

**Mobility Board
Meeting Minutes
Wednesday, December 4, 2019**

4:30-6:30 pm

Members Present: Serge Issakov (D1), Dan Reeves (Mayoral), Maya Rosas (Mayoral), Stephen Vance (D2), Sophie Wolfram (Mayoral), Nicole Burgess (D5), Alexander Bakst (D6), Humberto Gurmilan (D8), Andy Hanshaw (D3), Noli Zosa (D7)

Absent: Rosa Olascoaga Vidal (D4), Gary Smith (Mayoral)

Vacancies: District 9

1. Call to Order – 4:30
2. Introductions
3. Approval of Minutes – SV motion, NB second,
4. Public Comment
5. Staff Report
 - a. NB asked for info about plans for Harbor Drive and Park Blvd
 - b. Upcoming meeting on 12/11 : AT & I discussion on Mobility Action Plan
 - c. Request for update on Vision Zero PR campaign at a future meeting
6. Police Reports
 - a. No questions on this month’s report.
7. Systemic Safety Analysis Reporting Program (SSARP)
 - a. Presentation by Julio Fuentes, Phil Rust
 - b. SSARP allows city to get ahead of collisions by analyzing and acting on *risk* rather than reacting to collisions
 - c. 12,000 injury crashes over three years; 541 fatal and severe
 - d. Bike crash # has decreased from 425 to 280 from 2012 to 2017, as usage of bike network has increased
 - e. Key finding: safety issues are consistent year to year
 - i. For pedestrians, hotspots are concentrated under “Failure to Yield” violation
 - ii. “Hottest of the hotspots” is L turns vs. pedestrians at signalized intersections w/no turn arrow, driver at fault.
 - f. Intersections are where 75% of severe & fatal crashes happen, making them top priority
 - g. Solutions: at signalized intersections, **leading pedestrian intervals (LPI)** help by providing a protected few seconds for ped to cross before vehicle begins turning
 - i. In addition to LPI, installing blank-out signs, countdown timers
 - ii. Starting with 66 traffic signals
 - h. Systemic safety involves multiple departments
 - i. Next step is to install **more roundabouts in place of traffic signals**

- j. Finally, want to follow resurfacing to do more with less, faster, learning from bike program success
 - k. Board Member Comments
 - i. SV: Supportive of roundabouts
 - ii. NB: Would like the city to take a similar approach to bikeway construction
 - iii. SI notes that Bird Rock roundabouts have been a huge success and asks if city considering similar conversions on Pearl St. to improve ped safety.
 - 1. A: Acknowledges need to address hotspots at Pearl, and LPI is coming to Fay Ave.
8. 30th Street Bikeway
- a. Public Comment
 - i. Comments in support included need to meet Vision Zero and CAP targets, support for inclusion of protected intersections, safer streets for all residents, better access to businesses, more vibrant neighborhood.
 - ii. Comments in opposition included concern about business impacts of parking conversion to protected lanes, impacts on people with disabilities, impacts of parking loss on neighboring communities, suggestion to utilize Utah St. instead of 30th, and concerns about process.
 - b. Mobility Board Comment
 - i. SI: Asks about parking totals
 - ii. NZ: States that taking away parking spaces is a way to kill small businesses and that we are trying to social engineer people's behaviors, which won't work; asks why Option B was turned down.
 - iii. DR: benefits vastly outweigh the costs on this project; a protected bike lane that increases bike mode share *will* reduce emissions, and it will help create a more vibrant community.
 - iv. MR motions to support Option A+, DR seconds. More than a fair compromise. This is the most important kind of work the city can be doing.
 - v. AB: No place is 'the right place' – there are the same concerns everywhere. City has been engineered to be hostile to cyclists and pedestrians.
 - vi. NB: Support for Option A+ -- critical for safety.
 - vii. SV: Well worth it to try this, very confident that in the end this will benefit the community; and the cost to reverse not insurmountable.
 - viii. SW: Support for Option A+: critical to meeting CAP and Vision Zero goals.
 - ix. HG: Fully support policy to meet safety and climate goals. Reluctant to support this project because of concerns among community and business owners. From ADA perspective, appreciate that number of ADA spaces has increased since previous discussions but would like to see the number at least the same as pre-project conditions; a decrease in 2 spaces may not sound significant to some, but people have fought for those spaces. *Recommendation*: increase number of ADA spaces.

- x. AH: Cycling is getting better, and the improving network is going to shift mobility. Protected bike lanes bring business, and complete networks are a plus for business. And as the miles of bike lanes have increased, crashes have gone down. A lot of this came from community members of D3, which is also important to acknowledge.
 - xi. Vote - Aye: SW, SV, NB, AB, MR, AH, DR, SI, Nay: HG, NZ
- 9. Office of Boards and Commissions Standardized Report
 - a. Email comments to Everett within the next week
- 10. Subcommittee Reports (Budget)
 - a. AH Motion to approve and submit, notes good projects *and* programmatic items (open street events, education and encouragement)
 - b. SV second
 - c. NB: Highlights that we are still missing too many missing opportunities for resurfacing: C St., B St., Goldfinch, Cannon, and others
 - d. Vote: SW, SV, NB, AB, MR, AH, DR, SI, HG, NZ in favor
- 11. Updates from Represented Constituencies
 - a. SW: SANDAG Board will vote on approving issuance of bonds for up to \$90 million to build out Early Action Program as part of Regional Bike Network
 - b. SI: SDPD incident with group of bike riders where they were told to get back into a bike lane with debris in it; potential need for discussion with SDPD about better ways to engage with cyclists and cycling network
 - c. AH: Bike ride this Friday night to do a test run of the El Cajon Boulevard dedicated bus-bike lanes.
- 12. 2020 Draft Meeting Schedule
 - a. Jan 8, then first Wednesdays after that.
- 13. Adjournment
 - a. DR motion, HG second.