathways for implementing projects, which are shared in this section. These alternative pathways are based on how private developments happen and include mobility improvements associated with those developments, how other partners agencies develop mobility projects within the City's right-of-way, and how other districts or independent entities pursue mobility improvements for their own purposes.

## 7.4.1 MOBILITY IMPROVEMENTS THROUGH PRIVATE DEVELOPMENT

Mobility improvements can be implemented as part of private development projects. The City's Development Services Department (DSD) reviews and approves private development projects and ensures compliance with all applicable regulations and consistency with adopted plans. Developers typically construct, pay fair share contributions, and/or development impact fees (DIFs) toward planned mobility improvements along their project frontage, as identified in adopted plans such as a Community Plan and the Bicycle Master Plan. For projects that fall within a Community Plan Implementation Overlay Zone, there are supplemental development regulations that are tailored to specific sites, at times including mobility improvements like multi-use pathways.

Additionally, DSD ensures compliance with ordinances such as Complete Communities: Mobility Choices Regulations, which include Vehicle Miles Traveled (VMT) reduction measures and identify developments that are subject to the Active Transportation In-Lieu Fee. To help developers comply with Mobility Choices, the City has developed a Mobility Evaluation Tool. The Mobility Evaluation Tool provides developers with a simple way to: track their project's compliance with the Complete Communities: Mobility Choices regulations; and calculate their project's potential VMT reductions achieved by implementing travel demand management measures such as reducing parking supply, providing transit subsidies, or implementing carpooling programs.




*SD Mobility Evaluation Tool Dashboard*

## HOW CAN THE MOBILITY MASTER PLAN BE INCORPORATED INTO THE CITY'S EXISTING APPROACH TO PRIORITIZING, PROGRAMMING, AND DELIVERING MOBILITY PROJECTS?

The Mobility Master Plan will play a key role in the "Identifying Needed Capital" and "Prioritizing Projects & Identifying Funding" steps outlined in Figure 7-5. As discussed in Sections 7.1 and 7.2, the plan's project list, developed through a data-driven methodology, focuses on projects located in areas of the City with the greatest mobility needs. Additionally, the Plan's initial prioritization criteria had the foresight to use factors aligned with City goals such as safety, sustainability, and equity, making it a valuable resource for the Transportation Department and other asset managing departments.

With prioritized projects from the Mobility Master Plan, the Transportation Department has a starting point to evaluate potential projects for the CIP annual budget and 5-Year CIP Outlook. This review considers project priority, readiness, and resource availability, including available staff resources and funding. Scores from the Mobility Master Plan can help inform which projects are considered depending on the available budget for the CIP. The Transportation Department can then utilize Council Policy 800-14 to further validate the project scores and rankings.

The Mobility Master Plan can also be leveraged to identify opportunities for "project bundling," where mobility projects are packaged with other efforts to maximize resource efficiency and take advantage of funding and implementation opportunities. For example, the City's Pavement Master Plan, described in Section 3.2.5, provides an estimated schedule for planned resurfacing work over the next five years. This schedule can complement the Mobility Master Plan by helping identify opportunities to bundle capital investment projects. Aligning the timelines of planned resurfacing work with mobility projects outlined in Appendix B would enhance coordination and optimize the use of available resources.

### 7.4.2 PARTNER AGENCY COLLABORATION

Another way that projects can be implemented within the City includes projects developed through funds received by partner agencies (e.g., SANDAG, Caltrans, MTS, Port of San Diego, etc.). In some cases, these include partnership agreements directly with the City where the City helps facilitate the development or improvement. In other cases, partners work separately with the Development Services Department to permit and construct the project. Grants can be an effective tool to bring more mobility improvements to the City in the form of both capital investment, operational funds, and pilot projects.

### 7.4.3 COMMUNITY PARKING DISTRICT PROJECT IMPLEMENTATION

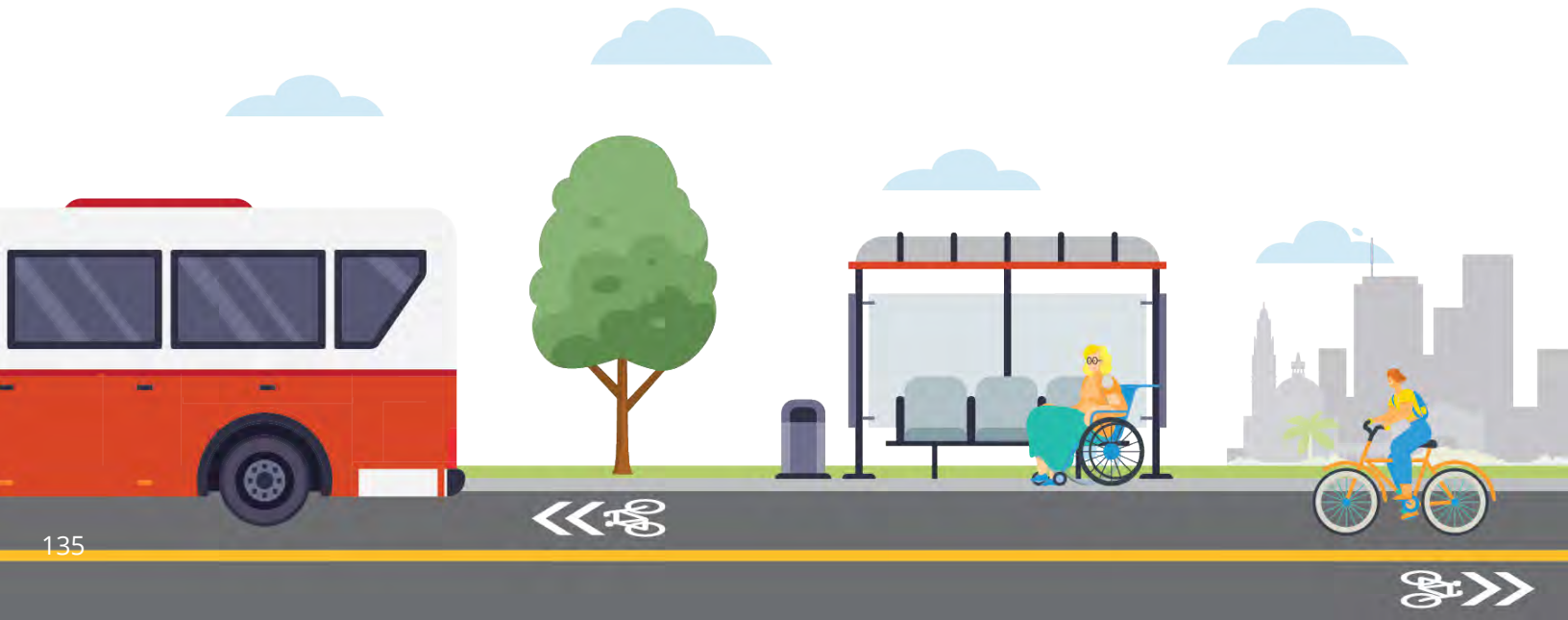
Community Parking Districts (CPDs) offer another avenue for developing mobility improvements in specific areas of the City. Established by City Council, CPDs provide a mechanism for communities to create and implement neighborhood-specific strategies that address local needs and parking impacts. They also offer opportunities to fund neighborhood enhancing projects that promote alternative transportation options to reduce parking demand. These projects, such as community shuttles and bike and pedestrian amenities, are often funded through parking meter revenue. There are seven active CPDs in the City of San Diego: Downtown, Uptown, Mid-City, Old Town, Pacific Beach, Kearny Mesa, and San Ysidro.

### 7.4.4 MAINTENANCE AND OPERATIONS PROJECTS

The Transportation Department oversees the maintenance and operations of City streets and sidewalks. In recent years, Transportation has coordinated with others to implement active transportation projects during roadway resurfacing and repair, using these opportunities as a cost-effective way to enhance mobility and safety for all modes of transportation. This includes adding striping for separated bikeways, improving crosswalks, installing ADA-compliant curb ramps, and the implementing new signage and flexible bollards.

### 7.4.5 MOBILITY IMPROVEMENTS THROUGH OTHER DISTRICT PROCESSES

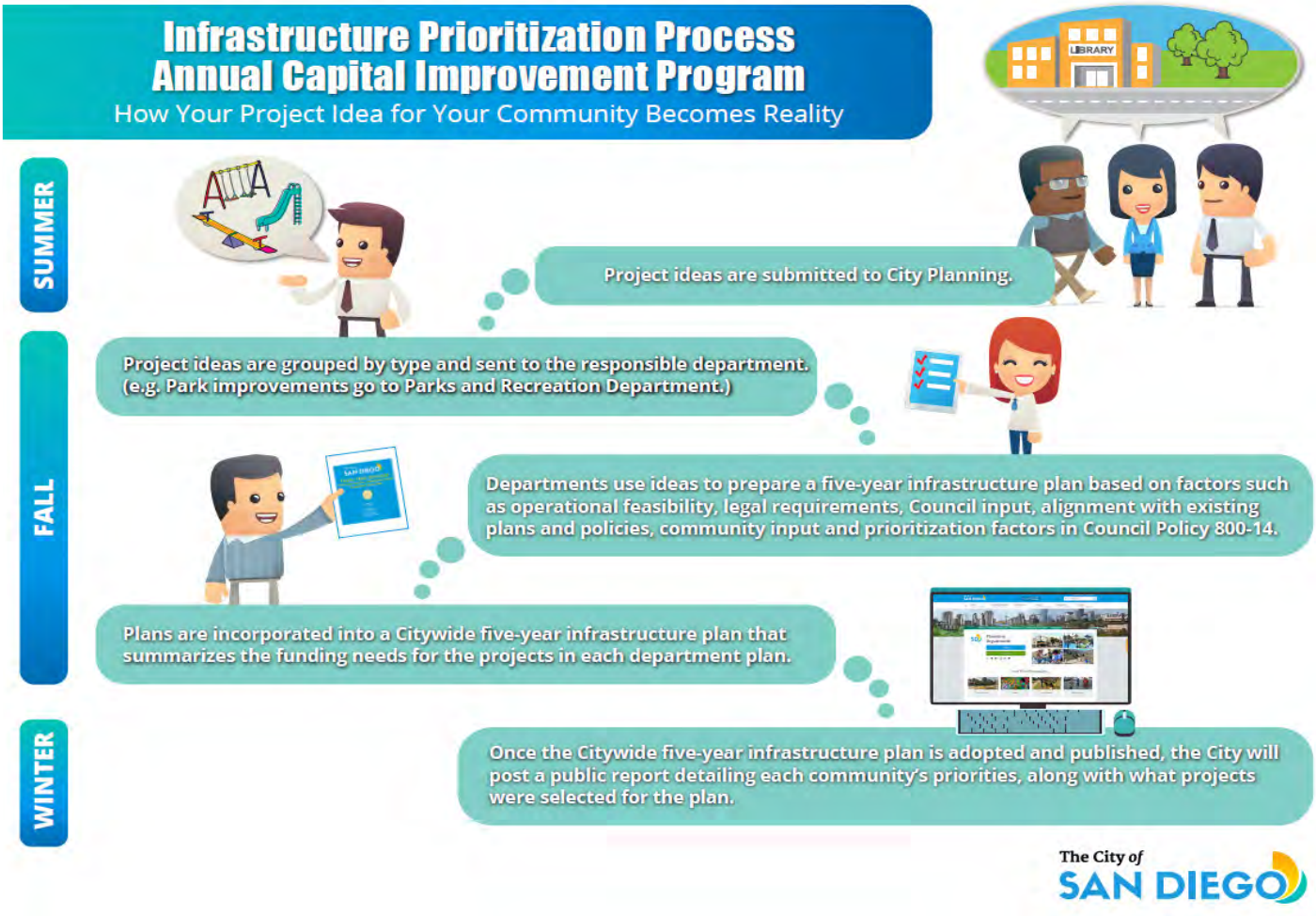
Projects can also be implemented through other districts, such as Maintenance Assessment Districts (MADs) or Business Improvement Districts (BIDs). MADs are formed when property owners within specified boundaries vote to establish an assessment on their property tax bill to fund community improvements. BIDs, on the other hand, are City-designated geographic-based areas where the business owners are assessed annually to fund activities and improvements to promote their business districts. Both MADs and BIDs can fund mobility improvements within their districts if desired which can include but are not limited to median or urban parkway landscaping and pedestrian signage.



# 7.4 PUBLIC INPUT ON PROJECTS AND NEEDS

Since the City's infrastructure ultimately serves the public, community input is key to the success of the Capital Improvement Program. Similarly, public feedback on mobility needs and projects helps the City understand local priorities and desired service levels for transportation infrastructure. Community members possess valuable, local knowledge, including anecdotal, historical, and cultural insights, so their meaningful input can enhance project development and decision-making. By fostering active public outreach and participation, the City ensures its projects are not only functional and efficient but also inclusive, reflective of community values, and beneficial to San Diegans.

The graphic on the next page shows how community members can provide mobility-related feedback, while the image below illustrates how their project ideas can become a reality through the infrastructure prioritization process.




*Infrastructure prioritization process flowchart used during public engagement.*

## WAYS COMMUNITY MEMBERS CAN PROVIDE INPUT ON MOBILITY

- Reach out to your City Councilmember and their Council Office.
- Stay informed about the work programs for City Planning and Transportation by visiting their department websites. Keep an eye out for community input opportunities, including surveys, workshops, and mobile engagements related to citywide initiatives and specific projects.
- Directly contact Transportation, Development Services, City Planning, or Engineering and Capital Projects staff.
- Attend meetings or contact representatives from the Mobility Board, Community Planning Groups, recreation committees, and other groups and advisory committees.
- Provide comments during Council Committee or City Council meetings.
- Complete the Infrastructure Priorities Survey online, where any community member can submit a project idea to City Planning. These ideas are grouped by type and sent to the responsible departments and staff. For example, mobility improvements are sent not only to the Transportation Department but also mobility planning staff in City Planning for awareness. Departments could consider completed surveys when developing the 5-Year CIP Outlook, a near-term infrastructure plan, and the CIP Budget. Additionally, information is also provided to Councilmembers and could be considered in their respective Council Budget Priority Memos.
- Submit a traffic service request to report an incorrect traffic sign, to request new street striping or curb color painting, and to request a new stop sign, traffic signal, or other traffic safety measure in your community. These requests are monitored and addressed by Transportation Department staff.
- Report infrastructure issues through the Get It Done app. The City's Get It Done app allows the public to actively report a variety of public infrastructure issues, including reporting potholes, signs that are knocked down, and existing sidewalk that needs repair. One benefit is that community members don't need to know which department handles issues, and they can use the app to make and track reports.



# 08
# PROGRAMS

# 8.1 PROGRAMS OVERVIEW

To advance the Mobility Master Plan's goals and objectives, the City will explore a variety of mobility programs aimed at implementing new mobility options and enhancing existing transportation systems. These programs are designed to enhance overall mobility for all, with particular emphasis on community members living in historically disinvested and underserved areas. Some of these programs, such as transit fare subsidies, are already operational in San Diego and can be expanded to better meet the spectrum of mobility needs community members have identified. Other programs would be new to San Diego but are similar to others that have been successfully implemented in cities across the nation.

# 8.2 PROGRAM FACT SHEETS

The following program snapshot pages include a broad overview of each program, key implementation details, best practices from other cities, and relevance to the City of San Diego's plans and priorities.

## How to read the program fact sheets

1 **Program Name**

2 **Geographical Scale of Program**
Programs may be implemented at the regional, citywide, or community level.

3 **Program Category**
Programs are categorized into one of the following typologies:

- Shared Mobility,
- Financial Incentives,
- Digital Infrastructure,
- System Management, or
- Community Enhancement.

4 **Affected Mobility Modes**
The icons indicate the mobility modes that are affected by the program: walking or rolling, biking, bus, rail, car, or a combination of these modes.

5 **Program Description**
This section provides a brief description of the program and highlights similar efforts in San Diego, where applicable.

6 **Program in Action**
This section describes similar successful programs in other cities.

7 **Program Highlights**
This table summarizes implementation details of the program, including an estimated timeframe to initiate it, potential costs[1] and funding sources, and entities responsible for program implementation.

The table also describes how the program aligns with the goals and policies of this Plan and the CAP, and the mobility needs of the community that were identified during outreach and engagement efforts.

1 Implementation cost symbols reflect the following scale: $ ($1.5 million or less); $$ (between $1.5 million and $5 million); $$$ (between $5 and $10 million); $$$$ ($10 million or more)

# How to read the program fact sheets

## E-Bike Rebate 1

CITYWIDE 2 | FINANCIAL INCENTIVES 3 | 4

An e-bike rebate program can encourage and incentivize individuals to purchase electric bikes by providing them a rebate if they do so. This type of program would offer a partial reimbursement or discount on the electric bike purchase, decreasing the cost burden on the individual. This expanded access to affordable and environmentally friendly mobility options would benefit the City of San Diego in several ways. The use of electric bikes in cities can reduce congestion, decrease reliance on fossil fuels, and contribute to positive public health outcomes.


5

### PROGRAM HIGHLIGHTS 7

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
» General Fund
» Federal, state, and regional grants

**Leading Department**
City Planning

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 2, 4, 5, 8, 10

**Relevance to Climate Action Plan Policies**
Policies 3.1e, 2.2 SA-2, 2.4a, 2.3 SA-4, 3.1 b, 3.1f, 3.1 SA-24

**Incorporating Community Engagement**
The community identified San Diego's topography and size as major mobility challenges. An e-bike rebate program could increase mobility options in the City and help community members navigate the challenging topography. A rebate program could also make these bikes more accessible and affordable to a wider population and incentivize participation in this form of active transportation.

6

*Denver's e-bike rebate*
*Source: FattE Bikes Blog, 2022*

### PROGRAM IN ACTION

Denver, CO has been successful in implementing an e-bike rebate program. The Climate Action, Sustainability and Resiliency city department launched this program in 2022 and has seen 5,502 e-bike vouchers redeemed as of May 2023. With a standard rebate voucher, any Denver resident can save $300 on the purchase of an e-bike. The program also offers vouchers for income-qualified individuals and persons with disabilities, with discounts up to $1,400. Vouchers are released every two months on a first-come, first-served basis. More information can be found at: https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Climate-Action-Sustainability-Resiliency/Sustainable-Transportation/Electric-Bikes-E-Bikes-Rebates#section-1

# Slow Streets

CITYWIDE SYSTEM MANAGEMENT

Slow Streets foster safe, accessible, and pedestrian-friendly environments and encourage non-motorized transportation on neighborhood local streets. Along retail corridors, the additional seating areas for visitors and patrons of surrounding businesses that can be created when Slow Streets are implemented foster a bustling pedestrian atmosphere. As an initial pilot, bollards were installed in May 2023 at intersections along Fifth Avenue in the Gaslamp Quarter, restricting through vehicular traffic during business hours and transforming the street into small pedestrian-centered plazas. A subsequent feasibility study was completed which identified other potential pedestrian improvements along Fifth Avenue. Exploring possible conversions of streets in other neighborhoods can promote greater mobility and safety across San Diego.

*Bollards installation on Fifth Avenue*
*Source: City of San Diego, 2023*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
- Federal grants
- Community Parking District funds

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments

**Relevance to Mobility Master Plan Goals**
Goals 3, 4, 7

**Relevance to Climate Action Plan**
Actions 3.1SA-13, 3.1SA-22, 3.5SA-2, 3.1 SA-8

**Incorporating Community Engagement**
The community identified lack of safety for pedestrians and cyclists as a key challenge to their mobility needs. Slow Streets will create safe and comfortable environments for walking or rolling, cycling, and other micromobility modes.

## PROGRAM IN ACTION

The City of Oakland, CA, is developing a planning framework and a set of design considerations for the implementation of permanent Slow Streets. Building on the existing Bicycle Plan and Five-Year Paving Plan, in February 2023 the City announced that it planned to identify potential locations along approximately 50 miles of the bicycle boulevard network that were suitable for conversions to Slow Streets. This program would entail installing a combination of pavement markings; guide, warning, and regulatory signs; and barricades to promote non-motorized mobility options. Details of the City's plan can be found at: https://www.oaklandca.gov/projects/oakland-slow-street


*Road Closure in Oakland*
*Source: The Oaklandside, 2020*

# Roadway Resurfacing

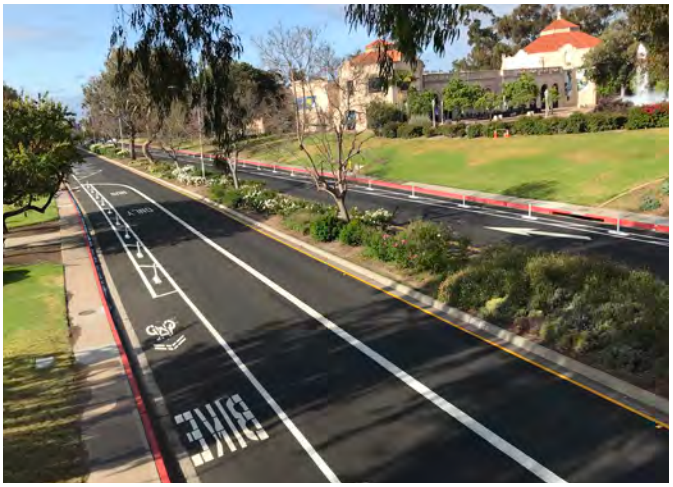
CITYWIDE **SYSTEM MANAGEMENT**

Roadway resurfacing after pipeline repairs and general maintenance provides an opportunity to align and coordinate pavement preservation projects with the potential to implement mobility improvements from the Mobility Master Plan, Community Plans, Bicycle Master Plan, Corridor Studies, and other planning efforts. These improvements may include a number of features within the curb-to-curb right-of-way, such as bicycle lanes, dedicated transit lanes, and multimodal intersection enhancements.

## PROGRAM IN ACTION

The City of San Diego seeks opportunities to implement mobility improvements in conjunction with road maintenance activities. The City's Pavement Management Plan (PMP) provides a comprehensive overview of the existing citywide street pavement conditions and outlines strategic investment needs to maintain the network at desired levels. This data-driven strategy, based on the most recent pavement condition assessment from 2023, is intended to inform the public and stakeholders about the projected streets and associated repair levels planned citywide, contingent on available funding. Before beginning road maintenance work, City staff assess alignment with planned multimodal improvements and explore opportunities to "bundle" these efforts together. Several examples of projects implemented through this approach include separated bikeways on Aero Drive, Convoy Street, Sabre Springs Pkwy, and Nobel Drive, as well as buffered bike lanes on Gramercy Drive, Skyline Drive, and Navajo Road. One highlight of the program is the resurfacing of Park Boulevard, completed in 2023 following a water and sewer project through Balboa Park. The project included dedicated bicycle and transit lanes, along with ADA parking. More information can be found at: https://www.sandiego.gov/transportation/programs/pavement-management-plan

*Road resurfacing with bikeway on Gramercy Drive*
*Source: City of San Diego*



*Road resurfacing with multimodal facilities on Park Blvd*
*Source: City of San Diego*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$**$$

**Potential Funding Sources**
SB 1 Road Maintenance and Rehabilitation Account (RMRA), Local Streets and Roads TransNet, State Gas Tax allocation, City Street Damage Fee, City Infrastructure Fund, City Debt Financing

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments

**Relevance to Mobility Master Plan Goals**
Goals 1, 3, 4, 5 and 7

**Relevance to Climate Action Plan**
Actions 3.1 SA-13, 3.1 SA-22, 3.1 SA-8

**Incorporating Community Engagement**
Various communities identified the need for complete streets improvements and multi-modal facilities. Repurposing roadways, while resurfacing them, will create an opportunity to build lasting improvements quickly and within an existing City program.

CITYWIDE COMMUNITY ENHANCEMENT

# Art in the Right-of-Way

Art in the right-of-way integrates artwork, creative elements, and cultural experiences into public spaces such as sidewalks, streets, and plazas. These activations aim to promote a sense of place, foster engagement and connectivity, and promote cultural expression in the public realm. Art can be integrated into right-of-way infrastructure in various of forms, including street furnishings, lighting, performances, temporary installations, wayfinding, and paving materials. The City's Public Art Program enables the design and implementation of public art in eligible active transportation infrastructure, creating visible, community-centered spaces for users. Collaboration across departments, as well as partnerships with SANDAG, MTS and Caltrans, will support the implementation of the City's Public Art Master Plan and a future citywide cultural plan. This will strengthen connections with cultural amenities and promote placemaking within mobility projects.


*Mural on crosswalk at White City Place, London*
*Source: My Modern Met, 2020*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
Existing program; Ongoing

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
- General Fund
- Public-private partnerships
- Federal, state, and regional grants

**Leading Entity**
Economic Development

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 2, 3, 4, 7

**Relevance to Climate Action Plan**
Actions 3.5a, 3.5 SA-1.1, SA-13

**Incorporating Community Engagement**
The community identified incorporating locally-made aesthetic elements into projects to make walking or rolling and cycling more attractive as a top mobility need.

## PROGRAM IN ACTION

The City of San Diego has an established arts and culture program that guides the creation and integration of art in public spaces. The program is rooted in the City's Urban Design Element of the General Plan and is guided by the Public Art Master Plan. Council Policy 900-11 outlines the process for including public art into capital improvement projects, while the Municipal Code requires 2% of the budget of eligible construction projects to fund the Public Art Program. Additionally, Ordinance 19280 stipulates that 1% of the project budget of eligible private development be allocated for art or cultural enhancement. These funds may also be used to enhance Mobility Master Plan projects in the implementation phase.

*Public art integrated into transit station*
*Source: City of San Diego, 2024*

CITYWIDE FINANCIAL INCENTIVES

# E-Bike Rebate

An e-bike rebate program can encourage and incentivize individuals to purchase electric bikes by providing them a rebate if they do so. This type of program would offer a partial reimbursement or discount on the electric bike purchase, decreasing the cost burden on the individual. This expanded access to affordable and environmentally friendly mobility options would benefit the City of San Diego in several ways. The use of electric bikes in cities can reduce congestion, decrease reliance on fossil fuels, and contribute to positive public health outcomes.

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
» General Fund
» Federal, state, and regional grants

**Leading Department**
City Planning

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 2, 4, 5, 8, 10

**Relevance to Climate Action Plan**
Actions 3.1e, 2.2 SA-2, 2.3 SA-4, 3.1 b, 3.1f

**Incorporating Community Engagement**
The community identified San Diego's topography and size as major mobility challenges. An e-bike rebate program could increase mobility options in the City and help community members navigate the challenging topography. A rebate program could also make these bikes more accessible and affordable to a wider population and incentivize participation in this form of active transportation.

*E-Bike*


*Denver's e-bike rebate*
*Source: FattE Bikes Blog, 2022*

## PROGRAM IN ACTION

Denver, CO has been successful in implementing an e-bike rebate program. The Climate Action, Sustainability and Resiliency city department launched this program in 2022 and has seen 5,502 e-bike vouchers redeemed as of May 2023. With a standard rebate voucher, any Denver resident can save $300 on the purchase of an e-bike. The program also offers vouchers for income-qualified individuals and persons with disabilities, with discounts up to $1,400. Vouchers are released every two months on a first-come, first-served basis. More information can be found at: https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Climate-Action-Sustainability-Resiliency/Sustainable-Transportation/Electric-Bikes-E-Bikes-Rebates#section-1

CITYWIDE SHARED MOBILITY

# On-demand Specialized Transportation Services

On-demand specialized transportation services provide flexible and individualized transportation options to meet the needs of individuals with mobility challenges. Building upon the paratransit service offered by the transit agencies, users can request rides in real time and be offered door-to-door pick-ups and drop-offs in an accessible vehicle. SANDAG selected Facilitating Access to Coordinated Transportation (FACT) as the Consolidated Transportation Services Agency for San Diego County which coordinates with multiple transportation service providers to offer users the most affordable and accessible transportation option. An on-demand service program in San Diego would supplement this program and provide more options within the City in addition to the MTS Access Service.

*Paratransit Van*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Federal, state, and regional grants

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 5, 9

**Relevance to Climate Action Plan**
Actions 3.1f, 3.1 SA-24, 3.2e

**Incorporating Community Engagement**
The community identified providing more (and affordable) mobility options to facilitate better transportation access for the City's senior populations and persons with disabilities as a major mobility need since these populations may be unable to use active transportation modes and often live on fixed incomes.

## PROGRAM IN ACTION

The Massachusetts Bay Transportation Authority (MBTA) operates the RIDE Flex program. The paratransit service utilizes a network of accessible vehicles to provide transportation options to its users with personal mobility limitations. More information can be found at: https://www.mbta.com/accessibility/the-ride/the-ride-flex

*Ride Flex Transportation*
*Source: MBTA, 2021*

# Neighborhood Shuttles

COMMUNITY *SHARED MOBILITY*


*Pacific Beach shuttle*
*Source: City of San Diego, 2023*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
3-5 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- Community parking districts (or similar locally-raised sources)
- General Fund
- Federal, state, and regional grants

**Leading Department**
Transportation

**Collaborating Entities**
SANDAG, other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 2, 5, 9, 10

**Relevance to Climate Action Plan**
Actions 3.1f, 3.1 SA-24, 3.2 SA-1, 2.3a

**Incorporating Community Engagement**
The community identified intra-neighborhood mobility solutions as a top mobility need. Residents want safe and functional access to schools, medical facilities, shopping options, and job centers. A neighborhood shuttle program offers an opportunity to fill this gap in the transportation system.

A neighborhood shuttle program offers shuttle services within a community, using either a fixed-route or zone-based structure. Fixed-route shuttles follow a set path, while zone-based shuttles provide door-to-door service within a designated area. These programs connect residents to key destinations like shopping centers, schools, medical services, and local attractions. When partially funded through neighborhood sources, such as community parking district revenue, these shuttles can be financially self-sustaining. From July 2023 through October 2024, the City of San Diego and SANDAG ran a pilot neighborhood electric vehicle (NEV) shuttle service in Pacific Beach, providing a sustainable way for residents and visitors to reach beachside destinations. Since August 2016, the FRED service has offered a similar NEV option in Downtown San Diego. The City's experience with the Beach Bug pilot and ongoing FRED service has informed new contract options for expanding neighborhood shuttle services. Programs like these can be launched in other San Diego communities, enhancing mobility and bridging gaps in public transportation.

*Menlo Park shuttle*
*Source: City of Menlo Park, 2019*

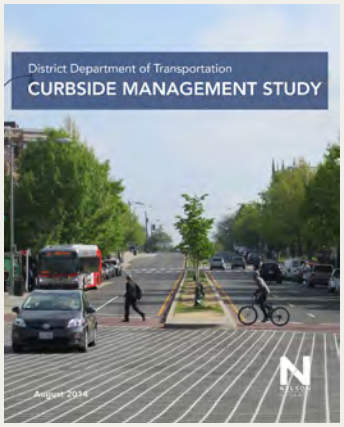
## PROGRAM IN ACTION

The City of Menlo Park, CA provides a free shuttle service that provides access to local community destinations and job centers. This program consists of three fixed-route shuttles and one door-to-door shuttle, the Shoppers' Shuttle, that must be reserved in advance. All shuttles are wheelchair accessible and operate Monday-Friday, with the exception of the Shoppers' Shuttle that is available seven days a week. More information can be found at: https://menlopark.gov/Government/Departments/Public-Works/Transportation-Division/Shuttle-services

# Curbside Management

CITYWIDE SYSTEM MANAGEMENT

As mobility options increase, so does demand for curbside space. With these numerous options, (see Figure 8-1), a program that inventories, allocates, and optimizes use of the curb in the most efficient, safe, and accessible way is important. Strategies to effectively manage demands on the curbside include curbside inventory and evaluation, passenger pick-up/drop-off zones, performance parking pricing, and loading and delivery zones.




## PROGRAM IN ACTION

In 2014, Washington D.C. completed a Curbside Management Study that inventoried and categorized curb usage. The City now has several programs in place that manage and regulate curbside usage. These programs include Pick-up/Drop-off (PUDO) Zones, Motorcoach Parking, Performance Parking Zones, and Off-Sidewalk Parking Corrals. More information on these programs can be found at: https://movedc.dc.gov/pages/curbside-management

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Federal, state, regional grants
- Community Parking District funds

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, partner agencies, public-private Partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 3, 4, 5, 8, 9

**Relevance to Climate Action Plan**
Actions 3.4 SA-2, 3.6a

**Incorporating Community Engagement**
Enhancing the pedestrian experience by making the sidewalk and curb space safe and more aesthetically pleasing was identified as a major mobility need during community engagements.

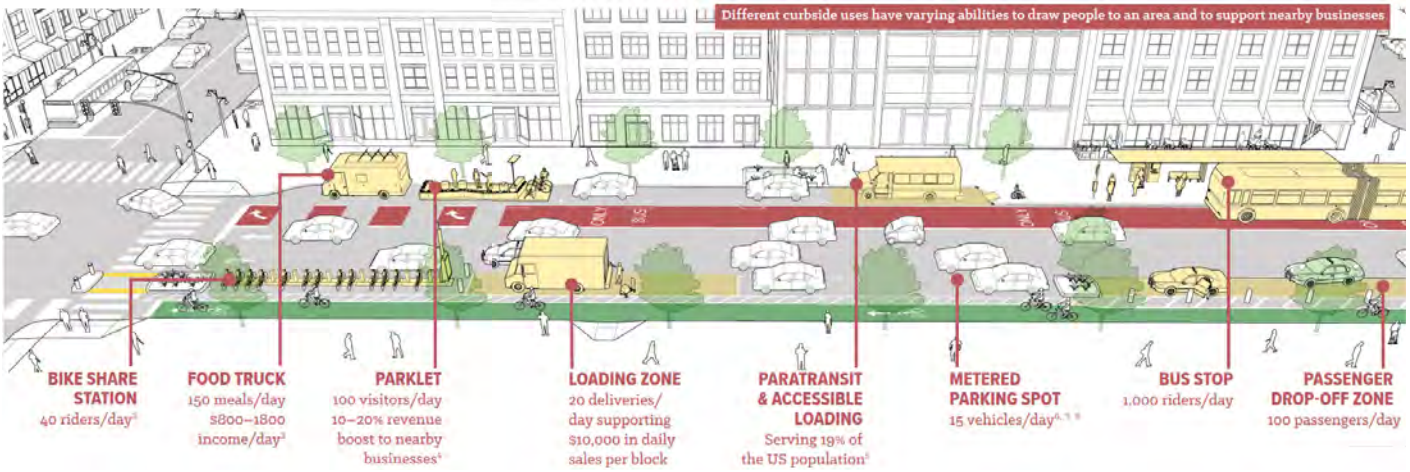



**FIGURE 8-1:** Curbside Uses
*Source: National Association of City Transportation Officials (NACTO) Curb Appeal Resource Paper, 2017*

CITYWIDE SYSTEM MANAGEMENT

# Community Parking Districts (CPDs)

Community Parking Districts (CPDs) are entities established by the City Council to manage parking within a defined area. These districts provide a mechanism for communities to develop and implement strategies tailored to their specific parking needs and challenges. Parking meter revenue collected within a CPD is reinvested back into the district to fund neighborhood improvements, such as mobility initiatives, curb and parking evaluations, and other parking management projects. Currently, the City has seven CPDs, established in Downtown, Uptown, Mid-City, Pacific Beach, Old Town, Kearny Mesa, and San Ysidro. Initiatives supported by CPDs so far include neighborhood shuttles, wayfinding signage, curb ramps, parking meter installations, pedestrian promenades, and various design and planning studies.


*Normal Street promenade funded by Uptown CPD revenue*
*Source: City of San Diego, 2019*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
Existing program; Ongoing

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
Not applicable

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, community planning groups, City-owned non-profit organizations

**Relevance to Mobility Master Plan Goals**
Goals 3, 4, 5, 9

**Relevance to Climate Action Plan**
Actions 3.1e, 3.4 SA-2

**Incorporating Community Engagement**
Several street infrastructure and amenities were identified by the community as top improvement projects needed, including lighting, shelter, shade, and landscaping. Establishing new CPDs in areas in need would generate revenue to help finance these improvements.

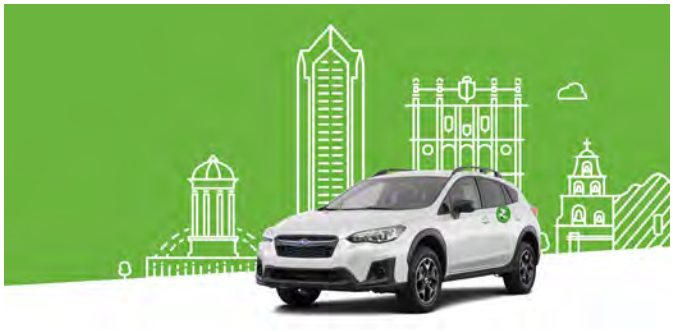
## PROGRAM IN ACTION

The City of Austin passed two ordinances in 2011 and 2014 to create the Parking Benefit District (PBD) and the Parking and Transportation Management District (PTMD) Programs. Together, they allow business owners and residential associations to apply to create PBDs and PTMDs. Parking revenue within these districts has since been used to finance sidewalk improvements and upkeep of recreational spaces. More information can be found at: https://www.austintexas.gov/department/parking-and-transportation-management-district


*PBDs and PTMDs, City of Austin*
*Source: Parking Reform, 2022*

CITYWIDE SHARED MOBILITY

# Carshare



*ZipCar, San Diego*
*Source: ZipCar, 2023*

Carsharing offers short-term use of a car, typically on an hourly basis, in a geographically limited area. This shared mobility option provides a more affordable and sustainable alternative to car ownership while maintaining the same level of mobility that one would have owning a car. These programs can provide first- and last-mile connections to and from destinations on trips made using public transportation. Carsharing can also generate positive environmental benefits such as improved air quality: as the electrification of carsharing fleets continues to expand across the nation, greater reductions in GHG greenhouse gas emissions can be expected. In San Diego, ZipCar, Turo, and Getaround are companies and platforms that provide carsharing services. Carsharing can be expanded to underserved communities to advance transportation equity across throughout the City and help all residents enjoy the same mobility options and benefits.

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Federal, state, regional grants

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 8, 9, 10

**Relevance to Climate Action Plan**
Actions 3.1f, 2.3a

**Incorporating Community Engagement**
The community highlighted intra-neighborhood mobility and navigating San Diego's topography and size as key mobility needs and challenges. An expanded carsharing program would provide an affordable and convenient transportation option that bridges these mobility gaps.


*BlueLA Los Angeles*
*Source: Blink Mobility, 2023*

## PROGRAM IN ACTION

In 2015 the City of Los Angeles (LA), CA initiated the BlueLA Carsharing Pilot Project with the intention of providing clean and affordable mobility alternatives to LA residents. The program aims to specifically serve disadvantaged communities within LA, including East Hollywood and Boyle Heights, which are within the top 25% of the statewide highest need communities on CalEPA's CalEnviroScreen index. Between February 2021 and September 2022, nearly half of all BlueLA trips were made by low-income community members. The City plans to increase the number of cars and stations from 100 to 300 and 40 to 100 respectively in 2024 to better meet the mobility needs of disadvantaged communities in LA. More information can be found at: https://ladot.lacity.org/bluela

REGIONAL DIGITAL INFRASTRUCTURE

# Mobility as a Service (MaaS)

Mobility as a Service (MaaS) programs integrate various transportation options into a single digital platform, making it easier for users to navigate cities and regions. These platforms allow users to plan, book, and pay for different types of transportation all in one place, while also providing real-time service and arrival information to help with trip planning. To improve mobility equity, MaaS programs can offer subsidies to key user groups. When combined with initiatives to bridge the digital divide, this type of program could greatly benefit San Diego by making the mobility system not only more efficient and user-friendly with innovative technology, but also more equitable and accessible.


*Mobility as a Service*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
5+ years

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
- General Fund
- Federal, state, regional grants

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 3, 4, 5, 8, 10

**Relevance to Climate Action Plan**
Actions 3.3 SA-1, 3.3 SA-2

**Incorporating Community Engagement**
The community identified needing more connections to regional resources such as the coastline and job centers as a major mobility need. A MaaS program would make these regional connections more seamless.

## PROGRAM IN ACTION

Portland, OR has made significant efforts to use new technologies that provide seamless mobility options to its residents and visitors. The City implemented TriMet Tickets, a single platform that allows users to plan, book, and pay for multiple modes of transportation including buses, light rail, streetcar, and bikeshare. More information can be found at https://trimet.org/imi/about.htm

*Portland's TriMet Rail*

REGIONAL *FINANCIAL INCENTIVES*

# Transit Fare Subsidies

Transit fare subsidies encourage the switch from cars to public transportation modes by providing free or reduced fares on mass transit. As youth and senior community members are often more likely to have low or no incomes, they are often more reliant on public transportation. Fare subsidies can help improve equitable access to affordable transportation options. In May 2022, SANDAG and its collaborating partners launched the Youth Opportunity Pass Program, offering free public transit to anyone age 18 and under. This program is funded by SANDAG as part of its Transit Equity Pilot and aims to connect youth to more educational, vocational, social, and errand-based opportunities throughout San Diego. While the pilot program has been extended through June 2026, making it permanent and expanding it to other vulnerable community members would further advance transportation equity across San Diego.

## PROGRAM IN ACTION

Los Angeles Metro (Metro) has a series of programs aimed at reducing the transportation cost burden for low-income residents, students, elderly individuals, and people with disabilities. The GoPass fareless pilot program, launched in 2021, provides unlimited free rides on Metro's bus and rail as well as other partner transit agencies to all K-14 students. Metro also offers fare discounts on transit passes for Metro and other participating transit agencies to low-income riders under the Low-Income Fare is Easy (LIFE) program. Seniors, college students, and people with disabilities are also eligible for reduced fares. More information can be found at: https://www.metro.net/riding/fares/


*GoPass*
*Source: LA Metro*


*Youth Opportunity Pass with PRONTO*
*Source: SANDAG, 2023*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
1-3 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Regional funds

**Leading Agency**
SANDAG

**Collaborating Entities**
MTS, NCTD, Transportation Department, partner agencies

**Relevance to Mobility Master Plan Goals**
Goals 1, 2, 5, 6

**Relevance to Climate Action Plan**
Actions 3.2a, 3.2 SA-1, 3.2 SA-2

**Incorporating Community Engagement**
The community highlighted affordability as a key challenge to their mobility, especially for those below 24 years of age. Transit fare subsidies advance transportation equity by providing greater access to a wider range of affordable mobility options for low-income community members.

# Urban Connectivity

CITYWIDE **DIGITAL INFRASTRUCTURE**

Urban connectivity refers to the collective set of technologies that can collect data and provide communication to infrastructure, mobility devices, and people. Data collected can be used to analyze performance on mobility-related metrics such as traffic speed, curbside usage, and air quality. By gathering data on how pedestrians, cyclists, and motorists move, San Diego can better understand what is happening on local roads which can then help the City improve infrastructure and operations practices. This information can inform policies and plans that aim to improve the overall experience for everyone in the City. A network of connected technology that ensures personal privacy protection, can further help to advance the City's goals related to enhancing mobility options for all, increasing efficient and safe circulation, and reducing greenhouse gas emissions.

*Futuristic Urban Connectivity Concept*
*Source: Geospatial Commission*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
3-5 years

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Federal, state, and regional grants

**Leading Department**
Transportation

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals 1, 3, 4, 5, 8, 9

**Relevance to Climate Action Plan**
Actions 3.4b, 3.4 SA-2, 3.6a

**Incorporating Community Engagement**
The community identified sidewalk and bikeway improvements and traffic calming measures as priorities to improve safety. Urban connectivity provides information about traffic and infrastructure conditions that can inform policies and plans to address safety challenges.

## PROGRAM IN ACTION

In 2016 the City of Chicago, IL launched the Array of Things (AoT) initiative, an urban connectivity project that installed a network of interactive, modular sensor boxes across the city to collect real-time data on the environment, infrastructure, and activity for research and public use. AoT builds privacy protection into the design of the sensors to minimize collection of personal data. Since these sensors were installed, data has been used to assess the safety of at-grade rail crossings, assess pedestrian crosswalk usage, and detect flooding along the Chicago River. More information can be found at: https://arrayofthings.github.io/


*Installing AoT sensors, Chicago*
*Source: University of Chicago, 2016*

CITYWIDE SHARED MOBILITY

# Micromobility Charging and Services

*Micromobility Infrastructure in Denver*

Micromobility public charging stations provide a place for e-bikes and scooters to charge within mobility hubs and around activity centers. This infrastructure addresses the needs of all micromobility users and encourages sustainable mobility options. Charging stations will allow both fleet users and people with personally-owned devices to have confidence that their devices will be charged when needed.

Bikeshare and scootershare programs are included in the broader suite of micromobility services. These programs allow users to access short-term bike rentals (electric or pedaled) or scooter rentals throughout a city. These micromobility devices can either be docked at stations or dockless and accessed through an app. Ensuring these programs include adaptive devices (e.g., tricycles and hand-powered bicycles) provides all users with the opportunity to utilize such a program.

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
3-5 years

**Implementation Cost**
**$$$**$

**Potential Funding Sources**
- General Fund
- Federal, state, and regional grants
- Public-private partnerships

**Leading Department**
General Services

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals, 1, 4, 5, 8, 9, 10

**Relevance to Climate Action Plan**
Actions 2.2 SA-2, 2.3 SA-4, 3.1b, 3.1f, 3.1g, 3.5 SA-7

**Incorporating Community Engagement**
The community identified intra-neighborhood solutions as a top mobility need to provide individuals with safe and convenient access to schools, jobs, medical care, social support, and food. Expanding micromobility options and implementing battery charging infrastructure would encourage use of these sustainable mobility options.

## PROGRAM IN ACTION

The New York City Housing Authority is investing approximately $25 million in e-bike charging infrastructure at 53 sites. The charging hubs are expected to be installed by 2025 and will provide a reliable charging source to riders within the City. The investment will provide micromobility users with a safe outdoor place to charge and store their devices while reducing the burden of in-home storage and reducing the risk of fires that may be caused by lithium-ion batteries.

*Citibike Station in New York City*
*Source: Jeff Greenbery /Getty Images*

CITYWIDE SYSTEM MANAGEMENT

# Transportation Demand Management (TDM)

Transportation demand management (TDM) refers to strategies and incentives that expand commuter options to reduce parking demand and road congestion. These strategies focus on decreasing single-occupancy vehicle use, encouraging multimodal trips, and by providing opportunities for telework or flexible work schedules.

TDM initiatives can be employer-led, with businesses providing these strategies and incentives as employee benefits. However, some cities, counties, and states require employers of a certain size or type to offer such commute incentives to meet air quality or greenhouse gas reduction targets, or to achieve mode-shift goals. For example, the City of San Diego's Transportation Alternatives Program encourages City employees to use transit by offering free transit passes for MTS services.

*TDM focuses on promoting alternative mobility options*
*Source: City of San Diego, 2019*

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
Existing program; Ongoing

**Implementation Cost**
**$$**$$

**Potential Funding Sources**
- General Fund
- Federal, state, regional grants
- Public-private partnerships

**Leading Departments**
Risk Management and City Planning

**Collaborating Entities**
Other City departments, partner agencies (e.g., SANDAG), private employers

**Relevance to Mobility Master Plan Goals**
Goal 10

**Relevance to Climate Action Plan**
Actions 3.3a, 3.3b

**Incorporating Community Engagement**
TDM programs can help subsidize transit fares, vanpool programs, and carpool programs, and create more amenities for those who bike and walk to work (e.g., shower facilities and bike storage) thereby encouraging use of sustainable mobility options for those traveling to work.

## PROGRAM IN ACTION

The City of Portland seeks to reduce parking demand and single-occupancy vehicle use by offering a variety of "transportation wallets" to residents and employees. Portland's Transportation Wallet program incentivizes the use of transit, streetcars, bikeshare, scootershare, and rideshare. Portland has created three different wallets, each with a unique set of benefits like transit passes, bikeshare credits, and carshare credits. The wallets are intended for use by those living or working in the Central Eastside and Northwest Parking Districts, low-income households, and people moving into new multi-unit buildings.


*Transportation Wallet program in Portland*
*Source: Portland Bureau of Transportation, 2024*

CITYWIDE COMMUNITY ENHANCEMENT

# Wayfinding

*Wayfinding concepts for Balboa Park*

The City of San Diego's wayfinding program is designed to enhance accessibility and improve the experience for both residents and visitors. Its primary goals are to provide clear, accessible information about community amenities, navigation, bus schedules, storm warnings, emergency updates, and homeless support services. Wayfinding solutions help direct people to destinations such as retailers, restaurants, hotels, parks, and other attractions, while promoting diverse mobility options, including walking, biking, transit, and other non-vehicular modes of transportation.

San Diego's wayfinding is intended to encourage walking and transit use by offering multimodal information from a pedestrian's perspective. Working in tandem with other visual cues, the wayfinding helps people orient themselves, navigate the City confidently, and understand the proximity of their destinations.

## PROGRAM HIGHLIGHTS

**Estimated Initiation Timeframe**
Existing program; Ongoing

**Implementation Cost**
**$**$$$

**Potential Funding Sources**
- General Fund
- Federal, state, and regional grants
- Public-private partnerships

**Leading Departments**
Transportation and Economic Development

**Collaborating Entities**
Other City departments, partner agencies, public-private partnerships

**Relevance to Mobility Master Plan Goals**
Goals, 1, 2, 3, 4, 5, 6, 7, 8, 9

**Relevance to Climate Action Plan**
Actions 3.1 SA-15, 3.5a

**Incorporating Community Engagement**
Community members have expressed interest in installing wayfinding signage that is both functional in providing information and directions, and reflective of their neighborhood's unique character.

## PROGRAM IN ACTION

The Downtown San Diego Partnership and IKE (Interactive Kiosk Experience) Smart City plan to install state-of-the-art wayfinding technology to commercial, pedestrian-oriented areas in Downtown San Diego. Each kiosk serves as a free Wi-Fi hotspot and is geo-located, displaying informational listings based on what's in immediate proximity to the kiosk. The kiosks have dual-sided digital touchscreens and are fully ADA-compliant, complete with interactive applications that drive the discovery of local businesses, promote diverse mobility solutions, and improve equity with 24/7 access to resources.


*Interactive Kiosk Experience (IKE) in Columbus*
*Source: IKE Smart City*

# 09

# IMPLEMENTATION AND MONITORING

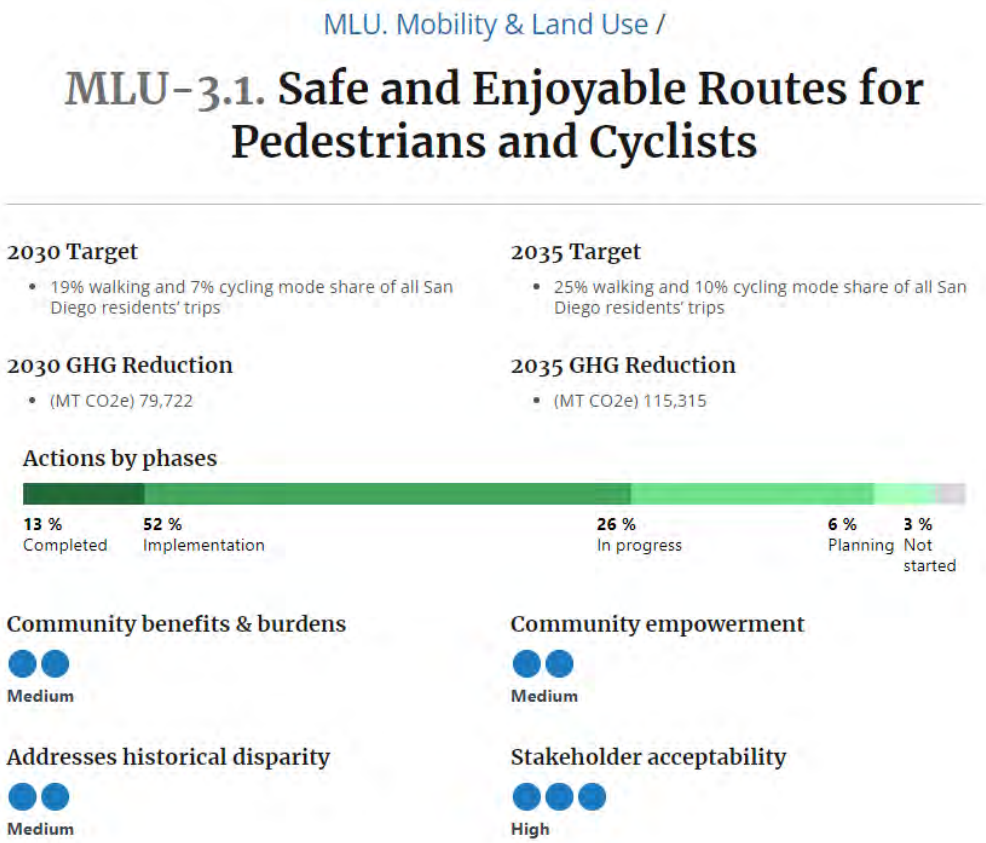
# 9.1 IMPLEMENTATION APPROACH

This chapter discusses how we implement this Mobility Master Plan and monitor performance over time. While implementing transportation projects and programs in the City is a critical component of the Plan, we also recognize a comprehensive mobility plan can create a pathway to change City policies and regulations, improve internal City processes, strengthen valuable partnerships, identify funding opportunities, and conduct on-going outreach. The implementation approach identified in this chapter will help ensure that projects prioritized in the Mobility Master Plan are aligned with the Capital Improvement Program (CIP) process. Project programming will continue to be largely conducted under Council Policy 800-14, which sets the guidelines for developing and prioritizing CIP projects as discussed in Chapter 7.

The implementation actions included in this chapter are contingent on available budget, grant programs, and other funding identified in Chapter 10. Additionally, implementation of these actions would benefit from continued and expanded partnerships with both public and private organizations with similar goals.

# 9.2 CLIMATE ACTION PLAN IMPLEMENTATION

The Mobility Master Plan includes the actions set forth in the CAP. To accompany the CAP, the Climate Action Implementation Plan (Implementation Plan) organizes and prioritizes the actions from each CAP strategy. These actions are organized into six different measures and prioritized by implementation timing (Preliminary, Foundational, Next, and Other). The CAP actions relevant to this Mobility Master Plan are included in Table 9-1 and can be tracked online via the City of San Diego's Climate Action Plan Dashboard.




*Example of a measure being tracked in the City of San Diego's Climate Action Plan Dashboard*

**TABLE 9-1:** Key CAP Implementation Actions Aligned with the Mobility Master Plan

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| **Implement the following "Preliminary" Mobility CAP actions:** | | |
| 3.2-SA3 | Identify transit stops where upgrades are needed, especially in Communities of Concern (CoCs), and streamline implementation of upgrades to high priority transit stops. | Goals 2, 5, and 6 |
| 3.3c | Establish a team and roadmap to support actions that require connectivity and close the digital divide. | Goals 2 and 6 |
| 3.3-SA7 | Improve and expand data gathering and outreach in CoCs to understand which residents need the most assistance to technology options, what the barriers are to remote work, and improved community's ability to access technology. | Goals 2 and 6 |
| **Implement the following "Foundational" Mobility CAP actions:** | | |
| 3.1b | Update Bicycle Master Plan with current best practices for facility designation, reflecting recent community plan updates and proposed regional connections. Also describing existing constraints, opportunities, and implementation strategies. Update Bicycle Master Plan. | Goal 4 |
| 3.1-SA8 | Create a quick build policy and design guidelines to facilitate repurposing of the right-of-way or installation of interim or pilot bicycle, ADA accessibility, or pedestrian projects. | Goals 3, 4, 7 |
| 3.1-SA13 | Update street planning and design process with a focus on community input from Communities of Concern to prioritize pedestrians, bicyclists, and transit. | Goals 1, 2, 3, 4, 5, and 7 |
| 3.2c | Ensure every high-volume transit stop has access to transit shelters, which include shade structures and benches; work with MTS to establish a standard for the provision of bus shelters in the City (e.g., minimum accommodations) with a priority in CoCs. | Goals 5 and 6 |
| 3.2-SA6 | Partner with MTS for priority right of way for buses and trolley in roadway corridors and at intersections. | Goals 5 and 6 |
| 3.3a | Amend the Land Development Code to include mandatory transportation demand management (TDM) regulations citywide. | Goal 10 |
| 3.3b | Develop a City of San Diego employee TDM policy. | Goal 10 |
| 5.2f | Support expansion of urban tree canopy in parks and along active transportation network. Prioritize implementation in Communities of Concern. | Goal 7 |

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| 3.4a | Install traffic circles and roundabouts. | Goals 1 and 7 |
| 3.4b | Retime traffic signals to reduce vehicle fuel consumption through improving the flow of traffic. | Goal 8 |
| 3.5b | Focus new development in areas that will allow residents, employees, and visitors to safely, conveniently, and enjoyable travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas (TPAs), and areas of the City with the lowest amount of vehicular travel. | Goal 6 |
| 3.5c | Plan for land uses that will allow existing residents, employees and visitors to more safely, conveniently and enjoyably travel as a pedestrian, biking, or transit. | Goal 6 |
| 3.6c | Amend the land development code to establish parking maximum requirements for use types and locations where appropriate. | Goal 9 |
| **Implement the following "Other" Mobility CAP actions:** | | |
| 3.1-SA20 | Explore fee structure/incentive program to increase cost savings for shared transportation network company (TNC) trips relative to private TNC trips. | Goal 8 |
| 3.2 | Advocate for a permanent, regional Youth Opportunity Pass and support the expansion of the program to include college students and residents in Communities of Concern. | Goals 2 and 5 |
| 3.2-SA2 | Create programs and incentives for transit passes bundled with all new major developments within one mile of a major transit stop. | Goals 2, 5, and 10 |
| 3.4-SA2 | Work with communities to implement comprehensive solutions for the curb space, including implementation of timed parking, establishment of parking districts, and programming of the curb space for deliveries, ADA access and other passenger loading, and micromobility. | Goal 9 |
| 3.6A | Optimize use of curb space including management of on-street parking in TPAs. | Goal 9 |
| 3.1g | Partner with Micromobility Operators to optimize the number of scooters available in mobility hubs and/or near transit. | Goals 5, 8, and 10 |
| 3.1f | Review and improve flexible fleets and micro-mobility policies/shared use mobility programs, especially focused in Communities of Concern and first mile/last mile applications. | Goals 4, 8, and 9 |
| 3.1-SA3 | Increase education campaigns to improve motorist behavior to result in a safer right-of-way for bicyclists and pedestrians. | Goals 1,3, 4, and 6 |

**TABLE 9-1:** Key CAP Implementation Actions Aligned with the Mobility Master Plan (Continued)

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| 3.1a | Develop Safe Routes to Schools safety plans; start a San Diego Safe Routes to Schools program focusing on Communities of Concern and underperforming schools. | Goals 1, 2, 3, 4, 5, and 6 |
| 3.2b | Create a quick build policy and design guidelines to facilitate repurposing of the right-of-way or installation of installation of interim or pilot transit projects. | Goals 5, 6, and 7 |
| 3.5-SA2 | Implement temporary and permanent car-free zones/zero emission zones. | Goal 1, 3, and 4 |
| 3.1-SA1 | Adopt City portions of SANDAG's forthcoming first mile/last mile initiative and incorporate Safe Routes to Transit strategies in Transit Priority Areas. | Goals 1, 5, and 6 |
| 3.1-SA2 | Partner with public safety to review and reform education programs and enforcement policies related to pedestrian and traffic safety. | Goals 1, 3, and 6 |
| 3.1-SA4 | Amend the code and street design manual to include standards for pedestrian oriented street lighting in neighborhoods and alleyways. | Goals 3 and 7 |
| 3.1-SA6 | Include in Bicycle Master Plan update policies and programs to increase bicycle storage near new bikeways. | Goal 4 |
| 3.1-SA10 | Identify and address gaps in the City's pedestrian network and opportunities for improved pedestrian crossing, using the City's Pedestrian Master Plan and the City's sidewalk assessment. | Goal 3 |
| 3.1-SA11 | Incorporate trees and additional cooling features such as innovative shade designs, water features, and cooling centers at parks, with a concentration in Communities of Concern. | Goals 3 and 7 |
| 3.1-SA16 | Increase number of trash and recycling receptacles in pedestrian corridors/Transit Priority Areas. | Goals 3 and 5 |
| 3.1-SA17 | Implement Assembly Bill 43 to reduce speed limits in select corridors. | Goal 1 |
| 3.1e | The City will evaluate existing and future fee structures to increase the priority of active transportation project implementation, especially within Communities of Concern, and the City will increase its efforts to identify and pursue grant funds for the planning and implementation of active transportation projects. | Goals 3, 4, and 6 |
| 3.1-SA21 | Implement the City's San Diego River Park Master Plan to increase mobility. | Goals 3, 4, and 6 |
| 3.1-SA22 | Where roadway widenings are otherwise planned, identify opportunities to repurpose the use of the right-of-way for walking, rolling, biking, and transit modes of travel. | Goals 3, 4, and 5 |

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| 3.1-SA24 | Engage communities during the community plan updates and other multimodal corridors and active transportation planning processes to better accommodate all users of the right-of-way with an emphasis on improving safety for vulnerable users. | Goals 1, 2, 3, 4, 5, and 6 |
| 3.2-SA1 | Facilitate partnerships with universities and colleges with goal of student walk/ride/transit use well-above citywide goals. | Goals 3, 4, 5 and 6 |
| 3.2-SA2 | Create programs and incentives for transit passes bundled with all new major developments within one mile of a major transit stop. | Goals 5 and 6 |
| 3.2-SA4 | Support MTS, SANDAG and Caltrans in the creation of transit right-of-way for regional transit connections. | Goals 5 and 6 |
| 3.2e | Develop dedicated bus lanes or shared bus and bike lanes to increase transit efficiency and on-time performance, focusing on routes supporting residents within underserved communities and high-frequency connections for riders to schools and universities and jobs. | Goals 2, 4, 5, and 6 |
| 3.4-SA1 | Work with the Port of San Diego, SANDAG, and Caltrans to prepare a feasibility study to identify the best truck route to Tenth Avenue Marine Terminal and diversion, traffic calming and appropriate signage as included in the APCD's Community Emission Reduction Plan (CERP). | Goal 6 |
| 3.5-SA1 | Amend local regulations, like the Placemaking ordinance, and policies to allow for wider sidewalks and the use of setbacks for public spaces and place making. | Goals 3 and 6 |
| 3.5-SA5 | Prioritize as part of the Environmental Justice work on air quality emissions reduction opportunities with APCD and Communities of Concern. | Goal 6 |
| 3.5-SA7 | Implement active transportation in lieu fees to fund pedestrian, cyclist and transit investments where the greatest GHG emissions reductions will result, in accordance with Complete Communities: Mobility Choices. | Goals 3, 4, 5, and 6 |
| 3.6 d | Amend the land development code to prohibit new auto-oriented land uses that would create conflicts with walking and bicycling within TPAs. | Goals 3, 4, and 6 |
| **Implement the following "Next" Mobility CAP actions:** | | |
| 3.2d | Implement projects and update the Placemaking Ordinance, including a street furniture program that reduces heat exposure, prioritizes natural shade solutions, provides cool transit stops, and improves access to nearby restrooms in high transit use areas and pedestrian corridors, prioritizing Communities of Concern. | Goals 2, 5, and 7 |

**TABLE 9-1:** Key CAP Implementation Actions Aligned with the Mobility Master Plan (Continued)

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| 3.1-SA5 | Install pedestrian-oriented streetlights for increased safety and comfort in Communities of Concern | Goals 1 and 3 |
| 3.1c | Implement the City's Bicycle Master Plan and community plan bicycle networks with a Class IV First approach. | Goal 4 |
| 3.1-SA9 | Examine proposed bike and pedestrian projects and use "quick-build" pathways where appropriate to increase financial viability. | Goals 3, 4, and 7 |
| 3.1-SA14 | Include audible pedestrian signals at all signal-controlled crosswalks. | Goals 1, 3, and 8 |
| 3.1-SA15 | Install audible wayfinding beacons at complicated intersections and sign locations. | Goals 1, 3, and 8 |
| 3.5-SA6 | Focus on delivering new mixed-use development on sites, including vacant and underutilized lots, located near transit, such as in TPAs and areas of the City of San Diego with the lowest amount of vehicular travel. | Goal 6 |
| 3.5-SA8 | Maximize new development in areas located with safe, convenient and enjoyable access to transit. | Goal 5 and 6 |
| 3.5-SA9 | Support expansion of urban greenspace including park access, open space, and wildlife corridors where appropriate, along streets to encourage outdoor activity, walking, and increase pedestrian access to parks in Communities of Concern. | Goal 3 |

*Source: City of San Diego*

## 9.3 IMPLEMENTATION ACTIONS

In addition, to the CAP actions, the Mobility Master Plan includes a set of unique, near-term, and long-term actions to help achieve mobility goals. Near-term actions (Table 9-2) are defined as those that can be accomplished over the next five years which falls within the development period of the next Mobility Master Plan update. The long-term actions are those that can be accomplished by 2035, which aligns with the CAP's horizon year for achieving net zero GHG emissions and 50% non-auto mode share. Long-term actions (Table 9-3) will become near-term actions over future Mobility Master Plan cycles and will be refined as more is known about these efforts and ways to fund them. This work will also be informed by future outreach on Mobility Master Plan updates and implementation efforts, but also through parallel and complementary initiatives, including any updates to the General Plan, community plan updates, and modal master plan updates. Some actions will continue on an ongoing basis and are included in both the near-term and long-term tables in the following pages.

**TABLE 9-2:** Near Term Actions (0-5 Years)

| Action Number | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| NT 1 | Based on available budget and staffing resources, identify key steps to equitably advance programs and projects in the Mobility Master Plan. | Goals 1 through 10 |
| NT 1A | Coordinate with other City departments and peer agencies to form strategic partnerships to bundle projects and work with partners to bring prioritized projects and programs closer to construction and implementation. | Goals 5 and 6 |
| NT 1B | Research opportunities to connect all capital investment with mobility programs as identified in Chapter 8 (Programs). | Goal 6 |
| NT 1C | Evaluate other documented transportation infrastructure needs in partnership with other City Departments. | Goal 6 |
| NT 1D | Evaluate other documented transportation program needs in partnership with other City Departments, peer agencies, community-based organizations, and others. | Goal 6 and 7 |
| NT 2 | Monitor the implementation of the Mobility Master Plan on a four-year reporting cycle, through the development of a Mobility Master Plan Implementation Monitoring Report. | Goals 6 and 7 |
| NT 3 | Develop a comprehensive mobility data viewer including the following support activities: | Goals 1 and 6 |
| NT 3A | Create a data governance framework to consolidate information on mobility assets Citywide. | Goal 6 |
| NT 3B | Incorporate planned mobility infrastructure into asset management portals (i.e., find opportunities to leverage the Enterprise Asset Management systems). | Goal 6 |
| NT 3C | Create and maintain a comprehensive inventory of existing and planned mobility infrastructure integrated with City databases and programs (i.e., Mobility Master Plan, Capital Improvement Program, Transportation Unfunded Needs List, Public Facility Financing Plans, Enterprise Asset Management systems). | Goal 6 |
| NT 3D | Initiate process to transition unfunded mobility needs into projects to be defined for future plans. | Goal 6 |
| NT 4 | Collaborate with Performance & Analytics Department (PandA) to better understand data resources and their potential benefits or applications. | Goal 6 |

**TABLE 9-2:** Near Term Actions (0-5 Years) (Continued)

| Action Number | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| NT 5 | Support the development of a citywide electric vehicle (EV) and micromobility program to accelerate EV adoption, including flexible fleets, circulators, and electric bicycles, focusing on the barriers to ownership and charging for residents within Communities of Concern. | Goals 4, 5, 7, and 8 |
| NT 6 | Increase the number and quality of public education programs that promote bicycling and bicycle safety. | Goal 4 |
| NT 7 | Implement a Slow Streets Program. | Goals 1, 3, 4, and 7 |
| NT 8 | Complete a Roundabout Master Plan to discover and prioritize locations where roundabout implementation would be beneficial to access, safety, and mobility while working to achieve Climate Action Plan goals. | Goals 1,3, and 4 |
| NT 9 | Complete the Accessible Pedestrian Connections and Safety Plan to serve as a blueprint for safe and accessible access for pedestrians of all abilities throughout the City. | Goals 1 and 3 |
| NT 10 | In alignment with Climate Resilient SD, integrate consideration for climate change hazards, due to sea level rise, extreme heat, precipitation driven flooding, and wildfire, into the planning and implementation of the mobility network to enhance the ability of City infrastructure and communities to adapt to a changing climate. | Goals 6 and 7 |
| NT 11 | Revise Council Policy 100-18 Community Parking District, which could include flexibility on their formation, joint establishment during a Community Plan Update process, and funding use. | Goal 9 |
| NT 12 | Explore and invest in parking management technologies (i.e., sensors, dynamic parking capabilities) to help with curbside management. | Goals 8 and 9 |
| NT 13 | Support systemic safety by addressing the development and implementation of quick, near-term safety projects, and streamlining the process and delivery of critical traffic safety improvements (e.g., paint, safety posts, sidewalk extensions, other innovative materials) to City streets. | Goal 1 |
| NT 14 | Develop a strategic mobility funding strategy that identifies annual funding for mobility projects, programs, and operations through 2035. | Goal 6 |
| NT 15 | Collaborate with staff from the Commission for Arts and Culture on grant applications/ funding steams that may have co-benefits for arts and mobility improvements (e.g. art in the right-of way program) . | Goals 1 and 6 |

*Source: City of San Diego*

**TABLE 9-3:** Long Term Actions (By 2035)

| CAP Implementation Plan Action ID | Action | Alignment with Mobility Master Plan Goals |
|---|---|---|
| LT 1 | Based on available budget and staffing resources, continue to equitably advance programs and projects in the Mobility Master Plan. | Goals 1-10 |
| LT 1A | Continue to coordinate with other City departments and peer agencies to form strategic partnerships to bundle projects and work with partners to bring prioritized projects and programs closer to construction and implementation. | Goals 5 and 6 |
| LT 1B | Continue to research opportunities to connect all capital investment with mobility programs as identified in Chapter 8 (Programs). | Goal 6 |
| LT 1C | Continue to evaluate other documented transportation infrastructure needs in partnership with other City Departments. | Goal 6 |
| LT 1D | Continue to evaluate other documented transportation program needs in partnership with other City Departments, peer agencies, community-based organizations, and others. | Goal 6 and 7 |
| LT 2 | In alignment with Climate Resilient SD, continue to integrate consideration for climate change hazards, due to sea level rise, extreme heat, precipitation driven flooding, and wildfire, into the planning and implementation of the mobility network to enhance the ability of City infrastructure and communities to adapt to a changing climate. | Goal 7 |
| LT 3 | Offer incentive programs that support sustainability objectives, improve safety, and enhance equity. | Goals 2 and 5 |
| LT 4 | Seek pathways to deploy Mobility as a Service (MaaS) to make multimodal trips accessible, convenient, and affordable for all. | Goal 8 |
| LT 5 | Accommodate autonomous and connected vehicle infrastructure and operations as those services are tested and deployed throughout the City. | Goal 8 |
| LT 6 | Invest in dynamic arterial management systems to maximize roadway rights-of-way through prioritization of sustainable modes. | Goal 8 |
| LT 7 | Continue to support systemic safety by addressing the development and implementation of quick, near-term safety projects, and streamlining the process and delivery of critical traffic safety improvements (e.g., paint, safety posts, sidewalk extensions, other innovative materials) to City streets. | Goal 1 |
| LT 8 | Continue to collaborate with staff from the Commission for Arts and Culture on grant applications/ funding steams that may have co-benefits for arts and mobility improvements (e.g., art in the right-of way program). | Goals 1 and 6 |

*Source: City of San Diego*

# 9.4 PERFORMANCE MONITORING

A critical element of successful project implementation is a robust performance monitoring framework. Such a framework serves to provide oversight of project progress to all parties, enable more effective project management, and promote greater accountability. To this end, clear internal reporting workflows and structures can be developed so that all relevant staff and project members across departments can keep track of project timelines and address potential issues or concerns early on. These workflows can incorporate regular cost and funding updates to ensure that projects remain financially feasible.

For greater transparency to the public, the City will update the Mobility Master Plan webpage and data viewer with status updates of actions being implemented. As the Plan and projects may evolve over time, this webpage can remain a permanent channel for public feedback and suggestions. The Mobility Master Plan also includes a commitment to monitor the implementation of the Mobility Master Plan on a four-year reporting cycle through the development of a Mobility Master Plan Implementation Monitoring Report including, but not limited to, a collection and evaluation of the performance monitoring indicators outlined in the following section.

In parallel, the Climate Action Plan includes an annual monitoring report and commits to conducting comprehensive GHG emissions inventories at least every two years. The annual progress report will use data from the GHG inventories and air quality monitoring data from the Air Pollution Control District (APCD), City departments, and external partners to demonstrate the progress of implementation and the outcomes of actions to-date.

In addition, the City of San Diego includes key performance indicators (KPIs) for each department in the fiscal year budget. Each year, progress is updated on the City's online dashboard. Some of these performance indicators may reflect mobility improvements or enhancements and may be used, in conjunction with the indicators below, to monitor the performance of this Plan.

## 9.4.1 PERFORMANCE MONITORING INDICATORS

- Commute mode share (American Community Survey)
- Commute travel times (American Community Survey)
- Vehicle miles traveled (Caltrans Performance Measurement System)
- Fatalities and severe injuries (City of San Diego)
- First-mile/Last-mile projects completed (City of San Diego)
- Miles of new and repaired sidewalks (programmed and completed) (CAP Monitoring)
- Miles of new bikeways completed, by classification (Class I-IV) (programmed and completed) (CAP Monitoring)
- Modeled percentage of average weekday trips taken by City residents that are completed by walking and biking (CAP Monitoring)
- Miles of dedicated bus lanes, shared bus-bike lanes (programmed and completed) (CAP Monitoring)

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- Annual bus and rail transit boardings in the City (total and percent change) (CAP Monitoring)
- Annual Transit Ridership in the City of San Diego (SANDAG Regional Plan Monitoring)
- Modeled percentage of average weekday trips taken by City residents that are completed using public transit (CAP Monitoring)
- Modeled citywide vehicle miles traveled (compared to Business As Usual Assumption for citywide vehicle miles traveled for the same year as reported in the CAP) (CAP Monitoring)
- Number of new roundabouts and traffic circles installed (CAP Monitoring)
- Modeled per-capita vehicle miles traveled (CAP Monitoring)
- Linear feet of curb space optimization projects (programmed and completed) (CAP Monitoring)
- Number of new street trees planted (CAP Monitoring)


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UC San Diego Blue Line
To San Ysidro
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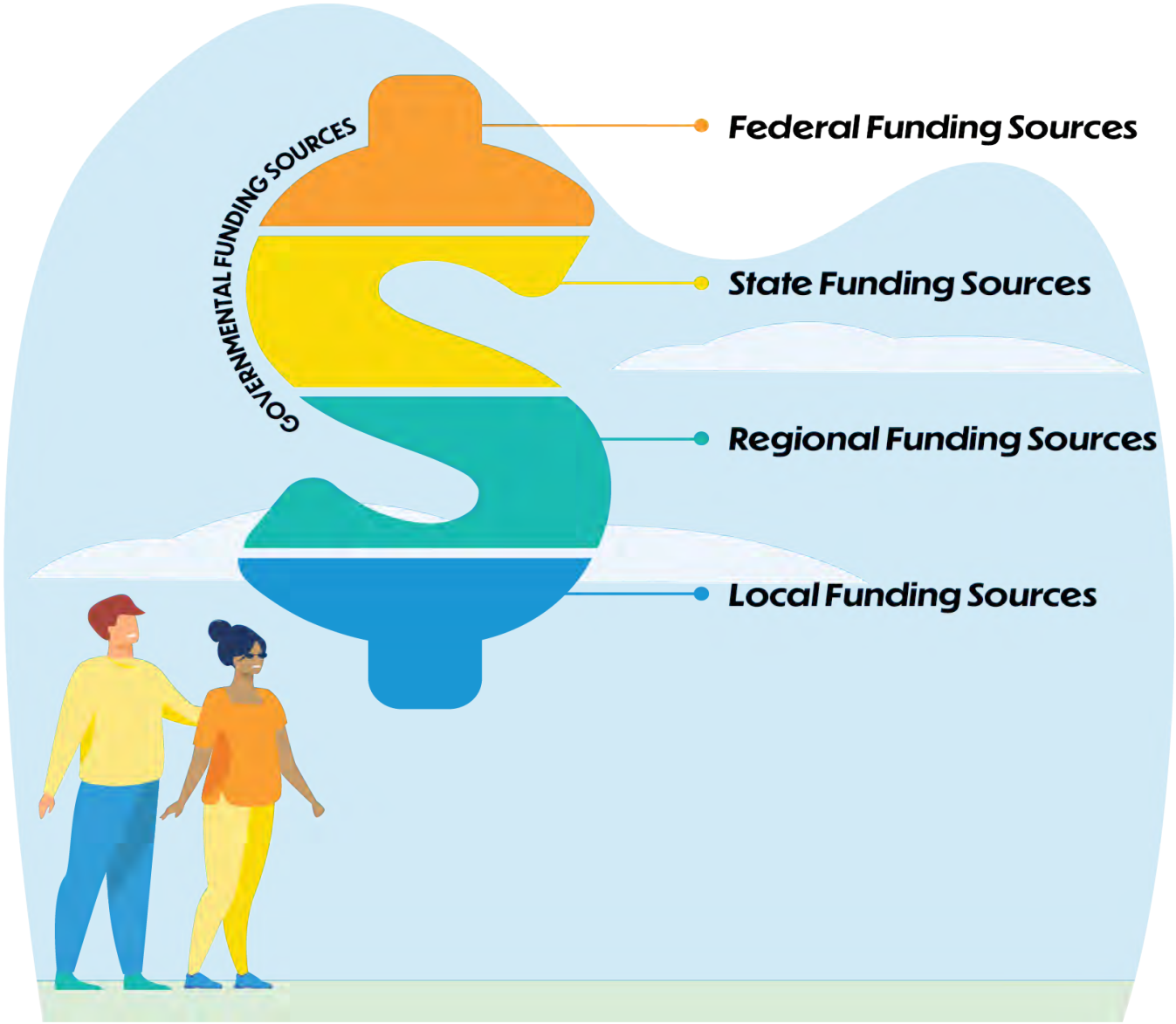
# 10
# FUNDING

# 10.1 FUNDING OVERVIEW

By prioritizing mobility projects in areas of San Diego with the greatest need, the Mobility Master Plan sets a pathway for CAP implementation success. These mobility projects and programs will need sustainable funding sources to support implementation and long-term operations and maintenance. A robust monitoring framework can provide justification for funding opportunities over time, track effectiveness of the expenditures, and can help ensure there are sufficient resources in the long-term to achieve the multiple goals and objectives of this Plan.

This chapter outlines the types of governmental funding sources that are available to the City. Each funding source and program has specific eligibility criteria and requirements to ensure funds are allocated to projects that would contribute to or achieve the funding programs' goals, such as climate resilience, traffic safety, and sustainable transportation. With this framework of funding options, the City can consider the best funding source, or combination of sources, to develop a funding strategy for this Plan and secure individual project and program funds.

**FIGURE 10-1:** Governmental Funding Sources



# 10.2 PLANNING AND IMPLEMENTATION FUNDING SOURCES

The following sections include a non-exhaustive list of the possible funding sources that are available for mobility projects in the first phases of their lifecycles from planning to implementation. Typically, funding is distributed to recipients either via a competitive grant process or as formula funding:

- **Competitive Grant** (i.e., "discretionary funding") refers to funding that is distributed competitively through grant programs. The funding administrator uses "discretion" in determining who receives funding and how much they receive based on the eligibility and evaluation criteria of the grant program. Applicants "compete" for the funding by submitting grant applications for consideration by the funding administrator.
- **Formula Funding** refers to funding that is distributed using a formula – typically based on population (per capita). Recipients of formula funding do not need to compete for the funding.

In the descriptions below, Federal, State, and Regional funding sources allocated via a formula are designated with an "FF" while those awarded as part of a grant process are designated with a "CG." Some funding types are distributed both as formula and grant funds.

Funding for these programs is dependent on Federal, State, or Regional budgets and the City must often provide some type of local match and is not guaranteed funding.

## 10.2.1 FEDERAL FUNDING SOURCES

### *USDOT BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) DISCRETIONARY GRANTS (CG)*

The Better Utilizing Investments To Leverage Development (BUILD) program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and Transportation Investment Generating Economic Recovery (TIGER) program, is a competitive grant program established in 2009 that provides $1.5 billion in funding each fiscal year (FY) from FY22 to FY26 to support multimodal and multi-jurisdictional projects of local or regional significance. Projects have been evaluated on safety, environmental sustainability, mobility and community connectivity, economic competitiveness, and opportunity criteria. Both capital and planning projects are eligible for BUILD grants.[1]

### *FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) PROGRAM (CG, FF)*

The PROTECT program provides funding for capital and planning projects that improve the resilience of transportation infrastructure and facilities to climate change and natural disasters. Between FY22 to FY26, a total of $8.7 billion will be made available for formula funding and competitive grants. While formula funding is apportioned to each state, the competitive grant is open to a variety of entities including metropolitan planning organizations (MPOs) and local governmental entities.[2]

1 BUILD Grants, US Department of Transportation. https://www.transportation.gov/BUILDgrants

2 Infrastructure Investment and Jobs Act - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Fact Sheet, Federal Highway Administration. https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm

### *FHWA SURFACE TRANSPORTATION BLOCK GRANTS (STBG) & TRANSPORTATION ALTERNATIVES (FF)*

The STBG is a formula funding program that supports states and localities in capital and planning projects aimed at preserving and improving the conditions and performance of surface transportation, including transit. Between FY22 and FY26, $72 billion has been authorized for allocation. Ten percent of the annual available STBG funds is required to be set aside for Transportation Alternatives, which funds smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.[3]

### *US DOT RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM (CG)*

The RCP was established by the Bipartisan Infrastructure Law (BIL) to provide competitive grants to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that have historically segregated communities and acted as barriers to mobility and economic opportunities. From FY22 to FY26, an estimated $1 billion will be made available to a range of entities, including local governments and MPOs, for both capital and planning projects.[4]

### *US DOT SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM (CG)*

In 2022, the BIL created the new SS4A discretionary grant program to support local safety initiatives aimed at preventing fatalities and severe injuries on roads and streets. From FY22 to FY26, the US Department of Transportation will award up to $1 billion annually to fund planning and capital projects, including the development of comprehensive safety action plans. Funding is provided directly to and exclusively for local entities such as MPOs and political subdivisions of a state.[5]

### *FEDERAL TRANSIT ADMINISTRATION (FTA) CAPITAL INVESTMENT GRANTS (CIG) PROGRAM (CG)*

The CIG program provides approximately $4.6 billion per fiscal year from FY22 to FY26 to fund large-scale light, heavy, and commuter rail, streetcar, and bus rapid transit capital projects. State and local government agencies, including transit agencies, may apply for funding to support new or expansion projects. To be awarded funding through this program, proposed projects must complete a multi-year, multi-step development process outlined in the CIG statute.[6]

### *FTA STATE OF GOOD REPAIR AND RAIL VEHICLE REPLACEMENT PROGRAM (FF, CG)*

The State of Good Repair formula grant program allocates funding to state and local government authorities in urbanized areas operating high-intensity fixed guideway and bus systems for the maintenance, replacement, and rehabilitation of capital assets, as well as development and implementation of transit asset management plans. From FY22 to FY26, $22.8 billion will be made available to support this program.

3 Infrastructure and Investment and Jobs Act - Surface Transportation Block Grant Program (STBG) Program Fact Sheet US Department of Transportation. https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm

4 Reconnecting Communities Pilot (RCP) Program - Fact Sheets, Federal Highway Administration. https://www.transportation.gov/grants/reconnecting/about-rcp

5 Safe Streets and Roads for All (SS4A) Grant Program, US Department of Transportation. https://www.transportation.gov/grants/SS4A

6 Fact Sheet: Capital Investment Grants Program, Federal Transit Administration. https://www.transit.dot.gov/funding/grants/fact-sheet-capital-investment-grants-program

Additionally, $300 million of the annual available funding is set aside for competitive grants under the Rail Vehicle Replacement Program to assist state and local government agencies in reinvestments for rail rolling stock.[7, 8]

### *FTA GRANTS FOR BUSES AND BUS FACILITIES PROGRAM (CAPITAL) (FF, CG)*

The Grants for Buses and Bus Facilities Program (Buses and Bus Facilities Program) includes formula and competitive grants to support a range of capital projects including replacement, rehabilitation, and acquisition of buses and related equipment, and construction of bus-related facilities. The program also includes the Low or No Emission Grant Program (Low-No Program), a competitive grant which aims to support the transition of transit fleets to least-polluting and most energy efficient vehicles. From FY22 to FY26, approximately $3.16 billion and $1.96 billion will be made available for Buses and Bus Facilities Program formula and competitive grants respectively; a total of $5.62 billion will be made available under the Low-No Program.[9] State, local governmental entities, and designated recipients that operate fixed-route bus service or allocate funding to fixed-route bus operators are eligible to apply.[10] While the City of San Diego is not an eligible recipient of these funds, transit improvements resulting from this Program may advance non-auto mode-share in the City.

### *FTA URBANIZED AREA FORMULA GRANTS (FF)*

The Urbanized Area Formula Funding program provides $33.1 billion from FY22 to FY26 to support capital and planning projects and operating costs of equipment and facilities for public transportation use in urbanized areas.[11] In urbanized areas with populations greater than 200,000, funding is disbursed directly to the MPO, whereas Caltrans administers funds for urbanized areas with populations of fewer than 200,000.[12] While the City of San Diego is not an eligible recipient of these funds, transit improvements resulting from this Program may advance non-auto mode-share in the City.

### *FTA PILOT PROGRAM FOR TRANSIT ORIENTED DEVELOPMENT PLANNING (CG)*

This program provides funding for site-specific or comprehensive planning projects that are associated with a new fixed guideway or core capacity transit capital project. Plans funded through this program must explore ways to improve transit access for active mobility options, create opportunities for economic development and increased ridership, identify infrastructure needs, and enable mixed-use development near transit stations. As the City works with SANDAG to plan and implement more flex lanes to support the Transit Leap strategy, integrating land use and transportation planning with any new fixed guideway and core capacity transit corridor projects will become more critical and may be an eligible use of this funding.

7 Fact Sheet: State of Good Repair and Rail Vehicle Replacement Program, Federal Transit Administration. https://www.transit.dot.gov/funding/grants/fact-sheet-state-good-repair-and-rail-vehicle-replacement-program

8 2022 State of Good Repair Program Guidelines, California Department of Transportation. https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/sgr/202207-sgr_2022_guidelines-ver1-a11y.pdf

9 Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY2023 Notice of Funding Opportunity, Federal Transit Administration. https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024

10 Fact Sheet: Buses and Bus Facilities Program, Federal Transit Administration. https://www.transit.dot.gov/funding/grants/fact-sheet-buses-and-bus-facilities-program

11 An urbanized areas is defined here as an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

12 Urbanized Area Formula Grants (FTA 5307), Caltrans. https://dot.ca.gov/programs/rail/urbanized-area-formula-grants-fta-5307#:~:text=Program%20Overview,assistance%20and%20transportation%2Drelated%20planning

From FY22 to FY26, approximately $68.9 million will be available to state or local government authorities for such projects.[13]

## 10.2.2 STATE FUNDING SOURCES

### *CALTRANS AND CTC ACTIVE TRANSPORTATION PROGRAM (ATP) (CG)*

The ATP was established to encourage greater use of active mobility options such as walking or rolling and biking, as well as to increase the safety and mobility of non-motorized users. Approximately $200 million of state and federal funding is made available each year to support capital, planning, and other non-infrastructure projects by entities within California, including local, regional, or transit agencies.[14, 15] Since 2013, there have been seven application cycles.

### *CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS[16] (CG)*

The Sustainable Transportation Planning Grant Program consists of three separate grants which aim to support Caltrans' mission of improving lives and communities through transportation. The level of funding varies annually; for the FY25/26 cycle that closed in January 2025, a total of $37 million was made available for planning projects that maintain and integrate the state's multimodal transportation system while improving public health, social equity, the environment, and environmental justice. The following list outlines the three grants that comprise the Sustainable Transportation Grant Program.

- **Sustainable Communities Grant.** This state-funded grant is intended to support and implement local and regional multimodal transportation and land use planning projects that further the region and state's GHG emissions reduction targets. Typically, approximately $12.5 million is distributed annually to MPOs on a formula basis; the amount for competitive grants varies from year to year. In the last four cycles, between $17.4 and $29.5 million were awarded to qualifying projects. Competitive grants are open to a range of applicants, including eligible MPOs, Regional Transportation Planning Agencies (RTPA), transit agencies, and cities.
- **Climate Adaptation Planning Grant.** Created in FY23/24, this state-funded competitive grant is dedicated to tribal, local, and regional identification of transportation-related climate vulnerabilities. In the most recent grant cycle, $3.7 million was available for development of climate adaptation plans and project-level adaptation planning. MPOs, RTPAs, transit agencies, cities, and more entities are eligible to apply.
- **Strategic Partnerships and Strategic Partnerships (Transit) Grants.** The Strategic Partnerships Grants are funded by the FHWA and FTA for planning projects that partner with Caltrans to address projects on or connecting to the State Highway System; the transit sub-category addresses multimodal planning projects which have a transit focus. In the last five cycles (FY21-FY25), between $3.0 and $4.5 million were available annually under the Strategic Partnerships - Transit subcategory.

13 Fact Sheet: Pilot Program for Transit-Oriented Development Planning. https://www.transit.dot.gov/funding/grants/fact-sheet-pilot-program-transit-oriented-development-planning

14 Active Transportation Program Fact Sheet, California Transportation Commission, Caltrans. https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/2020/atpfactsheet20202024.pdf

15 2025 Active Transportation Program Guidelines, California Transportation Commission. https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2025-active-transportation-program-guidelines-final-adopted-a11y.pdf

16 Sustainable Transportation Planning Grants Webpage, Caltrans. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants


*UC San Diego Blue Line Trolley station.*

### CTC LOCAL TRANSPORTATION CLIMATE ADAPTATION PROGRAM (LTCAP) (CG)

The LTCAP provides competitive grants to local agencies to support development and implementation of capital projects that adapt local transportation infrastructure to climate changes while advancing environmental justice.[17] From FY22 to FY26, approximately $400 million will be available over two funding cycles to MPOs, RTPAs, cities, counties, local transportation authorities and entities, and tribal governments.[18]

### CALIFORNIA NATURAL RESOURCES AGENCY ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM FOR RELATED TRANSPORTATION FACILITY (CG)

The EEM program seeks to provide funding to projects for the purposes of mitigating environmental impacts caused by new or modified public transportation facilities, such as mass transit guideways, transit stations, or park-and-ride facilities. Each year, this competitive grant awards up to $7 million to local, state, and federal agencies and non-profit entities.[19]

### CALIFORNIA AIR RESOURCES BOARD CLEAN MOBILITY OPTIONS (CMO) PILOT PROGRAM (CG)

The CMO program is funded by California Climate Investments, a statewide initiative that allocates Cap-and-Trade dollars to capital projects that improve access to clean transportation and to increase zero-emission mobility choices for disadvantaged and low-income communities. Project locations must be in a community that is either a Disadvantaged Community or a California Assembly Bill (AB) 1550-designated low-income community. Funding amounts vary annually; for FY21/22, $20 million was made available while the FY22/23 cycle which closed in April 2023 provided $33 million for bikesharing, ride-on-demand services, carpooling services, and other similar mobility projects.[20, 21]

17 Local Transportation Climate Adaptation Program (LTCAP), California Transportation Commission. https://catc.ca.gov/programs/local-transportation-climate-adaptation-program

18 Local Transportation Climate Adaptation Program Guideline Development Workshop 3. https://catc.ca.gov/-/media/ctc-media/documents/programs/ltcap/november-27-ltcap-presentation-a11y.pdf

19 Environmental Enhancement and Mitigation Grant Program, California Natural Resources Agency. https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/

20 Clean Mobility Options Webpage. https://cleanmobilityoptions.org/

21 Implementation Manual for the Clean Mobility Options Voucher Pilot Program (CMO), Clean Mobility Options. https://cleanmobilityoptions.org/implementation-manual/

### *CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANTS (CG)*

The OTS provides funding for non-infrastructure projects that prevent severe injury and death resulting from motor vehicle crashes. Funds can be used for bicycle and pedestrian safety. Only public entities, or non-profit organizations with a public entity as a host agency, are eligible to apply for funding. The amount of funding varies annually, and project expenses are reimbursed after expenditure.[22]

### *TRANSPORTATION DEVELOPMENT ACT (TDA) (FF)*

The TDA authorizes the use of revenues from fuel and sales taxes to support projects improving public transportation services and encouraging regional transportation coordination.[23] Two funding sources are established under TDA:

- **State Transit Assistance (STA) funds.** STA funds are allocated by formula to planning agencies and other selected agencies for transportation planning and mass transportation purposes only. These funds may not be used for administration, streets, or road projects.
- **Local Transportation Fund (LTF).** LTF is derived from a quarter-cent general sales tax collected statewide. The State Board of Equalization returns the tax revenue to the originating county to be administered by the designated RTPA for local public transit planning, operations, and capital projects.

### *LOCAL PARTNERSHIP PROGRAM (LPP) (CG, FF)*

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program (LPP) which appropriates $200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies. The objective of the LPP is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.[24]

### *TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) (CG, FF)*

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems. Through the six grant cycles, more than $10 billion in funding has been awarded to 132 projects throughout the state.[25]

22 California Office of Traffic Safety Grant Program Manual For Federal Fiscal Year 2024, California Office of Traffic Safety. https://files.constantcontact.com/5f52d7af701/bced37d2-8d59-4aff-8618-d0aee2c60c5a.pdf

23 Transportation Development Act, California State Controller's Office. https://www.sco.ca.gov/aud_transportation_development_act.html

24 Local Partnership Program, California Transportation Commission. https://catc.ca.gov/programs/sb1/local-partnership-program

25 Overview - The Transit and Intercity Rail Capital Program, California State Transportation Agency. https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog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## 10.2.3 REGIONAL FUNDING SOURCES

Regional funding sources stem primarily from *TransNet*, a half-cent sales tax for transportation projects administered by SANDAG. Through the *TransNet* Extension Ordinance approved by San Diego County voters in 2004, approximately $18.8 billion is expected to be available for capital and planning projects over the 40-year lifetime of *TransNet*.[26]

### *SANDAG TRANSNET ACTIVE TRANSPORTATION GRANT PROGRAM (ATGP)[27] (CG)*

The ATGP provides competitive grants to the San Diego region's cities and the County of San Diego for capital, planning, and non-infrastructure projects that encourage the increased use of active transportation, including walking, rolling, and biking. Projects must be consistent with San Diego's regional bike plan, Riding to 2050, and SANDAG's *Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region*.

### *SANDAG TRANSNET SMART GROWTH INCENTIVE PROGRAM (SGIP)[28] (CG)*

The SGIP provides competitive grants to the region's cities and the County of San Diego for transportation-related infrastructure and planning projects that support smart growth and transit-oriented development in Smart Growth Opportunity Areas.

26 SANDAG *TransNet* Facr Sheet, SANDAG. https://www.sandag.org/-/media/SANDAG/Documents/PDF/funding/transnet/transnet-fact-sheet-2018-04-01.pdf

27 SANDAG – Active Transportation Grant Program. https://www.sandag.org/funding/grant-programs/active-transportation/transnet-active-transportation-grant-program

28 SANDAG – Smart Growth Incentive Program Fact Sheet. https://www.sandag.org/-/media/SANDAG/Documents/PDF/funding/grant-programs/smart-growth-and-housing/transnet-smart-growth-incentive-program/smart-growth-incentive-program-fact-sheet.pdf

## 10.2.4 LOCAL FUNDING SOURCES

Local funding may come from a variety of sources, including loans, bonds, taxes and fees, and budgets. One of San Diego's key local funding sources is the Capital Improvements Program (CIP) Budget, the City's financial plan for the construction of its capital projects.

### *CAPITAL IMPROVEMENTS PROGRAM (CIP) BUDGET*

The CIP Budget allocates existing funds and anticipated revenues to both new and continuing projects in San Diego's CIP. Multiple sources, shown in Table 10-1, contribute funding to the budget, such as *TransNet*, the General Fund, the Infrastructure Fund, and the Climate Equity Fund. Under the adopted FY25 budget, an additional $950 million has been added to the City's multi-year CIP budget, a portion of which is allocated to transportation projects.

**TABLE 10-1:** City of San Diego Fiscal Year 2025 Adopted Capital Improvements Program Budget

| Funding Source | FY 2025 | Percent of Total CIP Budget |
|---|---|---|
| Bond Financing | $177,084,217 | 18.64% |
| Bus Stop Capital Improvement Fund | $382,490 | 0.04% |
| Climate Equity Fund | $2,600,000 | 0.27% |
| Development Impact Fees | $39,516,513 | 4.16% |
| Enhanced Infrastructure Financing District Fund | $7,718,165 | 0.81% |
| Facilities Benefit Assessments | $5,442,024 | 0.57% |
| Fleet Services Internal Service Fund | $2,191,678 | 0.23% |
| General Fund | $4,850,000 | 0.51% |
| Golf Course Enterprise Fund | $2,000,000 | 0.21% |
| Infrastructure Fund | $ 785,000 | 0.08% |
| Library System Improvement Fund | $745,450 | 0.08% |
| Mission Bay Park Improvement Fund | $ 13,708,605 | 1.44% |
| OneSD/ERP Funding | $3,960,000 | 0.42% |
| Other Funding | $ 57,857 | 0.01% |
| Refuse Disposal Fund | $9,874,362 | 1.04% |
| Regional Transportation Congestion Improvement Program | $3,077,735 | 0.32% |
| San Diego Regional Parks Improvement Fund | $6,726,682 | 0.71% |
| Sewer Funds | $266,811,590 | 28.09% |
| TransNet Funds | $25,243,490 | 2.66% |
| Trench Cut/Excavation Fee Fund | $2,470,000 | 0.26% |
| Water Fund | $374,719,415 | 39.45% |
| **Grand Total** | **$ 949,965,273** | |

*Source: City of San Diego*

The funding sources that are more specifically tied to mobility are listed below. "CI" indicates that the funding source can be used to fund capital improvements while "O" indicates that the fund can be used for ongoing operations. Some funding sources may be utilized for both purposes.

- **Gas Tax (CI/O):** The State gasoline tax, originally approved in 1923, is generated through an ~$0.58 excise tax on the sale of gasoline to improve the State's streets, traffic safety, and public transit systems. This funding source is generally used by the City for operations, slurry seal, or asphalt overlay projects.
- **Road Maintenance and Rehabilitation Act (RMRA) (CI/O):** Senate Bill (SB) 1 (2017) created the Street Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the State Highway System and the local street system. The Road Maintenance and Rehabilitation Account (RMRA) is used for basic street maintenance, rehabilitation, and critical safety projects on the local streets and streets system. This funding source is generally used by the City for slurry seal, cape/scrub seal, crack seal, and other road maintenance.
- **TransNet (CI/O):** Local, ½ cent gasoline sales tax originally approved by San Diego County voters in 1987 and extended to 2048 in November 2004. TransNet is dedicated to specific transportation improvement projects and is administered by the San Diego Association of Governments (SANDAG). This funding source is generally used by the City for a wide variety of capital projects such as asphalt overlay, bridges, traffic signals, and 30% can be used for maintenance activities.
- **Trench Cut Fee (CI):** Local City funding source derived from the Street Preservation Ordinance adopted in 2013. This fee is applied to entities performing excavation in the City right-of-way to recover maintenance and additional rehabilitation costs incurred by the City. This funding source is generally used by the City for asphalt overlay projects.
- **Utilities Undergrounding Program (CI/O):** This fund provides for the undergrounding of City utilities. San Diego Gas & Electric (SDG&E), AT&T, and the cable companies all contribute funds for the purpose of undergrounding overhead facilities. This amount is deposited with the City to be used solely for the undergrounding of electrical lines and associated activities, which can include right-of-way activities.
- **Regional Transportation Congestion Improvement Program (RTCIP) (CI):** The Regional Transportation Congestion Improvement Program (RTCIP) is an element of the TransNet Extension Ordinance requiring the City to collect an exaction for new residential developments. RTCIP Fees are to be spent only on improvement to the Retinal Arterial System (RAS) to mitigate development impact. Generally used by the City for larger transportation projects that impact larger avenues or corridors.
- **Various Community-based Development Impact Fees (DIF) (CI):** Development Impact Fees (DIF) are collected to mitigate the impact of new development through provisions of a portion of the financingneeded for public facilities identified in the Impact Fee Study. Funds are restricted by community and can fund various project types such as libraries, parks, fire stations, and transportation infrastructure.
- **Citywide Mobility DIF (CI):** Development Impact Fees (DIF) are collected to mitigate the impact of new development through provisions of a portion of the financing needed for public facilities identified in the Citywide Mobility Development Impact Fee Nexus Study. The Citywide Mobility DIF can be used solely to fund mobility improvements throughout the City.
- **Otay Mesa Mobility DIF (CI):** In addition to the Citywide Mobility DIF, residential and non-residential developments in the Otay Mesa community shall be required to pay this additional fee, which shall beused to fund local mobility needs in Otay Mesa.
- **Active Transportation In-Lieu Fee (CI/O):** Fee imposed for the purpose of addressing burdens posed by new development that increase citywide vehicle miles traveled. Funding may only be used to fund walking, bicycling, or transit infrastructure projects that reduce citywide vehicle miles traveled.

- **Community Parking Districts (CI/O):** Parking Meter District revenues shall be used to address parking supply and mobility issues. Improvements and activities that increase the availability, supply, and effective use of parking to residents, visitors, and employees within the area in which the meter is located will be the primary focus of expenditures of the funds. Parking meter revenue has been used to finance the operation of two neighborhood electric vehicles in the City of San Diego: FRED in downtown and the Beach Bug in Pacific Beach.
- **Maintenance Assessment Districts (MADs) (CI/O):** Property owners in Maintenance Assessment Districts (MADs) assess themselves in order to pay for enhanced improvements, maintenance, services, and activities in their community. If those improvements are capital in nature, they are included in the CIP budget. These funds may contribute to mobility improvements for projects in their specific locations.
- **Business Improvement Districts (BIDs) (CI/O):** San Diego's Business Improvement Districts (BIDs) are City-designated geographic-based areas where the business owners are assessed annually to fund activities and improvements to promote their individual business districts. If those improvements are capital in nature, they are included in the CIP budget. These funds may contribute to mobility improvements for projects in their specific locations.

In addition to the funding sources listed, the following funding sources are used for all of the General Fund asset types, including mobility improvements: General Fund contributions to the CIP, the Capital Outlay fund, the Infrastructure Fund, Debt Financing (which includes lease revenue bonds and Commercial Paper Notes), and the Climate Equity Fund.

Table 10-2 summarizes the CIP budget, supplemented by grant awards, for fiscal years (FY) 2019-2024 for the following mobility-related expenditures: bike facilities, sidewalks, streetlights, streets and roads modifications and pavement, traffic signals and intelligent transportation system (ITS) technology, traffic calming, utilities undergrounding, and bridges. As noted in the table, grants can significantly help to supplement the existing budget for projects within these categories. Changes to the adopted budget usually occur as a result of City Council action or via the Appropriations Ordinance (O-21675), which allows the City's Chief Financial Officer (CFO) to make certain budget changes. Grants may include negative budget changes when the amount of grant funding expected to be used is not fully expended due to ineligible costs not reimbursed by the granting agency or the inability to spend the funding in the required timeframe.

### *SPECIAL FINANCING DISTRICTS*

Special financing districts such as Infrastructure Financing Districts (IFDs), Enhanced Infrastructure Financing Districts (EIFDs) and Climate Resiliency Districts (CRDs), where established, could provide dedicated funding for mobility projects in the City. While technically not new revenue sources, as they divert future property tax revenue away from the City's General Fund, they can be beneficial by partnering with other tax sharing entities that would benefit from the project and can be used in conjunction with other funding sources. The City formed the Otay Mesa EIFD in 2017, which provides funding support for many infrastructure projects in the Otay Mesa community, approximately 70% of which are transportation related. In 2022, the City Council authorized staff to join the County of San Diego in analyzing the feasibility of forming a joint EIFD to provide funding support for the expansion of the San Diego River Trail park system.

**TABLE 10-2:** City of San Diego Fiscal Year 2019-2024 Mobility Expenditures

| | Bike Facilities | Sidewalks | Streetlights | Streets and Roads Modification | Streets and Roads Pavement | Traffic Signals and ITS | Traffic Calming | Utilities Undergrounding | Bridges |
|---|---|---|---|---|---|---|---|---|---|
| FY19 Adopted | $900,000.00 | $6,382,000.00 | $4,190,168.00 | $1,789,048.00 | $33,604,913.00 | $3,515,000.00 | $1,400,000.00 | $5,000,000.00 | $4,986,000.00 |
| FY19 Budget Changes | $6,189,112.16 | $2,381,144.56 | $(800,160.00) | $110,927.51 | $(5,269,763.89) | $204,203.95 | $2,354,000.00 | $(0.00) | $918,602.60 |
| FY19 Grants | $2,630,240.10 | $(7,796.01) | $ ---------- | $1,161,909.55 | $585,950.00 | $(71,019.73) | $(0.00) | $ ---------- | $1,828,490.40 |
| **FY19 Total** | **$9,719,352.26** | **$8,755,348.55** | **$3,390,008.00** | **$3,061,885.06** | **$28,921,099.11** | **$3,648,184.22** | **$3,754,000.00** | **$5,000,000.00** | **$7,733,093.00** |
| FY20 Adopted | $2,635,000.00 | $3,375,000.00 | $200,000.00 | $4,450,000.00 | $14,757,302.00 | $1,600,000.00 | $750,000.00 | $5,000,000.00 | $2,400,000.00 |
| FY20 Budget Changes | $(147,127.09) | $(4,415,094.43) | $(2,786,000.00) | $7,616,146.67 | $1,006,113.65 | $348,046.72 | $268,856.98 | $0.00 | $(10,067,778.67) |
| FY20 Grants | $171,709.54 | $0.00 | $ ---------- | $2,925,300.00 | $6,579,298.00 | $ ---------- | $ ---------- | $ ---------- | $13,266,968.36 |
| **FY20 Total** | **$2,659,582.45** | **$(1,040,094.43)** | **$(2,586,000.00)** | **$14,991,446.67** | **$22,342,713.65** | **$1,948,046.72** | **$1,018,856.98** | **$5,000,000.00** | **$5,599,189.69** |
| FY21 Adopted | $4,500,000.00 | $7,300,000.00 | $2,563,897.00 | $3,300,000.00 | $24,673,352.00 | $2,500,000.00 | $1,125,000.00 | $10,000,000.00 | $200,000.00 |
| FY21 Budget Changes | $(1,698,147.25) | $(2,109,326.02) | $(1,265,823.00) | $(82,463.18) | $26,979,744.93 | $1,559,901.64 | $273,693.00 | $ ---------- | $505,655.65 |
| FY21 Grants | $2,267,357.73 | $2,092,060.00 | $ ---------- | $ ---------- | $ ---------- | $ ---------- | $4,469,580.00 | $ ---------- | $1,992,000.00 |
| **FY21 Total** | **$5,069,210.48** | **$7,282,733.98** | **$1,298,074.00** | **$3,217,536.82** | **$51,653,096.93** | **$4,059,901.64** | **$5,868,273.00** | **$10,000,000.00** | **$2,697,655.65** |
| FY22 Adopted | $10,694,866.00 | $5,725,000.00 | $2,150,000.00 | $3,706,168.00 | $13,149,504.00 | $6,157,716.00 | $1,275,000.00 | $5,000,000.00 | $750,000.00 |
| FY22 Budget Changes | $909,000.00 | $4,270,664.23 | $10,450,000.00 | $12,772,379.75 | $57,915,020.56 | $487,442.49 | $1,911,130.00 | $(0.00) | $1,414,225.98 |
| FY22 Grants | $ ---------- | $(55,057.49) | $ ---------- | $(5,571.75) | $ ---------- | $ ---------- | $1,100,000.00 | $ ---------- | $250,541.98 |
| **FY22 Total** | **$11,603,866.00** | **$9,940,606.74** | **$12,600,000.00** | **$16,472,976.00** | **$71,064,524.56** | **$6,645,158.49** | **$4,286,130.00** | **$5,000,000.00** | **$2,414,767.96** |
| FY23 Adopted | $5,573,439.00 | $7,789,000.00 | $3,655,100.00 | $11,648,919.00 | $20,986,726.00 | $3,610,850.00 | $1,700,000.00 | $5,000,000.00 | $200,000.00 |
| FY23 Budget Changes | $272,003.12 | $159,748.60 | $850,650.00 | $6,485,623.49 | $12,008,283.56 | $2,870,443.11 | $6,417,838.86 | $(0.00) | $568,952.28 |
| FY23 Grants | $ ---------- | $535,000.00 | $270,000.00 | $23,341,193.00 | $2,391,201.07 | $ ---------- | $18,000.00 | $ ---------- | $1,419,925.71 |
| **FY23 Total** | **$5,845,442.12** | **$8,483,748.60** | **$4,775,750.00** | **$41,475,735.49** | **$35,386,210.63** | **$6,481,293.11** | **$8,135,838.86** | **$5,000,000.00** | **$2,188,877.99** |
| FY24 Adopted | $11,101,172.00 | $7,583,000.00 | $555,000.00 | $4,510,091.00 | $112,156,019.00 | $5,509,774.00 | $2,941,000.00 | $ ---------- | $16,997,804.00 |
| FY24 Budget Changes | $783,689.00 | $615,994.18 | $ ---------- | $1,921,365.13 | $4,282,850.38 | $3,683,220.38 | $(428,588.46) | $0.00 | $5,619,662.87 |
| FY24 Grants | $0.00 | $ ---------- | $ ---------- | $ ---------- | $400,000.00 | $1,002,500.00 | $2,200,000.00 | $ ---------- | $1,662.19 |
| **FY24 Total** | **$11,884,861.00** | **$8,198,994.18** | **$555,000.00** | **$6,431,456.13** | **$116,838,869.38** | **$10,195,494.38** | **$4,712,411.54** | **$0.00** | **$22,619,129.06** |

*Source: City of San Diego*

## 10.2.5 MARKET FUNDING SOURCES

### *PUBLIC PRIVATE PARTNERSHIPS*

Public Private Partnerships (P3s) are agreements between a government and a private entity to deliver projects. In a P3, the private entity is responsible for providing some or all of the capital funding for a project and takes on some components of the risk - such as design, construction, maintenance, and operation - and any direct revenue or operational savings is shared between the government and private entity based on the expected returns, operational responsibilities, or other contractual terms. Among other funding sources, P3s are uniquely poised to take advantage of Private Activity Bonds (PABs) which provide private developers and operators with access to tax-exempt interest rates which lower the cost of capital significantly, enhancing the investment prospects for transportation infrastructure. P3s can also be utilized for projects with tax credit or other tax-related enhancements are available that the private sector partner can access, offsetting or improving the financial position of both parties under the contract.

EXAMPLES OF P3 PROJECTS

- Public right-of-way improvements as part of a development project
  - Installation and maintenance of shade trees
  - Benches
  - Sidewalk bulb-outs at crossings adjacent to the development
  - High-visibility crosswalk striping
- Smart infrastructure installations (with operations and maintenance contracts)
  - EV Charging Stations
  - Energy Services and Performance Contracts
  - Smart/Adaptive lighting sensors


*Explore private sector partnerships to implement technology-enabled infrastructure that enhances safety and optimizes the performance of roadways.*

» Signage/information installations and operations and maintenance (in exchange for share of advertising revenue)

— Neighborhood wayfinding signage

— Transit wayfinding signage

— Wayfinding and mobility kiosks


*Concept of a visitor in Downtown San Diego interacting with a digital kiosk that provides an interactive source of information*

» Shared mobility

— Bikeshare/scootershare

— Neighborhood electric shuttles

— Autonomous shuttles


*Autonomous shuttles could be designed as circulators*

## 10.2.6 GREEN/CLIMATE BONDS

"Green Bonds" (or Climate Bonds) is a designation to attract specific investors based on the sustainable projects funded by the proceeds generated. The security for Green Bonds is no different from the other City bonds issued for infrastructure funding including General Fund backed Lease Revenue Bonds or Utility Fund backed revenue bonds however their designation as "green" may be helpful in driving new investors to City bonds.

Among other project types, they may be used to finance energy efficiency and clean transportation projects. As the Mobility Master Plan takes an initial step toward mode shift, this type of financing mechanism may be useful in pursuing EV charging projects, micromobility projects, or those projects which include a climate resilience element such as shelters at transit stops to project from extreme heat or the installation of solar panels at bike lockers to charge e-bikes.

## 10.2.7 LOANS

A number of loan programs are available at the state and federal level to fund transportation investments at the jurisdictional level. Some examples are described below.

### *TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)*

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides direct loans, loan guarantees, and standby lines of credit, to finance surface transportation projects of national and regional significance. Some example project types include: highways and bridges, intelligent transportation systems (ITS), transit vehicles and facilities, and pedestrian bicycle infrastructure networks. Generally, credit assistance is limited to 33 % of reasonably anticipated eligible project costs but in certain cases up to 49 % of the project cost may be eligible for TIFIA funding.

### *SECTION 129 LOANS*

Section 129 (a)(7) of Title 23 commonly referred to as "Section 129 loans" allow states to lend Federal-aid highway funds to toll and non-toll projects generating dedicated revenue streams. Revenue sources can include, but not be limited to, tolls, excise taxes, sales taxes, real property taxes, incremental property taxes, and motor vehicle taxes. States have the flexibility to negotiate interest rates and other terms of Section 129 loans.

### *STATE INFRASTRUCTURE BANKS (SIBS)*

State Infrastructure Banks (SIBs) are state-run revolving infrastructure investments that can be used for surface transportation projects. Similar to a private bank, SIBs offer loans, provide credit enhancements, and other forms of non-grant assistance. SIBs give states the capacity to make more efficient use of their transportation funds and significantly leverage Federal resources by attracting non-Federal public and private investment. In addition, SIB capital can be used as collateral to borrow in the bond market or to establish a guaranteed reserve fund. For example, the City currently has executed loans with the California Infrastructure and Economic Development Bond ("iBank") for Convention Center improvements and the new, in-progress Organic Waste Recycling Facility.

### *TRANSPORTATION FINANCE BANK REVOLVING LOAN PROGRAM*

The Transportation Finance Bank (TFB) Revolving Loan Program provides flexible, short-term financing to public entities and public-private partnerships for the purpose of accelerating the delivery of transportation projects in California. The program is implemented by the California Transportation Commission and the California Department of Transportation and loans are available to local public entities and public/private partnerships.

# GLOSSARY OF TERMS


Balboa Ave/Garnet Ave 3.5
Pacific Beach 5.7
Civic Center/Downtown 12.3
BIKE ROUTE

# GLOSSARY OF TERMS

**Accessibility:** A general term used to describe the degree to which a system is usable by as many people as possible or the degree of ease with which it is possible to reach a certain location from other locations. In the Mobility Master Plan, one meaning of accessibility specifically focuses on people with disabilities and their ability to access entities. *(As defined in the City of San Diego's General Plan.)*

**Activity Centers:** Areas that generate high pedestrian and vehicular trips such as shopping, entertainment, and commercial districts, universities, recreational facilities, or business parks. *(As defined in the City of San Diego's General Plan.)*

**Asset Management:** A recommended practice for effectively and sustainably managing assets at a desired level of service for the lowest lifecycle cost. Asset management provides needed information on existing assets, such as condition and desired level of service, so that City staff can develop optimal strategies for maintenance and rehabilitation of assets. *(As defined in The Public's Guide to Infrastructure & FY2024 Adopted CIP Budget.)*

**Best Practice:** The most efficient (least amount of effort) and effective (best results) way of accomplishing a task based on repeatable procedure that have proven themselves over time. *(As defined in the City of San Diego's General Plan.)*

**Bicycle Master Plan (BMP):** A policy document that guides the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multimodal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding. *(As defined in the City of San Diego's General Plan.)*

**Blueprint San Diego (Blueprint SD):** Blueprint SD is the City of San Diego's refresh of the General Plan. The purpose of this refresh is to address the updated Climate Action Plan and Regional Plan. It is also a proactive effort to create an equitable and sustainable framework for growth to support current and future San Diegans.

**Capital Improvements Program (CIP):** A program established by a city or county government which schedules permanent improvements, usually for a minimum of five years in the future to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan. *(As defined in the City of San Diego's General Plan.)* The Mobility Master Plan refers to the development of these improvements as "capital projects" or "capital improvement projects."

**Climate Action Plan (CAP):** A climate action plan is a planning document that lays out a path for a community to meet sustainability and climate change mitigation goals through a variety of means. San Diego's 2022 CAP establishes a citywide goal of net zero greenhouse gas emissions by 2035. *(As defined in the City of San Diego's Climate Action Plan.)*

**Climate Change:** Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change results from: 1) natural factors (e.g., changes in the sun's intensity or slow changes in the Earth's orbit around the sun); 2) natural processes within the climate system (e.g., changes in ocean circulation); and 3) human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the surface (e.g., deforestation, reforestation, urbanization, desertification, etc.).

**Climate Equity:** Addressing historical inequities suffered by people of color, allowing everyone to fairly share the same benefits and burdens from climate solutions and attain full and equal access to opportunities regardless of one's background and identity. *(As defined in the City of San Diego's Climate Action Plan.)*

**Climate Equity Index (CEI):** Addressing historical inequities suffered by people of color, allowing everyone to fairly share the same benefits and burdens from climate solutions and attain full and equal access to opportunities regardless of one's background and identity. Also, a tool to measure the level of access to opportunity residents have within a census tract and assess the degree of potential impact from climate change to these areas. *(As defined in the City of San Diego's Climate Action Plan and General Plan.)*

**Communities of Concern (CoC):** A census tract that has been identified as having very low, low, or moderate access to opportunity as identified in the San Diego Climate Equity Index (CEI). Within the scale of the CEI, CoCs are determined by whether they fall within the 0-60 threshold of the CEI scale 0-100. *(As defined in the City of San Diego's General Plan.)*

**Community Plan(s):** The officially adopted land use plan of a local community that sets forth goals, policies, and recommendations intended to direct present and future physical development that occurs within the community. Community Plans within the City of San Diego are an integral part of the Land Use and Community Planning Element of the City's General Plan and therefore, must be consistent with the goals and policies of the General Plan. *(As defined in the City of San Diego's General Plan.)*

**Complete Streets:** Streets designed and operated to enable mobility for all users. Users include people of all ages and abilities, regardless of whether they are traveling as pedestrians, bicyclists, transit users, or motorists. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Demand Management Strategies:** As it relates to transportation, strategies to reduce transportation demand through modifying travel behavior and land development policies that reduce automobile dependence. *(As defined in the City of San Diego's General Plan.)*

**Development Impact Fees (DIF):** Within urbanized communities, which are near buildout, Development Impact Fees (DIF) are collected to mitigate the impact of new development through provision of a proportionate share of the financing needed for identified public facilities and to maintain existing levels of service for that community. *(As defined in the City of San Diego's General Plan.)*

**Equity:** Occurs when we eliminate institutional racism and systemic disparities, providing everyone with equitable access to opportunity and resources to thrive, no matter where they live or how they identify. *(As defined by the City of San Diego's 2022 Budget Equity Guide.)*

**Fiscal Year (FY):** The City of San Diego's fiscal year (FY) runs from July 1 through June 30. *(The Public's Guide to Infrastructure & FY 2024 Adopted CIP Budget.)*

**General Plan (GP):** A long range policy document to guide land use decisions about physical, economic, and environmental growth. California state law requires counties and cities to have a General Plan which contains multiple elements including, but not limited to, Land Use and Community Planning; Mobility; Urban Design; and Public Facilities, Services, and Safety. *(As defined in the City of San Diego's Climate Action Plan.)*

**Governance Group:** An interdepartmental mobility governance group that consists of the Chief Operating Officer, and Directors of relevant mobility-related City departments, including Development Services, Engineering & Capital Projects, City Planning, and Transportation; and where necessary, other departments such as Stormwater and Parks and Recreation. The internal group provides strategic guidance and oversight for project coordination to promote Complete Streets and the responsible and efficient use of fiscal resources for activities within the public right-of-way. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Greenhouse Gas (GHG):** Gases, including water vapor, carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), that trap heat in the Earth's atmosphere are called greenhouse gases. GHGs influence climate change through the greenhouse effect, which is contributing to a global rise in average temperatures. *(As defined in the City of San Diego's Climate Action Plan.)*

**Green Streets:** Streets designed to provide source control, limit transport of pollutants by infiltration and retention of stormwater. Features of Green Streets include use of plants and trees that consider long-term water use and efficiency, permeable pavements, bioswales, and other stormwater facilities. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Heat Island:** A "dome" of elevated temperatures over an urban area caused by structural and pavement heat fluxes, and pollutant emissions. *(As defined in the City of San Diego's General Plan.)*

**Infrastructure:** Public infrastructure in the United States is a complex network of public works such as roads, bridges, airports, parks, facilities, and water utilities. Infrastructure owned and/or managed by the City of San Diego includes: airports, bikeways, bridges, general facilities, homeless shelters, libraries, parks and recreation facilities police, fire, and lifeguard facilities, most sidewalk improvements storm drain and flood control, street improvements, streets lights, traffic signals, water and sewer facilities and pipelines. *(As defined in The Public's Guide to Infrastructure & FY2024 Adopted CIP Budget.)*

**Intelligent Transportation Systems (ITS):** Electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of the mobility system. *(As defined in the City of San Diego's General Plan.)*

**Micromobility:** Micromobility devices consist of electric scooters, electric skateboards, shared bicycles, electric pedal assisted bicycles, pedelec ("pedal electric cycle") bicycles, and neighborhood electric vehicles (NEV). While micromobility devices are available for individual purchase, they are more commonly rented/ shared through on-demand or subscription-based services.

**Mobility:** As it relates to transportation, the ability to move. Among other things, can depend on motor skills, assistive devices, transportation infrastructure (sidewalks, roadways, bikeways, light rail, heavy rail, control devices, etc.), vehicles (bikes, cars, trucks, busses, trolleys, rail cars), transit service (hours of operation, frequency), and congestion. *(As defined in the City of San Diego's General Plan.)*

**Mobility Equity:** Mobility equity further defines the need to establish a transportation network that increases access to high-quality mobility options to areas with the greatest needs, and improve the overall transportation network to be safe, reliable, efficient, and affordable for all users and modes of travel. *(As defined in the CIty of San Diego's Mobility Action Plan.)*

**Mobility Loading Priority:** A mobility prioritization for streets, that prioritizes safety for users in the following order: 1) People walking/rolling; (2) People who ride a bike and use micromobility; (3) Transit riders; and (4) People using shared, commercial, and personal vehicles (both for personal trips and for the delivery of goods). *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mode:** Means of travel used during a trip, including, but not limited to walking, biking, transit, or the driving. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mode Shift:** As it relates to transportation, the shift from motorized vehicles to alternative modes of transportation, such as walking, bicycling, and taking transit. *(As defined in the City of San Diego's General Plan.)*

**Multimodal:** Having or involving multiple travel options (modes) within a corridor or facility; also, connections between modes. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mixed-use:** Development consisting of 2 or more land uses that are combined in a single structure or located on a single site, with functional interrelationships between uses and a coherent design. *(As defined in the City of San Diego's General Plan.)*

**Parking Management:** Employing complementary policies and programs designed to optimize the use of public and private parking resources. *(As defined in the City of San Diego's General Plan.)*

**Pedestrian Master Plan (PMP):** A master plan designed to enhance neighborhood quality and mobility options by facilitating pedestrian-oriented improvement projects. The City of San Diego's Pedestrian Master Plan identifies and prioritizes recommendation based on technical analysis and community input and improve the City's ability to receive grant funding to implement future pedestrian improvement projects. *(As defined in the City of San Diego's General Plan.)*

**Planned Projects:** Projects that have been identified, evaluated, and conceptualized in adopted City of San Diego planning documents (e.g., community plans, Bike Master Plan) or in adopted regional planning documents (e.g., San Diego Forward: The Regional Plan).

**Public Facility Financing Plan (PFFP):** A document identifying needed public facilities, required timing, responsible parties, and anticipated funding. Also referred to as an Impact Fee Study (IFS). *(As defined in the City of San Diego's General Plan.)*

**Public Right-of-way:** Public easements or public property that have been dedicated for use as streets, alleys, or other public purposes. *(As defined in the City of San Diego's Municipal Code.)*

**Quick-build:** A construction approach in which public right-of-way space is redesigned using low intensity techniques, low-cost measures, and readily available and modifiable materials. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Regional Plan:** A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system. *(As defined in the City of San Diego's General Plan.)*

**Rolling:** A means of travel using wheelchairs or other assistive devices (e.g., hand cycles) or using other wheeled devices, including but not limited to, non-motorized scooters, skateboards, rollerblades, and roller skates.

**Shared Mobility Device:** An electrically motorized board as defined in Section 313.5 of the Vehicle Code, motorized scooter as defined in Section 407.5 of the Vehicle Code, electric bicycle as defined in Section 312.5 of the Vehicle Code, bicycle as defined in Section 231 of the Vehicle Code, motorized bicycle as defined in Section 406 of the Vehicle Code, or other similar personal transportation device, except as provided in subdivision (b) of Section 415 of the Vehicle Code, that is made available to the public by a shared mobility service provider for shared use and transportation in exchange for financial compensation via a digital application or other electronic or digital platform. *(As defined in the City of San Diego's Municipal Code.)*

**Sustainable Mobility for Adaptable and Reliable Transportation (SMART) Corridors:** Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors utilize both flexible lanes and emerging technology, such as transit signals and adaptable turning movement designations, to be able to increase person throughput along existing roadways that provide access to or between at least two freeways. By reallocating existing roadway space to flexible lanes for non-single occupancy vehicles, such as transit bus and autonomous/connected vehicles, SMART corridors maximize the efficiency and capacity of existing roadways allowing the movement of more people along the same amount of space. The use of emerging technology, such as signal timing that adapts to changes in congestion and traffic demand in real-time, also enable SMART corridors to reduce congestion. *(As defined in the City of San Diego's Mira Mesa Community Plan.)*

**Street Design Manual:** Provides information and guidance for the design of the public right-of-way that recognizes the many and varied purposes that a street serves. It includes technical information for the design of residential, commercial, collector, major streets, and rural roads; provides design options for traffic calming measures; and other street design standards. *(As defined in the City of San Diego's General Plan.)*

**Structurally Excluded Communities:** A Structurally Excluded Community has the same meaning as that term is defined in Council Policy 800-14, as may be amended from time to time. The term takes into consideration how racial disparities are often connected to place and are rooted in historic racialized policies and practices that created and maintain unfair racial outcomes. A structurally excluded community also takes into consideration how systems interact with racial and ethnic differences to design disparities and shape racial biases which impact access to opportunities.

**Sustainable Development Area (SDA):** Area within a defined walking distance along a pedestrian path of travel from a major transit stop that is existing or planned, if the planned major transit stop is included in a transportation improvement program or applicable regional transportation plan, as follows: 1) Within Mobility Zones 1 and 3 the walking distance is 1 mile; 2) Within Mobility Zone 4 the walking distance is 0.75 mile; and 3) Mobility Zone 2 is the SDA. *(As defined in the City of San Diego's Municipal Code.)*

**Traffic Calming:** The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. *(As defined in the City of San Diego's General Plan.)*

**Transit Priority Area (TPA):** A "Transit priority area" is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. *(As defined in the California Public Resources Code section 21099(a)(7).)*

**Transportation Demand Management (TDM):** Transportation demand management is a series of measures that encourage use of alternative forms of transportation to alleviate traffic demand on roadways. It is also the application of strategies or policies to increase efficiency of mobility systems, that reduce travel demand, or to redistribute this demand in space or in time.

**Underserved:** Refers to people and places that historically and currently have not had equitable resources or access to infrastructure, healthy environments, housing choice, etc. Disparities may be recognized in both services and in outcomes. *(As defined by the City of San Diego's 2022 Budget Equity Guide.)*

**Vision Zero:** Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and has been gaining momentum in major American cities.

**Vehicle Miles Traveled (VMT):** A metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For transportation analysis, VMT is generally expressed as VMT per capita for a typical weekday. *(As defined in the City of San Diego's Transportation Study Manual.)*

**Walkability:** The extent to which walking is readily available to the consumer, as a safe, connected, accessible, and pleasant activity. *(As defined in the City of San Diego's General Plan.)*

**Wayfinding:** Navigates readers through a city, hospital corridor or airport, calls attention to a storefront, or provides information about an exhibit; a succession of clues comprising visual, audible, and tactile elements. *(As defined in the City of San Diego's General Plan.)*

# ACRONYMS AND ABBREVIATIONS LIST

| Acronym/ Abbreviation | Long Form |
|---|---|
| ACS | » American Community Survey |
| AB | » Assembly Bill |
| ADA | » Americans with Disabilities Act |
| AMD | » Asset Management Department |
| AoT | » Array of Things |
| ATGP | » Active Transportation Grant Program |
| AT | » Active Transportation |
| BID | » Business Improvment District |
| BIL | » Bipartisan Infrastructure Law |
| APCD | » Air Pollution Control District |
| BID | » Business Improvement Districts |
| BMP | » Bicycle Master Plan |
| CAP | » Climate Action Plan |
| Caltrans | » California Department of Transportation |
| CBO | » Community-Based Organization |
| CEI | » Climate Equity Index |
| CERP | » Community Emission Reduction Plan |
| CFO | » Chief Financial Officer |
| CG | » Competitive Grant |
| CI | » Capital Improvement |
| CIG | » Capital Investment Grant |
| CIP | » Capital Improvements Program |
| CIPRAC | » Capital Improvements Program Review and Advisory Committee |
| CMO | » Clean Mobility Options |
| CMCP | » Comprehensive Multimodal Corridor Plans |
| CoCs | » Communities of Concern |
| CP | » Council Policy |
| CPDs | » Community Parking Districts |
| CRD | » Climate Resiliency Districts |
| CTC | » California Transportation Commission |
| DIF | » Development Impact Fee |
| DSD | » Development Services Department |
| EBR | » Executive Budget Review |
| E&CP | » Engineering & Capital Projects Department |
| EEM | » Environmental Enhancement and Mitigation |
| EIFD | » Enhanced infrastructure Financing Districts |
| EV | » Electric Vehicle |

| Acronym/ Abbreviation | Long Form |
|---|---|
| **FA** | » Focus Areas |
| **FACT** | » Facilitating Access to Coordinated Transportation |
| **FF** | » Formula Funding |
| **FHWA** | » Federal Highway Administration |
| **FY** | » Fiscal Year |
| **FTA** | » Federal Transit Administration |
| **GP** | » General Plan |
| **GHG** | » Greenhouse Gas |
| **IFD** | » Infrastructure Financing Districts |
| **IFS** | » Impact Fee Study |
| **ITS** | » Intelligent Transportation Systems |
| **KPI** | » Key Performance Indicator |
| **LA** | » Los Angeles |
| **LIFE** | » Low-Income Fare is Easy |
| **LPI** | » Lead Pedestrian Interval |
| **LTCAP** | » Local Transportation Climate Adaptation Program |
| **LTF** | » Local Transportation Fund |
| **MAP** | » Mobility Action Plan |
| **MAD** | » Maintenance Assessment District |
| **MaaS** | » Mobility as a Service |
| **MBTA** | » Massachusettes Bay Transportation Authority |
| **MMP** | » Mobility Master Plan |
| **MPOs** | » Metropolitan Planning Organization |
| **MTS** | » San Diego Metropolitan Transit System |
| **NACTO** | » National Association of City Transportation Officials |
| **NEV** | » Neighborhood Electric Vehicle |
| **NTCD** | » North County Transit District |
| **O** | » Operations |
| **O&M** | » Operations and Maintenance |
| **OS** | » Operating System |
| **OTS** | » Office of Traffic Safety |
| **PandA** | » Peformance and Analytics Department |
| **P3** | » Public Private Partnership |
| **PBD** | » Parking Benefit District |
| **PDT** | » Project Development Team |
| **PMP** | » Pedestrian Master Plan |

| Acronym/ Abbreviation | Long Form |
|---|---|
| PROTECT | » Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation |
| PTMD | » Parking and Transportation Management District |
| PUDO | » Pick-up/Drop-off Zones |
| RCP | » Reconnecting Communities Pilot program |
| RARA | » Road Maintenance and Rehabilitation Act fund |
| RAISE | » Rebuilding American Infrastructure with Sustainability and Equity |
| RIP | » Regional Improvement Program |
| RMRA | » Road Maintenance and Rehabilitation Act |
| ROW | » Right-of-Way |
| RTCIP | » Regional Transportation Congestion Improvement Program |
| RTPA | » Regional Transportation Planning Agencies |
| SANDAG | » San Diego Association of Governments |
| SB | » Senate Bill |
| SD | » San Diego |
| SDA | » Sustainable Development Area |
| SDCP | » San Diego Community Power |
| SDG&E | » San Diego Gas & Electric |
| SGIP | » Smart Growth incentive Program |
| SIB | » State Infrastructure Bank |
| SMART | » Sustainable Mobility for Adaptable and Reliable Transportation |
| SOVS | » Single Occupancy Vehicles |
| SR | » State route |
| SS4A | » Safe Streets for All Grant |
| STA | » State Transit Assistance |
| STBG | » Surface Transportation Block Grant |
| TAP | » Transportation Alternatives Program |
| TDA | » Transportation Development Act |
| TDM | » Transportation Demand Management |
| TFB | » Transportation Finance Bank |
| TIFIA | » Transportation Infrastructure Finance and Innovation Act |
| TIGER | » Transportation investments Generating Economic Recovery grant |
| TNC | » Transportation Network Company |
| TPA | » Transit Priority Area |
| TUNL | » Transportation Unfunded Needs List |
| UBM | » Universal Basic Mobility |
| US DOT | » United States Department of Transportation |
| VMT | » Vehicle Miles Traveled |


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PARKING
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CITY OF SAN DIEGO

# MOBILITY MASTER PLAN

# APPENDICES

April 2025

# 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 regulalry 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 and 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

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1 SDA 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 | $$ | Very High | Coordination with Uptown Community Parking District and City Parking Meter Staff prior to implementation. Coordination with MTS on bus stops along corridor. Consideration for changes to existing curb extensions and raised medians. |
| 8 | 47th Street Improvements between Nogal Street and Logan Avenue | Implement a road diet from a 4-lane Collector with a two-way center left-turn lane to a 2-lane Collector with a two-way center left-tum lane along 47th St between Nogal St and Logan Ave. Repurpose the roadway right-of-way for one-way cycle tracks. | Bikeway | 2 | 4 | $ | Very High | |
| 244 | La Jolla Village Drive Cycle Tracks | Implement one-way cycle tracks along La Jolla Village Drive between N Torrey Pines Road and I-805. To accommodate the cycle tracks, roadway modifications such as on-street parking removal will be required. | Bikeway | 8 | 1, 6 | $$$ | 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 | $$$$ | Very High | It should be noted that the Bicycle Master Plan Update is underway, which could modify this proposed bikeway. Also, coordination with the City of San Diego, Caltrans, and/or abutting property owners maybe required. |
| 15 | Logan Avenue Improvements between I-805 and Euclid Avenue | Implement a road diet from a 4-lane Collector to a 2-lane Collector with a two-way center left-tum lane along Logan Avenue between I-805 and Euclid Avenue. Repurpose the roadway right-of-way for buffered bike lanes. | Bikeway | 2 | 4 | $ | Very High | The project will require coordination with Caltrans especially as it approaches the I-805 and interacts with their right-of-way. |
| 16 | South Vista Cycle Track | Implement one-way cycle tracks along South Vista Avenue between Smythe Crossing and Cottonwood Road. | Bikeway | 6 | 8 | $$$ | 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 | |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 Mahaila Avenue and along Mahaila 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 | |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | $$ | High | It should be noted that the Bicycle Master Plan Update is underway, which could modify this project. There are currently sharrows along Kemper Street between Kenyon Street and Midway Drive. |
| 65 | Midway Drive Multi-Use Path (also referred to as Midway Urban Path) | Replace the existing sidewalk on the southwest side of Sports Arena Blvd between I-8 and Midway Dr with a 12-foot-wide multi-use path. Other project features include stormwater management improvements, pedestrian-scale lighting, and landscaping. | Comprehensive | 4 | 2 | $$$ | 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 | Witherby Street Bikeway | Install bike lanes along Witherby 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. |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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. |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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. |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | $$ | High | |
| 292 | Playmor Terrace Sidewalk Improvements from Camino Tranquilo to Car | Implement sidewalks along the north side of Playmor Terrance between Camino Tranquilo and Cargill Avenue, where missing. | Sidewalk Project | 8 | 6 | $$ | 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. |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | $$$$ | High | This project would be led by SANDAG, but could operate within the City ROW. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria. |
| 149 | Transit Leap: Rapid 10 Phase 2 | La Mesa to Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub (full version of Rapid) | Transit Improvements | 3,4 | 2, 3, 9 | $$$$ | High | This project would be led by SANDAG, but could operate within the City ROW. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria. |
| 150 | Transit Leap: Rapid 120 | Kearny Mesa to Downtown via Mission Valley | Transit Improvements | 1, 3, 10 | 3, 6, 7 | $$$$ | High | This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria. |
| 151 | Transit Leap: Rapid 28 | Point Loma to Kearny Mesa via Central Mobility Hub, Linda Vista | Transit Improvements | 4,10 | 2, 3, 6, 7 | $$$$ | High | This project would be led by SANDAG but could operate within the City's right-of-way. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria. |
| 152 | Transit Leap: Rapid 638 | Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor | Transit Improvements | 6 | 8 | $$$$ | High | This project would be led by SANDAG and project features could be implemented as part of the Iris Rapid. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria. |
| 153 | Transit Leap: Rapid 640 | San Ysidro to Central Mobility Hub via I-5 and City College | Transit Improvements | 1,4,6 | 2, 3, 8 | $$$$ | High | This project would be led by SANDAG, but could operate within the City ROW. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria. |
| 154 | Transit Leap: Rapid 910 | Coronado to Downtown via Coronado Bridge | Transit Improvements | 1 | 3, 8 | $$$$ | High | This project would be led by SANDAG, but could operate within the City ROW. Mobility Master Plan scoring criteria was applied to transit projects with presumed right-of-way needs. However, SANDAG will evaluate these projects under regional criteria. |
| 155 | Transit Leap: Rapid 950 Phase 2 | Otay Mesa Port of Entry to Imperial Beach via SR 905 (full version of Rapid) | Transit Improvements | 6 | 8 | $$$$ | High | This project would be led by SANDAG and project features could be implemented as part of the Iris Rapid. Mobility Master Plan scoring criteria were applied to transit projects. However, SANDAG will also evaluate these projects under regional criteria. |
| 371 | Bachman Place - Hotel Circle South and Arbor Drive Traffic Calming | Provide traffic calming enhancements that slow down vehicular traffic and provide sharrows for cyclists along Bachman Place between Hotel Circle South and Arbor Drive. | Bikeway | 3 | 3 | $ | High | This project is part of SANDAG's Uptown Bikeways Project (Segment 3). It will begin construction in 2025. Coordination with SANDAG is important. |
| 156 | San Ysidro Traffic Signal Installation - East San Ysidro Boulevard and Center Street | New traffic signal at East San Ysidro Boulevard and Center Street | New Traffic Signal | 6 | 8 | $$ | 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. |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | $$ | Medium | |
| 186 | Pedestrian/Bicycle Bridge east of Mira Mesa Boulevard and Westview Parkway | Construct a pedestrian/bicycle bridge over Mira Mesa Boulevard and located east of the intersection Mira Mesa Boulevard and Westview Parkway | Pedestrian Improvements | 9 | 6 | $$$$ | Medium | Coordination with adjacent property owners maybe required. |
| 187 | Pedestrian/Bicycle Bridge over I-15 Near Hillery Drive | Construct a pedestrian/bicycle bridge near Hillery Drive that goes across the I-15 Freeway and connects the Mira Mesa and Scripps Miramar Ranch communities | Pedestrian Improvements | 9 | 6 | $$$$ | Medium | Coordination with Caltrans, SANDAG, and adjacent property owners maybe required. Look into opportunites for innovative financing. |
| 188 | Robinson Avenue Pedestrian Improvements between 3rd Avenue and Park Boulevard | Provide pedestrian facilities along Robinson Avenue between 3rd Avenue and 6th Avenue, which could include wide sidewalks, closing sidewalk gaps, bulb-outs, pedestrian countdown timers, and accessible pedestrian push buttons. | Pedestrian Improvements | 3 | 3 | $ | Medium | |
| 189 | Boundary Street Sidewalk Improvement (north of University Avenue) | Provide approximately 600' of sidewalk along the east side of Boundary Street between Lincoln Avenue and University Avenue in North Park, where missing | Sidewalk Project | 3 | 3 | $ | Medium | |
| 373 | University Avenue - Dove Street and Albatross Street Bikeways and Traffic Calming | Provide speed and volume management enhancements that reduce and slow down vehicular traffic and provide sharrows for cyclists along University Avenue between Dove Street and Albatross Street. | Comprehensive | 3 | 3 | $ | Medium | This segment is a priority for SANDAG's Regional Bike Network. Coordination with SANDAG is important. |
| 325 | Genesee Avenue Transit Priority Measures - Decoro Street and Genesee Avenue | Implement adaptive signal timing or transit signal priority at Decoro Street and Genesee Avenue | Transit Improvements | 8 | 6 | $ | Medium | Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable. |
| 190 | West San Ysidro Boulevard and Averil Road Roundabout | A single lane roundabout located at the intersection of West San Ysidro Boulevard and Averil Road | Roadway Treatment | 6 | 8 | $$$ | 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 | |

| Project List ID | Project Title | Project Description | Project Type | Focus Area | Council District | Implementation Costs[1] | Ranking | Notes |
|---|---|---|---|---|---|---|---|---|
| 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 | $$ | Low | SANDAG will begin construction of Normal Street Promenade to implement this facility. |
| 335 | Genesee Road Transit Priority Measures - Centurion Square and Genesee Avenue | Implement transit signal priority at Centurion Sqaure and Genesee Avenue | Transit Improvements | 8 | 6 | $ | Low | Project implementation could require coordination with the proposed SMART corridor, flex lanes, and other transit efforts along Genesee Avenue, as applicable. |
| 218 | Main Street/Schley Street/26th Street Intersection Treatment | The construction of an island on 26th Street would provide traffic calming and increased pedestrian safety by restricting northbound traffic from Schley Street and eastbound left traffic from Main Street from traversing onto 26th Street. | Roadway Treatment | 1 | 8 | $ | Low | Project treatment could help alleviate truck traffic traveling on residential streets. |
| 375 | Robinson Avenue Roadway Modification | Modify roadway to 2-lane collector with no turn lane along Robinson Avenue between First Avenue and Eighth Avenue in eastbound direction (one-way). Implementation will require one-way couplet for complete streets improvements. | Roadway Treatment | 3 | 3 | $$ | 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)