



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

October 24th, 2017

To: Council President Myrtle Cole, Council President Pro Tem Mark Kersey, and Councilmembers Bry, Zapf, Ward, Sherman, Alvarez, Cate, and Gomez

CC: Mayor Kevin Faulconer, Director of Infrastructure and Water Policy Alejandra Gavaldon, Transportation & Stormwater Director Kris McFadden, Transportation & Stormwater Assistant Director Vic Bienes, Transportation Engineering Operations Deputy Director Linda Marabian, Public Works Director James Nagelvoort

From: Circulate San Diego

Subject: Request for FY 2019 CIP Prioritization Projects

Dear Councilmembers,

On behalf of Circulate San Diego, whose mission is to promote excellent mobility choices and vibrant, healthy neighborhoods, I am writing to recommend Vision Zero projects to be included in your CIP Prioritization memo. These projects, if funded, will help San Diego achieve [Vision Zero](#), the city-adopted goal of ending all traffic fatalities and serious injuries by 2025.

Circulate San Diego is asking City Councilmembers to continue their support for Vision Zero by prioritizing funding for safe street improvements along [Vision Zero corridors](#) and [Fatal Fifteen intersections](#), projects that are outlined in a variety of adopted plans or are underfunded CIP projects. The below CIP projects, located in Council Districts 2, 3, 4, 8, and 9, are part of the work that must be done to achieve Vision Zero, along with comprehensive safe street improvements that are not CIP projects in every Council District.

There is an urgent need to take action. 2016 was the third year in a row that the City of San Diego experienced an increase in pedestrian deaths. On average at least 50 people die in the City in traffic crashes each year, and almost half of these are pedestrians. This is a higher per capita rate than many large U.S. cities.

The City has made [important progress](#), like making dangerous intersections safer by installing high visibility crosswalks and pedestrian countdown timers. However, some streets and intersections need more transformative improvements in order to save lives. That is why it is important for the City to continue making quick improvements such as high visibility crosswalks while also prioritizing safety when allocating funding to CIP transportation projects.

Below are Circulate San Diego's recommendations.

University Avenue

Euclid Avenue to Winona Avenue	Unfunded (\$618,886)	A pilot project was designed through the City Heights Urban Greening Plan (pg. 82), which would include Class II bike lanes, a new signal, and new canopy trees.	D9
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El Cajon Boulevard

Kansas Street Intersection	Unfunded (\$357,000)	Construct safe crossing at intersection where Mr. Abera Kebede Tura was killed. A two-phase crosswalk has been identified as a safety improvement for this intersection but it is currently unfunded. Create a Capital Improvement Project and fully fund.	D3
Menlo Avenue and Euclid Avenue intersections	Unfunded	As outlined in the Complete Boulevard Study , construct new medians, sidewalk improvements, curb extensions, and safe crossings. According to the June 30, 2017 letter from Linda Marabian (attachment 1): The limit of the Complete Blvd Study is between Highland Ave and 50th Street. Staff is reviewing the scope, assessing the condition of the existing infrastructure in the area, and coordinating with other CIP projects within the limits to implement improvements. The assessment and review will be completed in early FY18. The funding need will be determined from the assessment and a CIP project will be created as funding becomes available.	D9
In front of Hoover High School at the intersections of Highland Avenue and 45th Street	Partially funded (approximately \$300,000 funded in FY18)	As outlined in the Complete Boulevard Study , construct new medians, sidewalk improvements, curb extensions, and safe crossings. According to the June 30, 2017 letter from Linda Marabian (attachment 1): Staff is reviewing the scope, assessing the condition of existing infrastructure in the area, and coordinating with other CIP projects within the limits to implement improvements. One of the priority improvements will be in front of Hoover High School at Highland Ave and at 45th St. on El Cajon Blvd. The assessment and review will be completed in early FY18. The project will then be forwarded to design and additional funding will be added to the project as needed.	D9

Market Street

22 nd Street to Euclid Avenue	Unfunded (\$1.2 million)	Implement safety improvements conceptualized in Southeastern and Encanto Community Plans, and the Pedestrian Master Plan . Improvements include curb extensions, high visibility crosswalks, and protected bicycle lanes.	D4, D8
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Euclid Avenue

Hilltop Drive to Market Street	Unfunded (\$700,000)	Paint or build pedestrian safety improvements at intersections outlined in the Euclid Avenue Gateway Master Plan . Improvements include curb extensions, high visibility crosswalks, ADA compliant curb ramps, and traffic signal modifications.	D4
Imperial Ave	Unfunded (\$100,000)	Paint or build pedestrian safety improvements as outlined in Pedestrian Master Plan . Improvements include curb extensions and high visibility crosswalks.	D4

Garnet Avenue

Mission Bay Drive to Mission Boulevard		Paint or build pedestrian safety improvements in high crash areas.	D2
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Thank you for your consideration. We appreciate the ability to provide recommendations.

Sincerely,



Maya Rosas
Advocacy Manager

Attachment 1: Response to Recommended Items for Fiscal Year 2018 Budget – Letter (June 30, 2017)

June 30, 2017

Circulate San Diego
1111 6th Ave Suite 402
San Diego, CA 92101

Subject: Response to Recommended Items for Fiscal Year 2018 Budget

This is in response to the letter written by Circulate San Diego dated May 17, 2017 from Kathleen Ferrier. Below are our responses to the requests stated in Kathleen's letter.

The proposed budget currently includes funding for the following projects and we want to ensure funding is maintained for these.

Implementation of protected bikeways outlined in the Downtown Mobility Plan.
(\$2,500,000)

Response: In line with the Mayor's commitment to implement the bike elements of the Downtown Mobility Plan in three years, \$2.5M has been allocated to this project and is currently under design. As the project progresses toward installation/construction additional funds will be added to the project as needed.

Improvements at 15 of the deadliest intersections to ensure basic, low-cost pedestrian safety infrastructure improvements such as high visibility crosswalks, audible signals, and countdown signals are present at all intersections.

Response: We have recently installed high visibility crosswalks and countdown timers at the 15 intersections identified in the Pedestrian Audit. Funding for the installation of audibles at each of these locations have also been included in the FY18 proposed budget. In addition, our department will be analyzing the top 5 high pedestrian crash locations each year and programming necessary improvements.

Phase 2 design of intersection SR94 at Euclid Avenue, one of the eight Vision Zero corridors.

Response: This project currently has \$1.8M in the project and is fully funded.

Response: This project currently has \$187K in the project and our FY18 proposed budget includes an additional \$1M toward this project.

Funding for a Transit Priority Area Parking Assessment

Response: \$250K was included in the FY18 proposed budget to facilitate a parking assessment analysis along the Transit Priority Areas.

Funding to improve another 51 intersections with high rates of pedestrian and vehicle crashes as stated by City staff in March council hearing.

Response: We have recently installed high visibility crosswalks and countdown timers at the 15 intersections identified in the Pedestrian Audit. Funding for installation of Audibles at these locations have also been included in the FY18 proposed budget. We have also identified the top 5 pedestrian crash locations that are in addition to the above noted 15 intersections and are in the process of completing an analysis for safety improvements. Those improvements will be programmed in FY18. In addition, a Citywide crash analysis will begin in FY18 which will identify high crash locations citywide for each mode of transportation. The results of the Citywide crash analysis will be a high priority for safety improvements. The additional 51 intersections identified in the Pedestrian Audit will be placed on our Transportation Needs List and will be addressed as funding becomes available.

The purchase of counters to track commute mode share, especially for people walking and bicycling.

Response: The FY18 proposed budget allocated funding for bike counters. The City is in the process of evaluating new technology and metrics to determine the most effective method of tracking mode share shift along the transit priority areas.

Funding for the following projects is NOT included in the proposed budget and we ask for your support to fund the following:

Complete bicycle lanes on University Avenue and El Cajon Boulevard as called for in the Bicycle Master Plan and as recommended as the two highest priority projects by the Bicycle Advisory Committee in its Strategic Implementation Plan.

Response: There are numerous existing projects that will install bike lanes along various sections of University Avenue. The University Mobility Project from Fairmount Avenue to Euclid Avenue is an existing capital improvement project which recently received a grant for \$5.4M. This project includes traffic calming measures, including roundabouts, and buffered bike lanes.

Another project is the University Avenue Complete Street Project between Boundary Street and Winona Avenue is currently in the first phase of work, which is an assessment of the existing conditions. The consultant will identify mobility conditions along the corridor in preparation for the public outreach phase that will follow. A future phase of work will identify potential bikeway projects.

The University GAP Project, between 5th Avenue and Park Boulevard, will add bike lanes to 8 blocks within the limits, which is approximately 3,300 feet of the 4,300 foot long project. The bike lanes will be added as a result of removing 29 metered on-street parking spaces and relocating them to nearby side streets.

Construct a safe crossing at Kansas Street and El Cajon Boulevard. Mr. Abera Kebede Tura was killed while crossing at this intersection last year and businesses on the Boulevard have rallied to request a safer crossing. (\$357,105)

Response: A recent evaluation of this location concluded that a signalized crossing could be installed. Staff is working on conceptual design and will be completed within six months and will move. A capital improvement project will be created as funding becomes available.

Construct new medians, sidewalk improvements, curb extensions, and safe crossings on El Cajon Boulevard in front of Hoover High School at the intersections of El Cajon Boulevard and Highland Avenue, and El Cajon Boulevard and 45th Street as outlined in the Complete Boulevard Study.

Response: The limit of the Complete Blvd Study is between Highland Ave and 50th St. Staff is reviewing the scope, assessing the condition of existing infrastructure in the area, and coordinating with other CIP projects within the limits to implement improvements. One of the priority improvements will be in front of Hoover High School at Highland Ave and at 45th St. on El Cajon Blvd. Approximately \$300K has been allocated for these improvements. The assessment and review will be completed in early FY18. The project will then be forwarded to design and additional funding will be added to the project as needed.

Construct new medians, sidewalk improvements, curb extensions, and safe crossings at the intersections of (a) El Cajon Boulevard and Menlo Avenue, and (b) El Cajon Boulevard and Euclid Avenue as outlined in the Complete Boulevard Study.

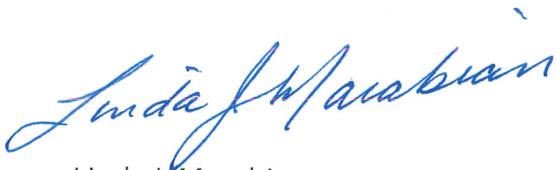
Response: The limit of the Complete Blvd Study is between Highland Ave and 50th Street. Staff is reviewing the scope, assessing the condition of the existing infrastructure in the area, and coordinating with other CIP projects within the limits to implement improvements. The assessment and review will be completed in early FY18. The funding need will be determined from the assessment and a CIP project will be created as funding becomes available.

Create and hire one dedicated Vision Zero/ multi-modal staff person to oversee Vision Zero activities and complete streets implementation. This staff person can assist City with coordinating and implementing upcoming education campaigns and engineering safety improvements. (\$100,000)

The Mayor's Office has a designated a policy advisor who works with various city departments to assist in the development, coordination and implementation of an array of multi modal initiatives such as improved bicycle infrastructure and Vision Zero.

Thank you for your ongoing support of a safe, livable city.

Sincerely,



Linda J. Marabian
Deputy Director

cc: Jonathan Herrera, Director of Public Safety & Neighborhood Services Policy, Office of the Mayor
Kris McFadden, Director Transportation & Storm Water Department
Vic Bienes, Assistant Director, Transportation & Storm Water Department
Brian Genovese, Senior Traffic Engineer, Transportation & Storm Water Department
Gary Pence, Senior Traffic Engineer, Transportation and Storm Water Department
Duncan Hughes, Senior Traffic Engineer, Transportation & Storm Water Department
Gary Chui, Senior Traffic Engineer, Transportation & Storm Water Department