



**Circulate San Diego**

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December 18, 2019

Council President Georgette Goméz  
San Diego City Council  
202 "C" Street, 10<sup>th</sup> Floor  
San Diego, CA 92101

**Subject: Recommendations for Councilmember Budget Priority Memoranda for FY 2021**

Dear Council President Goméz and Councilmembers,

On behalf of Circulate San Diego, whose mission is to promote excellent mobility choices and vibrant, healthy neighborhoods, I am writing with recommendations for your Budget Priority Memoranda for FY 2021. Circulate supports the Mobility Board's budget recommendations (attached) and requests that the Council prioritize and include the following improvements from the Mobility Board's letter.

As San Diego approaches the halfway point of its 10-year Vision Zero commitment, the need to prioritize public safety on our streets is clear. Through November, 17 pedestrians and 5 bicyclists have lost their lives in 2019 in the City of San Diego, the highest number of fatalities for bicyclists since 2014. In addition, the recently installed El Cajon Boulevard bus lane pilot project has been an incredible success with travel times coming down, and should be the first in a network of bus lanes across the City.

In 2020, Circulate's four top priorities for budget prioritization are:

- **Safe intersection improvements** – Improve 20 intersections with high visibility crosswalks, Lead Pedestrian Intervals and No Right on Red signals throughout the City at dangerous intersections.
- **20 miles in 2020** - Adopt the goal of, and provide funding for, installing at least 20 miles of protected, separated bicycle lanes Citywide, per the Mobility Board's criteria.
- **Education and encouragement** – Double funding for education and encouragement for safe travel by all modes, in line with the City's Vision Zero and Climate Action Plan goals.
- **Expansion of bus lanes** - Install more bus lanes, specifically on Broadway and Park Boulevard, creating a connected bus lane network.

Project details for Circulate's priority projects are included in the Mobility Board's attached letter. Thank you for your consideration.

Sincerely,

Maya Rosas  
Director of Policy

Attachment: Mobility Board Recommendations for FY 2021 Budget

December 5, 2019

Mayor Faulconer  
San Diego City Council  
202 "C" Street, 10<sup>th</sup> Floor  
San Diego, CA 92101

**Subject: Mobility Board Recommendations for FY 2021 Budget**

Dear Mayor Faulconer and Members of the City Council:

The Mobility Board, which is tasked with advising the Mayor and Council on policies and issues relating to all areas of transportation, appreciates the opportunity to provide its recommendations for the FY 2021 budget below. The City Auditor tasked the Vision Zero Task Force, which is now a subcommittee of the Mobility Board, with providing recommendations during the annual budget process on engineering, enforcement, and education initiatives the City should consider implementing. The recommendations provide the opportunity to address mobility for all San Diegans while working towards accomplishing the City's Climate Action Plan (CAP) and Vision Zero goals.

Tragically, pedestrian fatalities doubled in 2018 from the year prior. 34 San Diegans lost their lives walking on City streets in 2018, while 17 pedestrians died in 2017, according to the San Diego Police Department. All traffic fatalities are preventable. Loss of life is unacceptable on our streets and San Diego decisionmakers must do more so that people's lives are not at risk when simply walking or bicycling to their destination.

The CAP calls for significant mode shift, with targets for commute mode share in Transit Priority Areas (TPAs) of 4 percent walking, 6 percent biking, and 12 percent riding transit by 2020, and 7 percent walking, 18 percent biking, and 25 percent taking transit by 2035. These shifts are necessary to achieve the overall 50 percent greenhouse gas reduction target in the CAP, and will only be realized through strategic and sustained focus and investment.

San Diego will not meet its Vision Zero and Climate Action Plan goals with the status quo. Therefore, we ask that Councilmembers prioritize the improvements below in their Budget Priority Memoranda.

Sincerely,

Mobility Board

1. **Invest in Infrastructure**

20 Miles in 2020	<b>Citywide</b>	<p>Adopt the goal of installing at least 20 miles of protected, separated bike lanes citywide in FY21 (or in the 2020 calendar year). This is an annual goal that should increase every year.</p> <p>Criteria: filling network gaps, expanding the protected bike lane network, upgrading existing network, high crash and high crash risk areas, coincides with resurfacing plans, disadvantaged communities as determined by CalEnviroScreen, and high-quality bike lanes prioritized in the Strategic Implementation Plan for the Bicycle Master Plan.</p>	Annual Allocations
Downtown Mobility Plan Implementation	<b>District 3</b>	Full funding and programmed implementation of Downtown Mobility Plan Cycletracks Phase 2, and fully fund and begin design work of Phase 3 in FY21.	\$16 million, including \$7 million in FY22
Bicycle Master Plan Priority Projects	<p>El Cajon Blvd from 43rd St. to Montezuma Rd. – <b>District 9</b></p> <p>University Ave. from Boundary St. to Winona St. – <b>District 9 and 3</b></p>	“Begin implementation of highest priority bike lanes as recommended by the [adopted] BAC Strategic Implementation Plan that align with Vision Zero and disadvantaged communities as determined by CalEnviroScreen”[1] using current state of the practice facilities.	Annual Allocations

Mobility Advisory Board  
Recommendations for FY 2021 Budget

Coastal Rail Trail	Gilman Drive from the La Jolla Colony Drive to La Jolla Village Drive - <b>District 1</b>	Install a 5'-6' Class IV bike lane (cycle track) separated by a 2'-4' buffer in this southern portion of the project.	\$25 million
Protected Bike Lane	Linda Vista Rd from Old Town Transit to Stalmer St – <b>District 6 and 7</b>	Implement a safe and protected bicycle facility, per Vision Zero guidelines for strategic solutions for safety, from Old Town Transit to Stalmer. Also address pedestrian safe crossing at USD.	\$400,000
Expansion of Bus Lanes	Broadway, Park Boulevard, and other opportunities – <b>District 3</b>	Promote and support transit use by improving travel times for buses with bus only lanes, and incorporate traffic signal prioritization when possible.	\$100,000
Traffic Calming - Medians (Roundabouts)	<b>District 2</b>	Roundabouts and traffic calming to implement CAP and Vision Zero <ul style="list-style-type: none"> <li>● West Point Loma Blvd and Bacon St and Cable St;</li> <li>● Nimitz and Evergreen;</li> <li>● Two mini roundabouts on Bacon St to create a bicycle boulevard</li> </ul>	\$2,000,000
El Cajon Blvd. - Highland to 58th Street Upgrades (B-17003)	El Cajon Bl- Highland Ave- 58th St - <b>District 9</b>	Fund construction for bulb-outs, pedestrian refuge island, 4 HAWK (High-Intensity Activated Crosswalk) beacon signals, and other traffic calming improvements.	\$1.77 million

Mobility Advisory Board  
Recommendations for FY 2021 Budget

Market St-Euclid to Pitta-Improvements (S16022)	Market St-Euclid to Pitta-Improvements – <b>District 4</b>	Sidewalks, curb ramps, bicycle facility improvements, and additional streetlights on Market Street between Euclid Avenue and Pitta Street.	\$4,976,600
Safe Intersection Improvements	<b>Citywide</b>	<p>Fund Lead Pedestrian Intervals (LPis) with Blank-out sings (No Right on Red) for 20 new intersections not currently funded, including the following 10 and 10 additional to be determined by staff:</p> <ol style="list-style-type: none"> <li>1. Ash St &amp; 4th Av</li> <li>2. Imperial Av &amp; 45th St</li> <li>3. University Av &amp; Rolando Blvd</li> <li>4. Imperial Av &amp; San Jacinto Dr</li> <li>5. Clairemont Mesa Blvd &amp; Convoy St</li> <li>6. Euclid Av &amp; Market St</li> <li>7. Euclid Av &amp; Guymon St</li> <li>8. Euclid Av &amp; Hilltop Dr</li> <li>9. Imperial Av &amp; 49th St</li> <li>10. Imperial Av &amp; Willie James Jones Av</li> </ol>	\$500,000
Chollas Creek Trail	Southcrest Trails to the Bayshore Bikeway – <b>District 8</b>	Implement a Class 1 multi-use trail along the Chollas Creek from Southcrest Trails to the Bayshore Bikeway.	\$7 million
Feasibility Study	Presidio Dr/Jackson St – <b>District 3</b>	Study the feasibility of creating a one way flow for vehicular traffic around Presidio Park to reallocate other travel lane for active commuters.	\$50,000

Planning/Preliminary Design for Multi-use Path	Across the I-5 from Balboa Station to Mission Bay – <b>District 2</b>	Project identified in Balboa Station Specific Plan, to begin planning and preliminary design for grade separated facility for people walking and riding to have safe access across the I-5 from/to Balboa Station and Mission Bay.	\$300,000
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**2. Vision Zero Strategies**

Resurfacing Strategies	<b>Citywide</b>	Systemic safety solutions for for all modes on all resurfaced streets. For example, installing vertical separated bicycle facilities on streets with speed limits at or above 35mph or more and implementing SSAR counter measures at hot spots.	Annual Allocations
Update Street Design Manual	<b>Citywide</b>	Adopt Complete Streets ordinance that mandates that the City’s street design manual be updated regularly (every five years) to conform with state of the practice Complete Streets design.	Annual Allocations

**3. CAP Strategies**

Automated Bicycle Counting System	Transit Priority Areas – <b>Citywide</b>	Invest in and implement an effective counting system to monitor progress toward increased bicycle mode share goals called for in the CAP. Fund as annual allocation every year.	\$50,000
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Mobility Advisory Board  
Recommendations for FY 2021 Budget

Mode Share Monitoring	<b>Citywide</b>	Develop and implement a mobility monitoring program that reliably measures bicycle, pedestrian, and transit mode share in transit priority areas. Conduct a travel survey at least every two years to complement counts using existing bike counters, similar to the survey Vancouver conducts annually, or explore a partnership with SANDAG to conduct more frequent Household Travel Surveys that oversample to track mode share in San Diego. <sup>[2]</sup>	Estimated cost: \$400,000 every two years
Mode Shift Incentive Program - City of San Diego Employee TDM Program	<b>Citywide</b>	Incentivize commute mode shift toward walking, bicycling, and transit through a TDM program for City staff. Rewards for mode shift may include added paid time off or other benefits within the City's control.	50,000
Form Mobility Department	<b>Citywide</b>	Create a new Mobility Department to oversee implementation of the Mobility Action Plan and ensure the city reaches its CAP mode share targets and Vision Zero goals. Staff would be reassigned from existing departments, significantly limiting the investment needed in new staff.	\$500,000

**4. Education and Encouragement**

Public Education Campaign	<b>Citywide</b>	Increase funding for education and encouragement programs targeted towards increasing mode shift as well as towards encouraging safe travel for all modes including motorists.	\$200,000
CicloSDias	<b>Citywide</b>	Hold weekly CicloSDias events to raise awareness of and support for bicycling and pedestrian-oriented streets.	\$700,000

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[1] City of San Diego, "Fiscal Year 2017 Climate Action Plan Budget & Implementation Report," May 2, 2016, [https://www.sandiego.gov/sites/default/files/fy17\\_cap\\_funding\\_implementation\\_memo\\_may\\_2\\_2016\\_final\\_2.pdf](https://www.sandiego.gov/sites/default/files/fy17_cap_funding_implementation_memo_may_2_2016_final_2.pdf).

[2] 2017 Vancouver Panel Survey, <https://vancouver.ca/files/cov/2017-transportation-panel-survey-final-draft-20180516.pdf>.