



Little Italy Association of San Diego – Neighborhood Advisory Committee
Monday, November 20, 2023 at 5:00pm
Little Italy Association Office – Conference Room (2210 Columbia Street) or via
Zoom (For Non-Voting Members): <https://us02web.zoom.us/j/81439745308>
or call 1-669-900-6833 / Meeting ID: 814 3974 5308 / Password: 3898

1. Introductions / Jeri Keiller, Chair

2. Non-Agenda: Public Comment & Announcements

3. New Business, Alcohol Applications & CUP/NUP

- a. Fisher’s Conditional Use Permit for Live Music / Marco Li Mandri **Action Item P. 2**

4. Community Order

- a. Scooters in San Diego / Janet Rodgers (10 Min.) **Action Item P. 3-28**
b. SD Rescue Mission Unhoused Outreach Program / Chris Gomez

5. Quality of Life

- a. W. Grape & W. Hawthorn Traffic/Parking Conversions / Chris **P.29-38**
b. Class 4 Bike Lane on State Street / Chris
c. Sidewalk Vending & Busker Ordinance / Marco
d. Upcoming Events:
i. Piazza Costanza Dedication (11/28 @ 10am) / Chris **P. 39**
ii. Little Italy Tree Lighting & Christmas Village (12/2 @ 4pm) / Chris

6. Chief Executive Administrator Update / Marco

7. Old Business

It is the practice of the LIA to formally request that an item under Old Business be pulled from the agenda and placed on a future Agenda for Discussion and/or Action.

- a. N/A

8. Adjournment

Action Item

9. Next Meeting: TBD

BROWN ACT. Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72-hours prior to a regular meeting. The Corporation posts all Board and Committee agendas at 2210 Columbia Street, San Diego, CA 92101 and on the LIA website. Action may not be taken on items not identified as such and posted on the agenda. Meeting facilities may be accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify Chris Gomez at 619-233-3898 or via email at chris@littleitalysd.com at least 48-hours prior to the meeting.

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street ▪ San Diego, CA 92101 ▪ Phone: 619-233-3898 ▪ Fax: 619-233-4866
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Facebook / Instagram / X: LittleItalySD ▪ TikTok: LittleItalySD ▪ #LittleItalySD



THE CITY OF SAN DIEGO

DATE OF NOTICE: September 15, 2023

POSTED NOTICE OF APPLICATION

DEVELOPMENT SERVICES DEPARTMENT

Please be advised that an application has been filed with the City of San Diego for a Conditional Use Permit (Process 3) to allow indoor live entertainment within the existing restaurant known as Fisher's located on the 13,177-square-foot site at 555 West Beech Street between Columbia and India Street in the Little Italy neighborhood of the Downtown Community Plan area (Council District 3)

PROJECT NO:	PRJ-1059458
PROJECT NAME:	<u>FISHER'S LIVE ENTERTAINMENT</u>
PROJECT TYPE:	CONDITIONAL USE PERMIT/PROCESS 3
APPLICANT:	MP PERMITS, INC
COMMUNITY PLAN AREA:	DOWNTOWN
COUNCIL DISTRICT:	3
CITY PROJECT MANAGER:	Johnwilly Aglupos, Development Project Manager
PHONE NUMBER/E-MAIL:	(619) 446-7958 / JAglupos@sandiego.gov

The decision to approve or deny this application will be made at a public hearing.

Please note that Community Planning Groups provide citizens with an opportunity for involvement in advising the City on land use matters. Community Planning Group considerations are a recommended, but not required, part of the project review process. Please see the Community Planning Group Contact List at <https://www.sandiego.gov/planning/community-plans/cpg/contacts> to inquire about Downtown Community Planning Group meeting dates, times, and location for community review of this project.

If you have any questions regarding this application after reviewing this information, you may contact the City of San Diego Project Manager listed above.

This information will be made available in alternative formats upon request.

Internal Order Number: 24009311



The City of San Diego

Staff Report

DATE ISSUED: 11/3/2023
 TO: City Council
 FROM: Council District 6
 SUBJECT: Proposed Revisions To Shared Mobility Device (SMD) Program

Primary Contact: Katherine Johnston Phone: (619) 236-7053

Secondary Contact: Makana Rowan Phone: (619) 236-6616

Council District(s): Citywide

OVERVIEW:

In May 2022, San Diego City Council adopted Ordinance 21467 (O-21467) to implement new regulations for the Shared Mobility Device (SMD) Program. Subsequently in August 2022, the City executed contracts with four SMD operators for exclusive use of City streets and roadways for operation of SMDs including scooters and bikes. Staff will present an update on the SMD Program, including ridership trends and status of operators, along with proposed revisions to the program to ensure program longevity and adequate deployment of devices.

PROPOSED ACTIONS:

Forward the proposed revisions to the SMD program the full City Council for consideration and request the City Attorney's Office to work with Council Districts 6 to review and finalize the proposed revisions and provide legal analysis.

DISCUSSION OF ITEM:

Overview of the SMD Program

Shared mobility devices (SMD) are dockless bikes and scooters that may be rented by the public via a digital application. Since the initial deployment of SMDs in 2017, these devices provide a quick and convenient option for short neighborhood trips for enjoyment, work commuting, and access to recreational area, shopping, and dining. The SMD Program in the City of San Diego, managed by the Sustainability & Mobility Department, contracts directly with operators to provide SMD services in the City. The department coordinates closely with operators and the community to ensure compliance with regulations, monitor service deployment, evaluate program impacts, and support equitable access to these shared devices. The Adopted Fiscal Year 2024 Budget includes funding to support the \$365,000 of contractual expenditures for data portal management and enforcement services, and includes staff support for program management, corral installation, and rider enforcement.

The Adopted Fiscal Year 2024 Budget also includes a projected \$1.3 million in revenue from SMD fees; however due to all four providers stopping deployment, these revenue projections will need to be reevaluated.

SMD Policy and Regulations

The SMD Program has evolved significantly since the first arrival of dockless e-bikes and scooters in the City. In response to the overnight popularity of SMDs, City Council adopted San Diego Ordinance 21070 (O-21070) on June 16, 2019, to permit, manage, and enforce rules for SMDs in the public right-of way. After additional community feedback, the City Council subsequently adopted Ordinance 21170 (O-21170) on January 30, 2020, to prohibit the use of SMDs on the City's Beach and Bay boardwalks. From 2019 to 2021, the City had six, six-month permit cycles for SMD operations, with deployment growing to a maximum deployment of approximately 22,000 devices Citywide. Based on robust community feedback and engagement to implement operational efficiencies, address public health and safety, and service standards, the City Council most recently adopted Ordinance 21467 (O-21467) on May 24, 2022, to comprehensively reform the SMD program. This included a transition from a permit model of operations to a contractual model and introduced a requirement to stage SMDs in on-street corrals, added more geofencing and speed limitations, prohibited sidewalk riding and parking, and expanded enforcement standards.

The Evolution of the SMD Program

Concurrent with the adoption of O-21467, the City conducted an open, competitive procurement for SMD operators enabling the City to shift from a permit model to a contract model. In August 2022, the City executed contracts with four operators: Bird, Lime, Spin and Link. These contracts address SMD regulation compliance as well as deployment levels, technology standards, and equity programming. Each operator was allowed to operate up to 2,000 devices per day with a total not to exceed 8,000 devices City-wide. In February 2023, the City terminated the contract with Link for failure to comply with contractual requirements, and the remaining operators were each authorized to deploy up to 2,666 devices.

From August 1, 2022, through July 30, 2023, under the new program and ordinance, more than 595,000 SMD trips have taken place. This is far less than the 3 million trips that took place within the same period the previous year.

On average, the number of available devices within the City of San Diego since the new regulations went into effect decreased from approximately 6,500 devices per day to approximately 2,500 devices per day. Starting in November there will be devices deployed in the City of San Diego.

Despite the drastic reduction in daily deployment levels over the past year, average utilization of each device has generally remained constant with approximately one trip per device. The average SMD trip distance is approximately 1 mile with a duration of 13 minutes.

A key program goal since the regulations went into effect is expanding access and spreading geographic deployment of these shared mobility options. Currently, an average of 15% of devices are deployed within communities of concern per the Climate Equity Index, and staff are actively working to increase this to least 20% by the end of the calendar year. Operators also have an array of accessible offerings to individuals such as adaptive vehicles, low-cost options for qualified riders, alternative payment options, and discounted rides for trips that start and end at transit stations.

To complement the revamp of the SMD program last year, City staff has been coordinating with the Transportation Department to expand corral infrastructure in the City. The expansion of the corral network is data-driven and prioritizes implementation along corridors with existing and incoming bike facilities as well as increasing SMD access in historically underserved communities. To date, there are approximately 950 corrals available in Downtown, Uptown, North Park, Balboa Park, Greater Golden Hill, Mission Beach, Ocean Beach, Pacific Beach, La Jolla, College area, City Heights, Linda Vista, Kearny Mesa, Clairemont Mesa, Barrio Logan and Southeastern San Diego. Additional locations are planned and being coordinated with new bike facilities and resurfacing projects within the City. However, providers have shared that the lack of adequate corrals have impacted rider satisfaction and ability to successfully deploy.

Challenges Impacting the Program and Proposed Revisions

Since the implementation of new regulations and contracts in August 2022, the SMD program has faced significant challenges with deployment. Vandalism and theft have placed significant financial and operational strain on operators in the City of San Diego. Staff continues to coordinate with the SMD operators to address many of the challenges that were faced in Year 1 of the new program. Significant efforts to expand the corral network have occurred to support deployment in more communities within the City. Revisions proposed include addressing modifying the fee structure for providers from per device to per ride to align to encourage deployment; permit audio alerts to prevent sidewalk riding; revising identification requirements to only require share ID information once instead of every three months; establish a citywide speed limit of 10 mph between the hours of 12:30 p.m. – 5:30 a.m., and provide flexibility for parking and staging of devices to encourage deployment.

City of San Diego Strategic Plan:

The SMD program supports the Advance Mobility & Infrastructure priority area of the Strategic Plan. Micromobility options, such as SMDs increase access to public transportation, reduce the number of cars on the road, lower carbon emissions, and provide affordable, convenient methods of transportation for short trips.

Fiscal Considerations:

N/A

Charter Section 225 Disclosure of Business Interests:

N/A; there is no contract associated with this action.

City Strategic Plan Goal(s)/Objective(s):

The SMD program supports the Advance Mobility & Infrastructure priority area of the Strategic Plan. Micromobility options, such as SMDs increase access to public transportation, reduce the number of cars on the road, lower carbon emissions, and provide affordable, convenient methods of transportation for short trips.

Environmental Impact:

This activity is not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(2) as the activity is an informational item that will not result in a direct or reasonably foreseeable indirect physical change in the environment.

Climate Action Plan Implementation:

The SMD program helps achieve the mode-shift targets identified in Strategy 3 by facilitating access to micromobility devices, providing connections to mass transit, and replacing short trips that might otherwise have been conducted by an automobile.

Equal Opportunity Contracting Information (if applicable):

Contracts with SMD operators include EOC program requirements.

Previous Council and/or Committee Actions:

The Municipal Code was amended on May 17, 2019, to include a section for Shared Mobility Devices (O21070: Shared Mobility Device Ordinance) and the related fees were adopted by the City Council on April 26, 2019 (R-312433). An update to the Municipal Code to institute a ban on the use of shared mobility devices on the Mission Bay Park Bayside Walk, and on the Mission Beach, Pacific Beach, and La Jolla Shores boardwalks was presented to Active Transportation and Infrastructure Committee on

November 20, 2019 and adopted by the City Council on January 30, 2020 (O-21170). The SMD program regulations were most recently amended by City Council on May 26, 2022 (O-21467).

Planning Commission Action:

N/A

Key Stakeholders and Community Outreach Efforts:

Key stakeholders include residents and visitors in the City of San Diego. Staff and SMD operators have conducted outreach throughout the City by participating in community events and providing stakeholder presentations to community planning groups and the Climate Equity Stakeholder Working Group.

Originator to enter name upon approval _____

Chief of Staff/Department Director

Shared Mobility Device (SMD) Program Proposed Municipal Code Amendments

Active Transportation and Infrastructure Committee

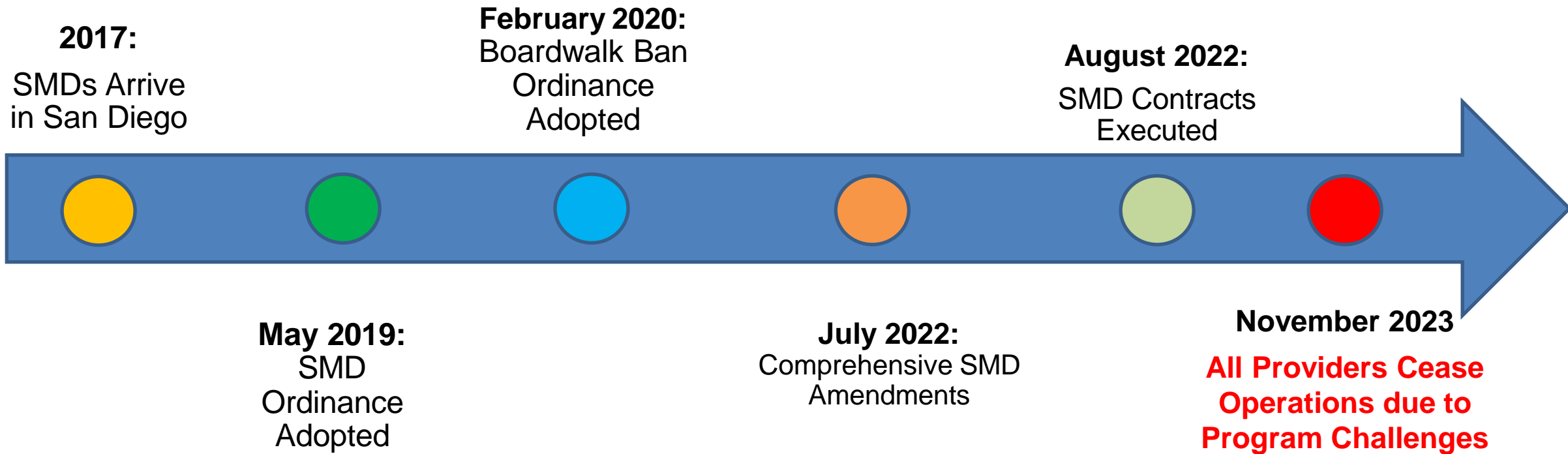
November 8, 2023

Outline

- Program Timeline
- Program Status
- Proposed Municipal Code Amendments



Program Timeline

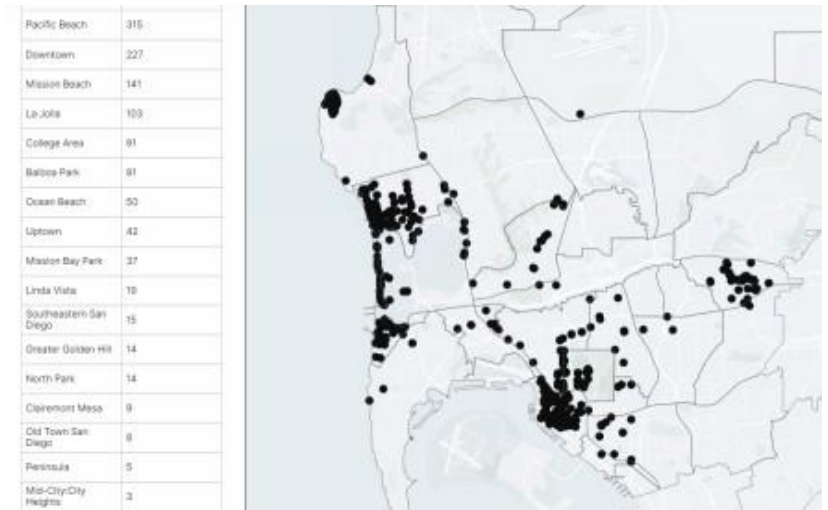


Overview of SMD Regulation Amendments (2022):

- Prohibit underage usage and require rider education
- Prevent parking and use of motorized scooters on all City sidewalks through geofencing or similar technology
- Shift from permit model to contractual model
- Limit number of companies operating within the City
 - Up to 8,000 devices city-wide. Maximum of 4 operators.
- Require devices to be parked in designated corrals
- Standardize program fees:
 - Annual fee of **\$20,000 per operator**
 - Monthly fee of **\$0.75 per day per deployed device**
 - Impound fee of **\$75 per device**

SMD Program Overview

- Contracts executed August 2022
 - Link, Lime, Spin, Bird
- Level of service and technology requirements:
 - Mixed fleets (e-scooter or e-bikes)
 - Sidewalk detection technology, age verification, rider education
 - Data sharing
 - Equity programming
- Real-time data management and monitoring
- Sweep provides ongoing SMD monitoring and enforcement support



August 1 2022– July 31 2023 Program Data



594,611 trips



Average trip distance
1.03miles



Average trip duration
13 minutes, 37
seconds



~24,284 - 33,332 tons
of CO2 avoided

Deployment Challenges

Currently all providers have ceased operations do to program challenges.

SMD deployment impacted by:

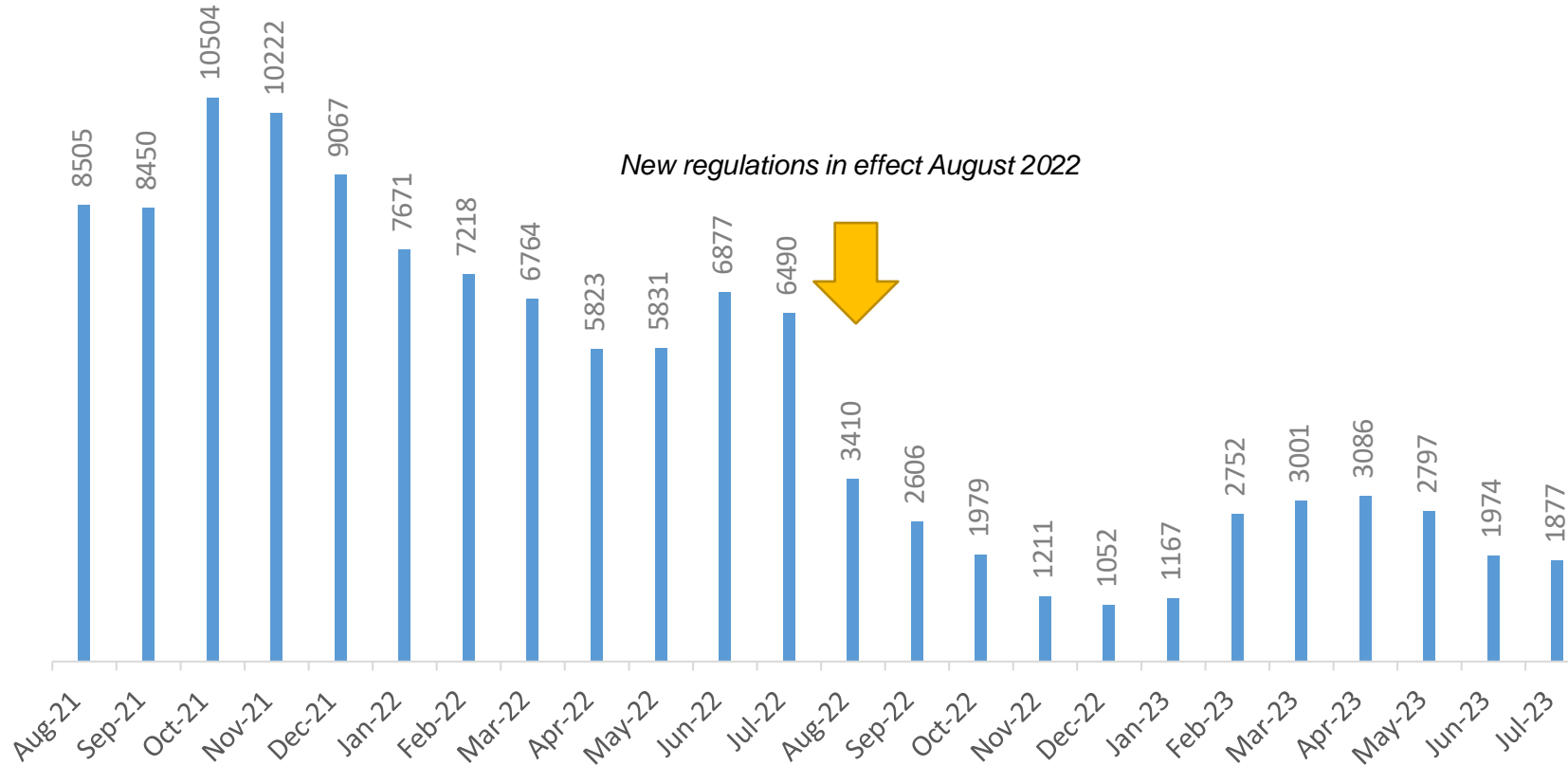
- Theft and vandalism continues to be a significant issue. Millions in vehicles lost to theft in the past year.
- Sidewalk detection technology and GPS accuracy challenges. Newer devices have more effective technology but are stolen at a higher rate.
- Limited SMD corrals city-wide to facilitate rider objectives.

Deployment Summary by Month and Operator

Month	Bird	Lime	Link	Spin	Total Vehicles
2022-08	1070	823	714	803	3410
2022-09	1450	845	20	291	2606
2022-10	1343	433	0	204	1979
2022-11	1055	0	0	155	1210
2022-12	745	0	0	307	1052
2023-01	522	0	0	645	1167
2023-02	1422	0	0	1331	2752
2023-03	1831	0	0	1169	3001
2023-04	1842	0	0	1243	3086
2023-05	1286	0	0	1511	2797
2023-06	1215	0	0	759	1974
2023-07	1809	0	0	68	1877
2023-08	1389	0	0	19	1408
2023-09	1244	0	0	69	1313
2023-10	839	0	0	73	912

Deployment Trends (August 2021 – July 2023)

Total Vehicles



Deployment Summary Per Month

Snapshot of Program Performance

Key Metrics	2021-2021 Delta
Rides per Day	54% decrease
Number of Rides	87% decrease
Miles Travelled	87% decrease
Unique Rides	77% decrease



Overview of Proposed Changes

SDMC Section	Proposed Change
SDMC §83.0305(b)(9)	Modify the requirement to display a rider's personal identification from every three months to prior to the first ride.
SDMC §83.0307	Modify fee structure from per device to per ride.
SDMC §83.0308(d)	Permit audio alerts in areas where sidewalk geofencing requirements are not safe and effective to effectuate the prohibition of operating shared mobility devices on sidewalks.
SDMC §83.0308(i)	Establish a Citywide reduced speed limit of 10 MPH between 12:30 p.m. – 5:30 a.m.
SDMC §83.0310(a)(2)	Provide the City the authority to modify the number of devices per corral administratively.
SDMC §83.0310(a)(4) -SDMC §83.0310(a)(5)	Increase flexibility of where vehicles can be staged; deviations from existing City regulations require City approval.

Proposed Actions

- Forward the proposed revisions to the SMD program the full City Council for consideration and request the City Attorney's Office to work with Council Districts 6 to review and finalize the proposed revisions and provide legal analysis.

Questions???



Testimony AT&I Nov 8, 2023

Item 5 Proposed Revisions to Shared Mobility Device Program

I'm Janet Rogers, Co-Chair of Safe Walkways

We object to the proposals to change the Municipal Code regulations for Shared Mobility Devices.

Your proposals allow the scooters to drive 15 mph on the sidewalks again violating state law 21235. Only having a noise beeping is not acceptable. The more noise, the more fun for these drivers. The drunks will love a noise maker late at night. We will have dangerous and noisy sidewalks all day and night. Many users are abusive and threaten and curse people when reminded to get off the sidewalk. A beep wont phase them.

This proposal puts pedestrians at risk again and lets the scooter companies operate on the sidewalks at 15mph. Some of you don't have constituents getting hit and put in the hospital or seniors afraid to walk our sidewalks because a broken hip will lead to an early grave.

The companies don't have a problem slowing the scooters down to 3mph. Their tech isn't good enough to **only** affect sidewalks, so they want to be able drive on sidewalks again, which your proposal **will allow**. The same tech will determine when to beep. So either it won't beep on the sidewalk or it will beep in the street, since this is the same sidewalk detection system. If they can identify the sidewalk to create a beep, then they can slow the scooters down on the sidewalk. This is another one of their fantasy stories so the city will let the users do what they want. The companies are desperate for users and they hope riding on sidewalks will increase that. Don't fall for it.

If flexible parking/staging means allowing scooters back on the sidewalks then Ms Muto will end up dealing with the Feds again for ADA violations. You have a duty under Title 2 of the ADA to keep the pathways clear, or you risk losing federal surface transportation money-that is road money.

Are you in favor of having children use scooters? Having ID's checked regularly was a safety check the city and the companies devised. What will replace this child safety check?

Having a code that doesn't name the number of scooters allowed in a corral is the same as not having a code. Secret agreements are not laws. There has to be transparency.

When there were tens of thousands of scooters and no regulations, they didn't put scooters at all the trolley stations and major bus stops. You can believe their fantasy story about 1st mile, last mile, but that doesn't make it true. Staging has always been in the tourist areas, not part of public transit. Please stop believing their sales pitch and look at what they have really done for the last 5+ years.

Don't keep lowering the fees. Everyone else has to pay to park. They are running their business on public property. Most cities charge \$1 per day per device. It is the number of devices using public property, not how many are rented. If they are deployed, they need to pay.

Why has ridership gone down?

Not because of the regulations. Companies left because of the regulations, but Bird was allowed to stay even though I have sent you pictures and videos proving their scooters were driving on the sidewalk so Bird's tech wasn't keeping users off the sidewalks.

Bird was still staging in the same places as always. Downtown, the Beaches and Balboa Park. Corrals are everywhere. But ridership went down to 1 ride per day for an average of 13 minutes, even though there were scooters in all the normal places. If there was demand there would be 2-10 rides per day. So they clutter up the city nearly 24 hour hours a day, because almost **no one wants to ride them.**

Demand disappeared because price went way up, but they don't talk about that, because Bird is in such terrible financial shape it has been kicked off the NYSE. None of the companies make a profit even with the higher prices. Previous users walk or find it cheaper to Uber a lot of times.

People are scared of the terrible injuries. They are called face plant machines for a reason. Dental surgeons will miss them.

Private scooters are cheap to buy at Walmart and Costco, so the real users have bought their own.
The FAD is over.

Safety is supposed to be your first duty. These changes are irresponsible and open the city to liability.

If you let scooters back to drive on sidewalks and clutter the sidewalk be sure to enforce the contractual 2 rides per day minimum that became effective Aug 2023. Start fining them.

Enforce staging at all the trolley stations and the major bus stops if you believe in the first mile/ last mile story they keep telling.

They are not replacing many car trips, if trips average 1 mile. This is Joy riding until they see the cost.

When do you start paying attention to what they do instead of what they say?

If you can't keep shared scooters off the sidewalks for driving and staging/parking, don't let the companies return.

Thank you,
Janet Rogers
safewalkwayssd@gmail.com



Nov 16, 2023

Dear Little Italy Advisory Committee,

At the Nov 8th Active Transportation and Infrastructure (AT&I) Committee meeting the Chair, CM Lee, proposed changes to the Shared Mobility Device (SMD) section of the Municipal Code.

Lee's proposals were prompted by a review the committee did a couple months before and the complaints from the companies. The last SMD operator, BIRD, left the City the week before these changes were presented.

Most of these changes either return the Code to the Pre-Aug 2022 rules or weaken the Code further.

We'll discuss

- The reason the tougher rules that went into place in Aug 2022 should not be reversed.
- The complications facing the City, scooter companies and the public/pedestrians/ADA.
- On-going problems for SMDs in San Diego and, most importantly, why ridership for SMDs almost disappeared: the scooter company's version vs our analysis (price, injuries, private ownership, end of the FAD)
- The changed relationship between the City to the SMD operators from a permit to a contract, and the contractual requirements that were not being met
- The impact the changes may have on the indemnification insurance the SMD companies provide the city?

CM Lee was in such a hurry to present these changes that they have not gone through the legal department yet. That review has to happen before they can go to the full council. We expect changes to the language.

Where do we go from here?

Janet Rogers

Co-chair, Safe Walkways

safewalkwayssd@gmail.com

816-550-3579

SMD Proposed Changes Nov 2023

§ 83.0305 Provider Requirements

(b) A *provider* shall:

- (9) employ a user interface that requires users to upload a valid driver's license ~~prior to the first ride at least every three months~~ to demonstrate compliance with applicable state laws as well as the *provider's* adopted age requirements for operating a *shared mobility device*;

§ 83.0307 Provider Fees

Providers selected to enter into a contract with the City must pay an Annual Operator Fee in full to the City at the time of execution of the contract. If a contract allows for additional yearly terms, then the Annual Operator Fee must be paid in full 30 days prior to the start of the next additional yearly term. Additionally, the City will invoice *providers* for a ~~daily Device Fee per ride fee~~, for each *shared mobility device* deployed, as well as a per ~~ride device~~ Climate Equity Fee. The City will invoice *providers* for these fees monthly and *providers* must pay these fees within 30 days of issuance of the invoice.

§ 83.0308 Geofencing Speed and Operating Restrictions

- (d) Through *geofencing* or similar technology, a *provider* shall prevent any *motorized scooters* and *motorized bicycles* in the *provider's fleet* from being operated, locked, parked, or ending a ride on a City sidewalk, except for shared use bikes or e-bikes that can lock to existing City bike racks ~~or as permitted by the City as provided in section 83.0310. To effectuate the prohibition of operating shared mobility devices on sidewalks, a provider shall also employ an audible announcement on all shared mobility devices that will sound continuously when riders are on the sidewalk at a volume that is sufficient for riders to hear, instructing the riders to exit the sidewalk. Providers shall reduce the speed of any motorized scooters and motorized bicycles in its fleet to three miles per hour on all City sidewalks, once such technology is commercially available and has been demonstrated by a provider that it can be implemented safely and effectively across its entire fleet. This speed reduction is intended to effectuate the prohibition of operating shared mobility devices on the sidewalks.~~

- (i) Providers shall ~~prevent~~ implement a Citywide speed limit of 10 mph for any *shared mobility devices* from being reserved or otherwise activated for rider use between the hours of 12:00 a.m. and 2:30 a.m. (Lee's document said 5:30 am but they didn't change this)

§ 83.0310 Staging of Shared Mobility Devices

(a) *Shared mobility devices* shall not be parked, staged, offered, or made available for rent by a *provider*:

- (2) in quantities greater than ~~what is permitted by the City~~ ~~four *shared mobility devices*, per *provider*, per on-street *corral*;~~
- (3) outside of a *corral*, except for shared use bikes or e-bikes that can lock to existing City bike racks ~~or as permitted by the City;~~
- (4) on City sidewalks ~~outside of a *corral* or area designated by the City for device staging or parking identified by a virtual geographic boundary, physical striping, marking, or signage.;~~

FYI: This week Bird Global released its quarterly report, late. Recently they were delisted from the NYSE and now sell on the "Pink Sheets". They have a \$1.6 billion accumulated deficit and last quarter they lost \$9.5 million. The report states they may file for bankruptcy.

San Diego is not the problem.

Documents Attached from AT&I committee meeting

Staff report

Staff presentation

Safe Walkways Public Comment



POLITICS

Last remaining scooter company pulls out of San Diego, as city proposes softening tough rules



Bird scooters lined up in downtown San Diego (Photo by K.C. Alfred/The San Diego Union-Tribune) (The San Diego Union-Tribune)

Bird is the last of four operators to stop operating in the city. Under a city proposal intended to lure them back, a controversial sidewalk speed-throttling rule could be softened.

BY DAVID GARRICK

NOV. 8, 2023 5 AM PT

SAN DIEGO — The last scooter company willing to comply with San Diego's strict rules ceased operations in the city last weekend, just as officials prepared to propose softening some key regulations including on sidewalk speed-throttling.

The departure of Bird leaves the city with no scooter operators, just over a year after it adopted rules that limit scooter speeds on sidewalks to 3 mph and prohibit large and disorderly clusters of scooters.



POLITICS

San Diego's scooter crackdown has shrunk usage by 80 percent, raising concerns about climate goals

Sept. 16, 2023

That leaves San Diego without a convenient option for getting around that city officials say is crucial to fighting climate change and reducing congestion as neighborhoods become more densely populated.

It also leaves San Diego with 950 scooter corrals across the city that now serve no function, and with ongoing contracts with a scooter enforcement company and a scooter data analytics company that have nothing to enforce or analyze.

The softer rules proposed by the city this week aim to lure scooter companies back to San Diego by allowing the scooters to be deployed in more locations, lowering fees and softening San Diego's unusual sidewalk rule.

City officials expressed optimism this week that the companies will return within a few months and that the city's scooter program will eventually thrive.

But the scooter companies face hurdles that go beyond San Diego's rules, which they have called the strictest in the world.



POLITICS

FOR SUBSCRIBERS

Scooter companies are struggling to comply with San Diego's strict new rules

Aug. 21, 2022

Many scooter fans have bought personal scooters in lieu of renting them, while neighborhood shuttles and ride-hail services like Uber depress demand.

Scooter companies have also suffered from rampant theft of their devices. They say that problem is particularly acute in San Diego because of its proximity to the U.S.-Mexico border and because the city's rules require using the most advanced scooters, which are the most enticing to thieves.

A local scooter watchdog group called Safe Walkways says the city's proposal to soften regulations is caving to the industry and selling out residents who want their sidewalks safe and clear of clutter.

The key element of the city's proposal would be shifting away from its current requirement that scooters have technology that detects sidewalks and immediately slows the scooter to 3 mph on them. Instead, riders would get audio alerts when they ride onto a sidewalk.

Janet Rogers, leader of Safe Walkways, was critical of that proposal, contending it is exactly what the scooter companies asked for.

"Allowing the scooters to drive on the sidewalks again with only a noise beeping is not acceptable," she said. "The more noise, the more fun for these drivers. This proposal is putting pedestrians at risk again."

The proposal would also give the companies more flexibility on parking and staging scooters. Users would also be required to show identification only before their first ride,

instead of once every three months, to prevent underage use.

In addition, the proposal would modify the city's fee structure from charging scooter companies for every device deployed each day to charging them only when a scooter gets used. Each company would still have to pay an annual \$20,000 fee to operate in the city.

The City Council's Active Transportation and Infrastructure Committee is scheduled to discuss the proposals at a meeting scheduled for 2 p.m. Wednesday.

Alyssa Muto, director of the city's Sustainability and Mobility Department, said scooters remain a high priority.

"Providing a variety of micromobility options — including shared scooters and bikes — is important to the city's overall climate action goals and mobility needs of residents," she said.

"The city is disappointed that the shared mobility device operators have been unable to deploy in San Diego or chosen to temporarily suspend their programs," she said. "We look forward to devices returning."

Muto noted that scooter programs still exist on the campuses of UC San Diego and San Diego State University. Those contracts are separate from the city's program.

Bird officials declined to comment Tuesday on why they stopped operating in San Diego last weekend and whether the city's proposals might lure them back. But the company did call its move a "hiatus."

On its San Diego app, the company said, "San Diego we'll see you soon — It's time for our birds to take a winter snooze." The post went on to say that Bird is working with city officials to address its concerns.

Milestones

November 1, 2021

- New T1 construction began.

October 2023

- Earliest opening date for the new Administration Building.

Late 2024

- New T1 parking structure opens.

Late Summer 2025

- Earliest opening date for Phase 1A (+/- 20 gates).

Early 2028

- Earliest opening date for Phase 1B (balance of 30 gates).

Mid-2028

- Earliest completion date for Airside Improvements construction.

Construction Impacts

Parking:

- Closure of Terminal 1 parking lot
- Cell Phone Lot relocation to T2 West parking lot


Re-routes/detours:


- Traffic switch taking effect end of Oct through mid November.
- North Harbor Drive reduces to 3 lanes prior to opening.


Roadway Improvements Project Overview





 Grape Street

 N. Harbor Dr
and W. Laurel St

 Pacific Highway

 Palm Street

 Sassafra Street*

 Airport Entry Road

* In Construction

Excerpts Below

Chapter 5: Bicycling

East-West Cycle Tracks

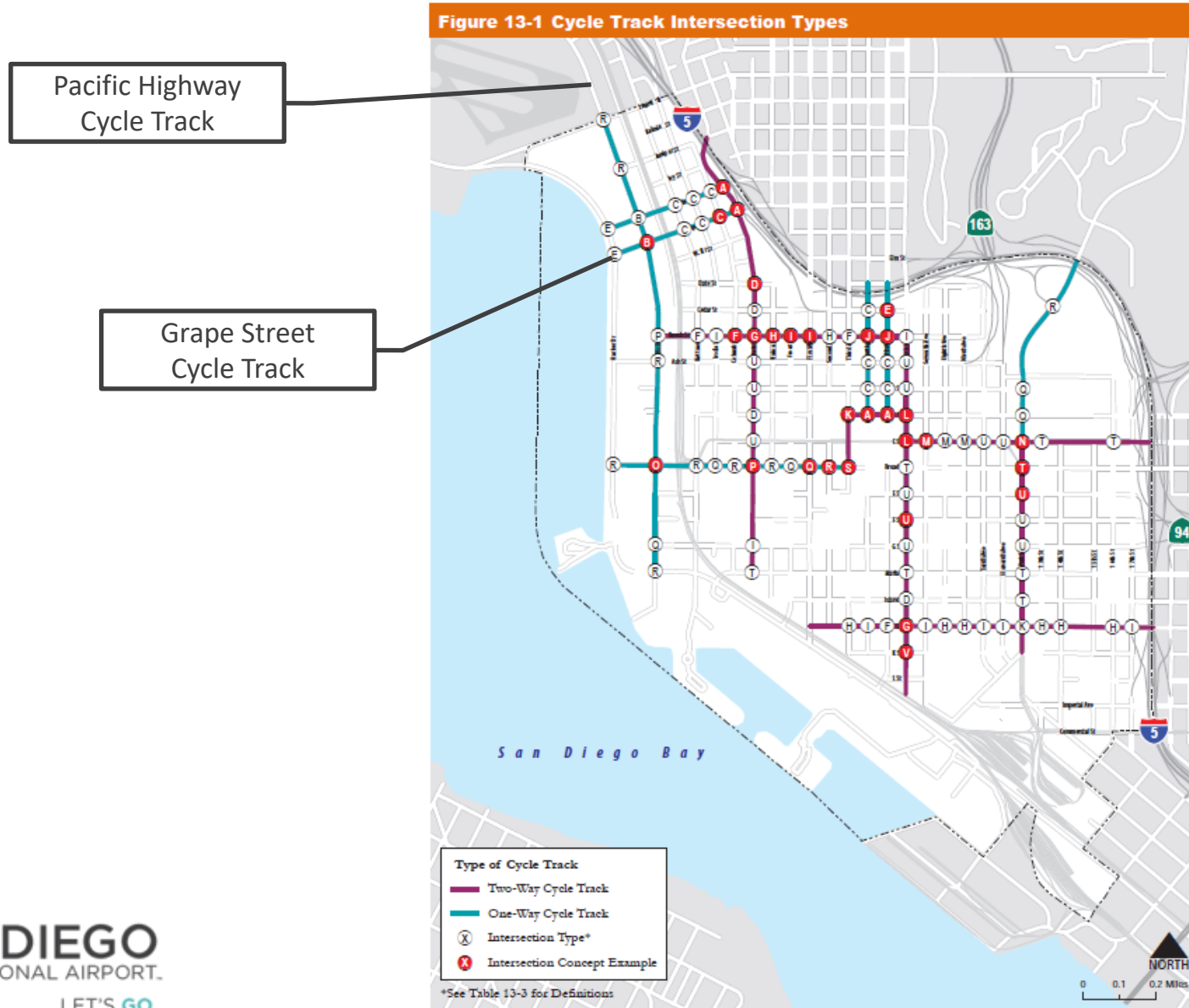
Grape Street

An eastbound one-way cycle track will run along the north side of Grape Street from Harbor Drive to State Street. A parallel westbound one-way cycle track will run along Hawthorn Street from Harbor Drive to State Street. The cycle track will connect Little Italy and the Uptown community to the San Diego Bay. On-street parking will be removed on both sides of Grape Street to accommodate the cycle track and an additional vehicular travel lane. The cycle track will intersect with north-south cycle tracks at State Street and Pacific Highway, and the existing multi-use path adjacent to Harbor Drive.

Hawthorn Street

A westbound one-way cycle track will run along the south side of Hawthorn Street from Harbor Drive to State Street. A parallel eastbound one-way cycle track will run along Grape Street from Harbor Drive to State Street. The cycle track will connect Little Italy and the Uptown community to the San Diego Bay. On-street parking along the south side will be removed to accommodate the cycle track, however, the three vehicle travel lanes will remain. The cycle track will intersect with north-south cycle tracks at State Street and Pacific Highway, and the existing multi-use path adjacent to Harbor Drive.

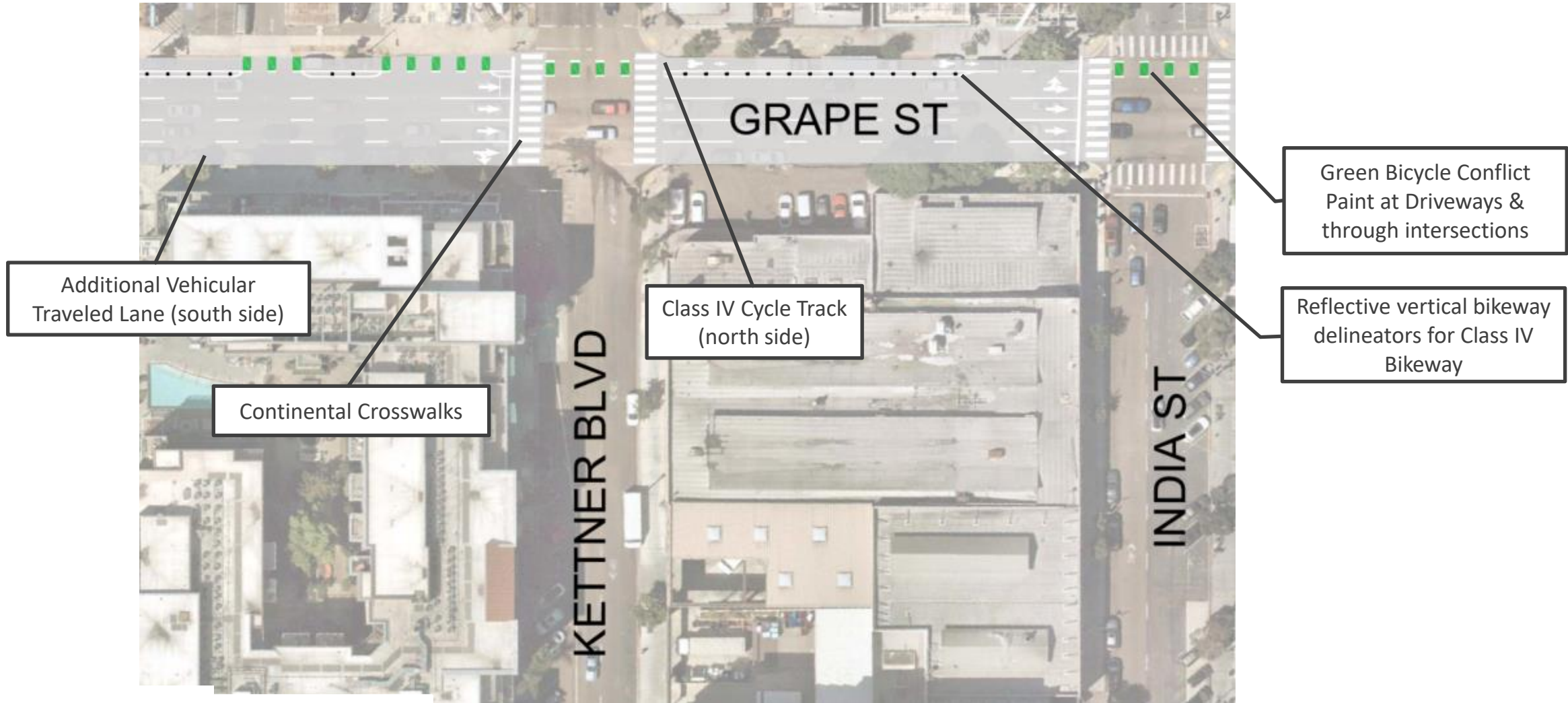
Excerpt Below



Chapter 13: Implementation

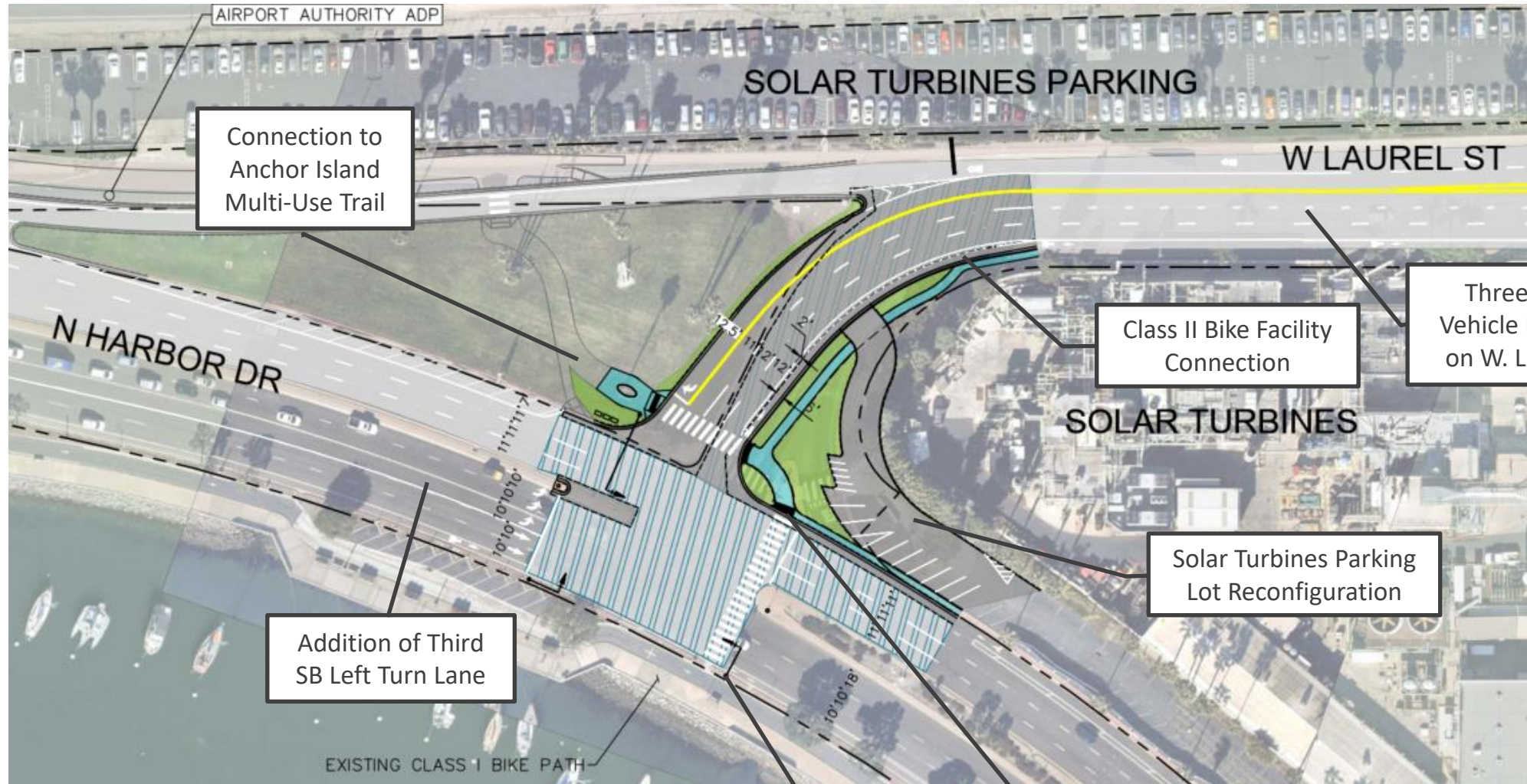
Grape Street Cycle Track

Future Condition



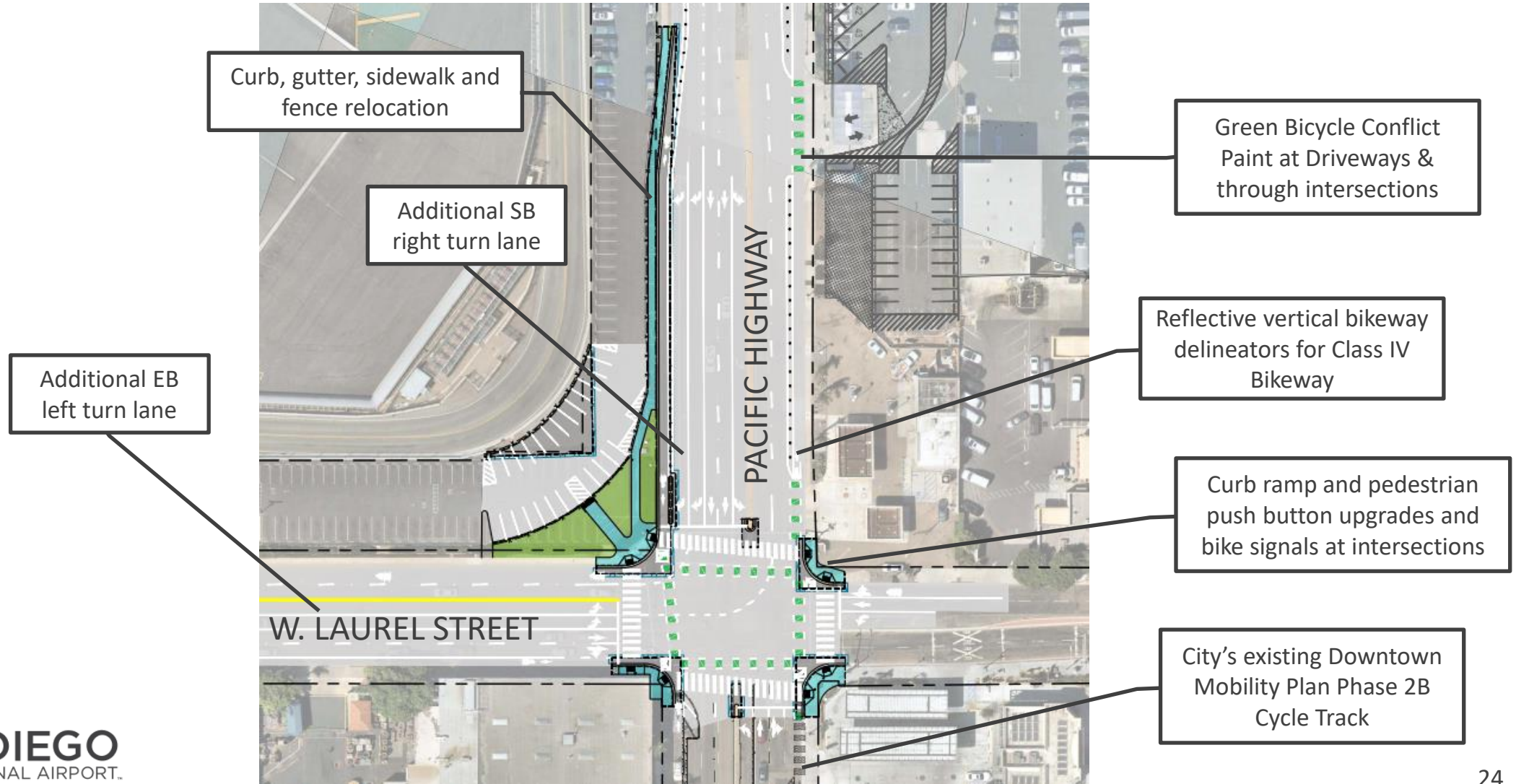
N. Harbor Dr / W. Laurel

Future Condition



Pacific Highway Cycle Track

Conceptual Layout at W. Laurel Street



Implementation Schedule

Grape Street:

Construction forecasted for 2024 thru 2025

Coordinating with NCTD, CPUC, MTS, Port, and City of San Diego

Pacific Highway:

Construction forecasted for 2024 thru 2025

Coordinating with SANDAG, Port, Solar Turbines, Caltrans, and the City of San Diego

N. Harbor / W. Laurel:

Future Construction TBD

This mitigation measure is required when SAN reaches 32.0 Million Annual Passengers (MAP)

Coordinating with SANDAG, Port, Solar Turbines, and the City of San Diego

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San.org

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The Little Italy Association Board of Directors, Staff and Committee Members are honored to unveil Little Italy's newest piazza celebrating the amazing life and contributions of Midge Costanza.

Please join us at a hospitality hour following the dedication ceremony of the Piazza Costanza on Tuesday, November 28, 2023 at ten o'clock in the morning outside of LUMA Luxury Apartments on the corner of Columbia and W. Ash.

PIAZZA
Costanza

Little Italy, San Diego, California



*"Human dignity is a right, not a privilege,
a right inherited at birth."*

Margaret Midge Costanza