



Circulate San Diego

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December 21, 2020

Council President Jennifer Campbell
San Diego City Council
202 "C" Street, 10th Floor
San Diego, CA 92101

Subject: Recommendations for Councilmember Budget Priority Memoranda for FY 2022

Dear Honorable Council President Campbell 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 2022. In addition, Circulate supports the Mobility Board's budget recommendations (attached) and requests that the Council include the following improvements from the Mobility Board's letter.

As San Diego is now at the halfway point of its 10-year Vision Zero commitment, the need to prioritize public safety on our streets is clear. In 2019, 44 pedestrians, bicyclists, and vehicle and motorcycle drivers lost their lives unnecessarily on San Diego streets.¹ Through June of 2020, 7 pedestrians and 2 bicyclists have lost their lives.²

Our funding recommendations prioritize investments in Communities of Concern, as determined by the City's Climate Equity Index (CEI), as residents in these communities suffer from transportation injuries at a greater level due to an increased reliance on walking, biking, and public transit use. These recommendations would also support "self-enforcing" streets that are designed so that drivers are less likely to commit driving infractions, such as speeding through, with traffic calming infrastructure.

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 to their destination. San Diego will not meet its Vision Zero and Climate Action Plan goals with the status quo.

Therefore, we ask that Councilmembers prioritize the following improvements in their Budget Priority Memoranda:

¹ Draft SD Vision Zero Strategic Plan, 2020-2025:
<https://onbase.sandiego.gov/OnBaseAgendaOnline/Documents/ViewDocument/DRAFT%20SD%20Vision%20Zero%20Plan%202020-2025%2011-16.pdf.pdf?meetingId=4177&documentType=Agenda&itemId=193393&publishId=432584&isSection=false>

² Id.

Invest in Vision Zero Infrastructure

<u>Project</u>	<u>Location</u>	<u>Improvement(s)</u>	<u>Cost</u>
6 Quick Build Projects on Vision Zero Corridors	Broadway; Euclid Ave; Garnet Ave; Imperial Ave; Market Street; University Ave ³	<p>Fund six quick build pilot projects that improve bicycle and pedestrian infrastructure on Vision Zero high injury network corridors.</p> <p>Unlike major capital projects, quick-build projects are infrastructure improvements that can be built within one to two years, are relatively cost-effective, and can be removed after a period of time if so desired. Cities across the country, such as San Francisco⁴, have implemented Quick Build Policy initiatives and projects to transform their roadways and build projects that save lives in a timely manner. The “pilot” nature of these projects offers an opportunity for the City to evaluate and test infrastructure improvements before making costly infrastructure investments.</p> <p>Typical quick build improvements include: transforming Class II bike lanes into Class IV bikeways with traffic delineators, adding bulb outs at pedestrian crossings with traffic delineators and paint, etc.</p>	\$900,000
Traffic calming investment projects in streets with highest level of enforcement	Citywide	Fund traffic calming projects in corridors where persistent enforcement is necessary and dangerous driving behavior tickets are overwhelming issued as compared to the rest of the City. Increasing traffic calming measures, such as a road diet, road medians, pedestrian refuge island, and speed tables or humps, is successful at increasing roadway safety and reducing the need for enforcement. Investments should be prioritized in communities of concern first to reduce the reliance on targeted enforcement.	\$500,000
Pedestrian network	Citywide	Repair and construct at least 2 miles of sidewalk per year.	\$1 Million

³ Kathleen Ferrier and Maya Rosas, Vision Zero San Diego Report, Circulate San Diego, (June 22, 2015), available at <http://www.circulatesd.org/visionzerosd>.

⁴ Vision Zero Quick-Build Projects, San Francisco Municipal Transit Agency, available at <https://www.sfmta.com/vision-zero-quick-build-projects>, last visited December 12, 2020.

Bicycle network	Citywide	Annually complete 40 miles of new or improved bikeway.	\$7 Million
Pedestrian crossings	Citywide	Construct new or improved pedestrian crossing at 25 independent locations annually.	\$1 Million
Continue expansion of bus lane network	Broadway, Park Boulevard, and other opportunities – District 3 & District 9	Promote and support transit use by improving travel times for buses with bus only lanes and incorporate traffic signal prioritization when possible.	\$100,000
Downtown Mobility Plan Projects prioritization	District 3	Continue forward with Phase 2 & Phase 3.	\$7 million

Educational Programs

<u>Project</u>	<u>Location</u>	<u>Improvement(s)</u>	<u>Cost</u>
Public education campaign on CAP, Vision Zero, Health, Safety, with an emphasis on increasing culturally sensitive bicyclist, pedestrian, and driver safety education programs.	Citywide	Continue funding for education and encouragement programs targeted towards increasing mode shift as well as towards encouraging safe travel for all modes including motorists. An example of a local campaign is "Captain VZ" program recently funded through the SDPD to educate San Diego school children about how to stay safe in our streets.	\$250,000

Elevated Mobility Options for City Staff

<u>Project</u>	<u>Location</u>	<u>Improvement(s)</u>	<u>Cost</u>
Mode Shift Incentive Program - City of San Diego Employee TDM Program	Citywide	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

Budget Principles for Vision Zero Goals

<u>Project</u>	<u>Location</u>	<u>Improvement(s)</u>	<u>Cost</u>
Prioritize investments in Communities of Concern	Citywide	Communities of Concern, as determined by the City’s Climate Equity Index (CEI), are identified as having very low and low access, and residents in those communities may suffer from transportation injuries at a greater level due to an increased reliance on walking, biking and public transit use.	No additional cost
Research and consider creating an unarmed diversion program or civilian transportation division responsible for all nonviolent traffic and transportation-related infractions	Citywide	<p>This could include increasing funds for more mental health responders to provide resources, support, and medical attention to people in crisis on San Diego’s streets.</p> <p>Examples of potential non-punitive action include: providing front and rear lights to cyclists who may be traveling without lights after dark, recent BerkDOT proposal for shifting responsibilities of all traffic and parking-related incidents to unarmed civil servants, and Philadelphia’s recent approval of charter amendment to create traffic enforcement division of unarmed officers.</p>	

Thank you for your consideration of Circulate San Diego’s budget priorities for FY 2022.

Sincerely,

Angeli Calinog
Policy Manager

Attachment: COSD Mobility Board FY2022 Budget Request Memo

December 14, 2020

From: City of San Diego Mobility Board - Andy Hanshaw, Chair
To: Council President Campbell and Members of the City Council
Re: FY2022 Budget Requests

The Mobility Board appreciates that the coming fiscal year budget will be significantly constrained by the impacts of the COVID-19 pandemic on City revenues. That makes it all the more critical that the budget development process be informed by clear criteria to ensure budget decisions support existing policies and priorities. When it comes to mobility, that means the budget should prioritize implementation of the Climate Action Plan (CAP), the Complete Communities/Complete Streets planning framework, and the City's Vision Zero commitments. In addition, the budget should address the historic transportation investment inequities in communities of concern by prioritizing spending on mobility improvements in those communities. The Mobility Board also believes the City should maximize the impact of its transportation spending by leveraging investments from regional partners like SANDAG.

The Climate Action Plan commits to achieving a commuter mode share of 18 percent for bicycle trips and seven percent for pedestrian trips in transit priority areas by 2035. This remains an aggressive target that will require significant investments to achieve. In this constrained fiscal environment, the City should carefully consider all transportation spending decisions, past and present, to determine if they help reach these goals. It may be necessary to redirect some funds into projects that implement the CAP.

At its October 2020 meeting, the Mobility Board approved recommendations for the expenditure of SB 1 funds. Those recommendations called for prioritizing the use of these funds to develop complete streets that safely serve everyone regardless of how they are traveling as required under SB 1. The Board recommended giving priority to Complete Streets or safety capital improvement projects that are already in design or preliminary engineering phases.

The Mobility Board endorsed the City's Vision Zero Strategic Plan at its November 2020 meeting. That endorsement also included recommendations to identify future funding needs to implement projects in the plan and to begin funding them, to ensure that safety education efforts are adequately funded, and that the City move forward to alternatives to traffic enforcement that will reduce violent outcomes and ensure more equitable enforcement in communities of color. The budget for next year should reflect these priorities.

We know that historically there have been inequities in the distribution of transportation investments that have left communities of concern with inadequate access and streets in disrepair. The FY2022 budget should begin to redress these inequities through funding criteria that puts a priority on investments in these underserved communities.

In response to the revenue constraints that all government entities will be facing, the Mobility Board recommends that the City Maximize the impact of its transportation investments by leveraging the investments of its regional partners like SANDAG to help create complete networks of safe, multimodal streets. A few examples of projects will show how multiple goals can be achieved by doing this.

- With the Uptown Bikeway currently under construction on 4th and 5th Avenues, the City should move forward to complete its commitment to the Downtown Mobility Plan, creating a network of low-stress bikeways that will serve commuters and the growing number of downtown residences.
- Within the next few years, SANDAG will complete the Barrio Logan segment of the Bayshore Bikeway. Plans are already being developed to connect Chollas Creek Bike Bikeway to this facility at 32nd Street. Completing the Chollas Creek project, and investing in the other planned projects along Chollas Creek will provide access to downtown and San Diego Bay for communities in Districts 4, 8 and 9, and provide active transportation improvements to communities that have lacked these kinds of investments in the past.
- The soon to be completed Rose Canyon portion of the Coastal Rail Trail by SANDAG will create greater demand for improvements to the north on the planned Gilman Drive portion of the Coastal Rail Trail, and to the south where the existing Rose Creek bike path has long needed to be brought to current bikeway design standards.

These opportunities to partner with SANDAG will also be improved to the extent the City can continue to accelerate the project approval process so these projects can be completed in a timely fashion.

Finally, the Mobility Board recommends funding a robust monitoring program for all modes of travel. This is important so the City can evaluate progress toward achieving its CAP and Vision Zero goals, and adjust expenditures when necessary to ensure the limited resources available are being put to best use.

The Mobility Board appreciates the opportunity to provide input on the budget development process, and your attention to these recommendations.

cc: Alyssa M. Muto, Planning
Everett Hauser, Mobility Program Manager