



May 9, 2016

Jonathan Herrera and Vision Zero Task Force
City Administration Building
202 C Street
San Diego, CA 92101

RE: City of San Diego's Draft Strategic Plan for Vision Zero

Dear Jonathan,

Thank you for your collaboration and time over the last several months to work with Circulate San Diego and the Vision Zero Task Force to draft the Vision Zero One Year Strategic Plan for San Diego. It has been a pleasure to work with you and others in Mayor Faulconer's office to form the Task Force, and meet to draft the Plan. We have made significant progress in the two years since Circulate San Diego first introduced the Vision Zero concept to San Diego. We are grateful for the support of our community partners, City staff, and City leaders.

By drafting the first Strategic Plan for Vision Zero San Diego, we are at a critical point to define specific actions for success. Whereas the draft plan outlines several measures we support, we would like to suggest other recommendations that are essential to successfully advance this initiative. Our recommendations concern the *Engineering* component of the draft Plan.

In its draft form, there are no specific infrastructure projects listed for implementation in FY 2017, even though the Mayor's proposed FY 2017 budget includes valuable projects relevant to Vision Zero. Implementing these additional measures is critical for improving safety and saving lives.

1. Collect and publish data outlining the top three to five most frequent dangerous behaviors that lead to crashes in the City.

Vision Zero is a data driven initiative. All recognized Vision Zero cities have committed to researching and analyzing data to establish baseline data to better understand and document problematic trends so appropriate solutions can be considered. San Diego should follow the same course. In addition, making this information available would be consistent with the Mayor and City Council's efforts to implement an open data policy for the City of San Diego.

Establishing this baseline data is a critical first step to provide the foundation for engineering improvements, education, and enforcement. This information seems to be available as San Diego Police officers have talked of these behaviors in Vision Zero Task Force meetings, but they have not been formally recognized. Completed planning documents such as the Comprehensive Pedestrian Collision Analysis, Pedestrian Master Plan, and Bicycle Master Plan may contain helpful information towards this end.

2. Provide funding for the construction of biking and walking infrastructure improvements along Vision Zero corridors, with top priority for University Avenue and El Cajon Boulevard consistent with the City's Bicycle Advisory Committee recommendations.

As drafted, the strategy does not include funding to build biking and walking infrastructure in the next fiscal year, even though funding for relevant projects is provided elsewhere in the Mayor's FY 2017 budget. Funds for design and planning are included, but funds to complete physical projects are not outlined, and this is critical to the Engineering component of Vision Zero.

- a. The City's [Bicycle Advisory Committee](#) identified bicycle facilities on University Avenue and El Cajon Boulevard as top priorities in its Strategic Implementation Plan. These corridors received top priority because they are identified as both Vision Zero corridors and areas called out in the State of California Cal Enviro Screening map. The Vision Zero Strategic Plan should list both the funding provided in the Mayor's FY 2017 budget for these corridors, as well as the Complete Boulevard Study currently funded and underway.
- b. In a letter submitted to the Mayor and Councilmembers recommending projects for the FY 2017 budget¹, Circulate San Diego outlined numerous projects in existing planning documents that can be implemented on University Avenue and El Cajon Boulevard, with many of these projects related to pedestrian safety.

In addition, the Mayor's FY 2017 budget includes line item funding for traffic calming, sidewalks, walkways, minor bike facilities, and street lighting. If some of these funds are allocated towards projects on Vision Zero corridors, an indication of these allocations should be provided in the Strategic Plan.

¹ *Vision Zero Priorities for FY 2017 Budget*, http://www.circulatesd.org/letters_and_publications.

- c. The Mayor's FY 2017 budget also includes funding for Capital Improvement Projects (CIPs) that should be included in the Vision Zero Strategic Plan, notably the University Avenue Mobility Plan on University Avenue between Park Boulevard and I-805 in North Park.

3. Replicate the model of the University Avenue Working Group to work on El Cajon Boulevard and other Vision Zero corridors.

Whereas the draft strategy recommends identifying staff to work on next project/ corridor, we urge the City to not only identify staff but to convene a new working group for El Cajon Boulevard during this next fiscal year to provide additional community input for and to complement the Complete Boulevard Study currently underway.

We appreciate the University Avenue Working Group as an excellent model for involving the community and successfully moving projects from planning to implementation.² City staff has been working with community members over the last six months through the University Avenue Working Group to review safety problems on a half mile stretch of University Avenue and discuss safe design solutions. Safety improvements will be implemented this summer with a repaving project, and more permanent improvements will be constructed in coming years. We strongly advise this approach be replicated to move other improvement projects from planning to implementation.

Other corridors to be considered include:

- Garnet Avenue to review safe street design measures along the corridor, provide connections and access to the Mid-Coast Trolley, and complement current planning efforts with the Balboa Station Specific Plan. These goals can also be accomplished through a grant application to Caltrans as part of its statewide Active Transportation Program.
- Market Street to coordinate with repaving efforts and to implement safe street design and traffic calming concepts outlined in the Southeastern Community Plan, updated and approved in December 2015.

4. Implement safety improvements at a minimum of 12 intersections with a high concentration of crashes, preferably one per month.

The Strategic Plan recommends to assess, identify and recommend specific locations for safety improvements and/ or traffic calming measures. Consider implementing safety improvements at a minimum of 12 intersections with a high concentration of crashes, preferably one per month. These installations can be accompanied with a public announcement so as to also provide education about street safety. This was a strategy completed in San Francisco's Vision Zero program to achieve both engineering and education goals.

5. Prioritize resurfacing contracts to ensure roadways are restriped to improve bicycle and pedestrian safety in areas with high concentration of crashes or with documented community concern.

² #VisionZero Brings New Model for Complete Streets Implementation in San Diego, http://www.circulatesd.org/new_model_for_complete_streets_implementation_in_san_diego.

The Mayor's commitment to repave 1,000 miles of streets each year is bold and welcomed. Currently, streets for repaving are selected based on the Pavement Structural Index (PSI). As part of the Vision Zero Strategic Plan, the City's PSI should be overlaid with a *Safety Index* to ensure projects in locations with repeat crashes rise to the top. As these projects are completed, please also direct staff to maximize connections for walking and bicycling between repaved sections so gaps are eliminated.

6. Ensure that as existing crosswalks are converted to high visibility crosswalks at signalized intersections and all legs of the intersection are upgraded.

There are many examples of crosswalks being upgraded to high visibility crosswalks at signalized intersections in the City where only two legs of four are upgraded. As funds are spent to make these upgrades, all four legs of the intersection should be included.

7. Provide a list of San Diego streets where speed limits will be assessed during next fiscal year.

The requirement to routinely assess speeds on roadways often leads to raising speed limits. Yet, speed kills, and traffic calming design measures can be constructed to slow cars without raising speed limits. We request a list of San Diego streets where speed limits will be assessed during this next fiscal year to review.

8. Re-assess road widenings.

Adopt an ordinance that requires any expenditure, or inclusion of road widening in future or updated plans, to be evaluated for consistency with Vision Zero principles. The City should also re-evaluate road widening projects undergoing design as these projects contribute to dangerous conditions.

9. Evaluate progress on stated actions.

Each of the actions in the draft Strategic Plan should include metrics for assessing progress. These metrics should be drafted in partnership with the Vision Zero Task Force, and an update on progress should be shared with the City Council at the end of each year.

We look forward to discussing the recommendations outlined in this letter with the Vision Zero Task Force. Thank you for your consideration of these requests.