

The City of
SAN DIEGO
MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, September 6, 2023

In Person Meeting: 4:30 PM – 6 PM

Civic Center Plaza, 1200 3rd Ave, 4th Floor Conference Room
San Diego, CA 92101

Members:

Daniel Reeves (Mayoral), Gary Smith (Mayoral), Michelle Krug (Mayoral), Barbarah Torres (Mayoral), Katie Crist (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (D4) Chair, Nicole Burgess (D5), Jeff Dosick (D6), Steve Gelb (D7), Stephanie Hernandez (D9)

Agenda:

Item 1: Call to Order. Roll call.

Item 2: Approval of Meeting Minutes

Approval of the August 2, 2023, meeting minutes.

Item 3: Non-Agenda Public Comment

Item 4: Inclusive Public Engagement Guide (Information)

The City is creating an Inclusive Public Engagement Guide to promote public participation in City plans, programs, and policies, particularly in communities that have historically experienced barriers to participation. The Guide will serve as the foundation for City employees to implement meaningful outreach and engagement best practices that consider public input from all community members, especially from underrepresented groups, so that decisions ultimately improve all San Diegans' quality of life. City Planning Department staff will provide an overview of the project, its next major milestones, and ways to get involved and provide feedback.

Item 5: Fiscal Year 2025 Mobility Board Budget Letter (Approve)

The Mobility Board Budget Subcommittee will present the Mobility Board's Fiscal Year 2025 Budget Letter for discussion and approval.

Item 6: Draft Complete Streets Council Policy (continued) (Action)

This item provides an update to the draft Complete Streets Council Policy. The initial draft was brought to Mobility Board on August 2, 2023. Revisions to this Council Policy were based on feedback received. Overall, this policy will advance the City's commitment to create a healthier, safer, and more sustainable transportation network.

Item 7: Staff Updates

- Item 8: Subcommittee Updates
- Item 9: Updates from Members
- Item 10: Schedule for Future Meetings – 2023
- October 4
 - November 1
 - December 6
- Item 11: Adjournment

The next meeting is scheduled for October 4, 2023.

HOW TO SPEAK TO A PARTICULAR ITEM OR DURING NON-AGENDA PUBLIC COMMENT:

WRITTEN COMMENT

Non-Agenda and Comment on Agenda Items may be submitted using the [webform](#) indicating the agenda item number for which you wish to submit your comment. Comments received by the start of the meeting will be distributed to the Board and posted online with the meeting materials. All webform comments are limited to 500 words. Comments received after the start of the meeting but before the item is called will be submitted into the written record for the relevant item.

<https://www.sandiego.gov/mobility-board>

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The City of
SAN DIEGO
MOBILITY BOARD

Meeting Minutes

Wednesday, August 2, 2023

In Person Meeting: 4:30 PM – 6 PM

Civic Center Plaza, 1200 3rd Ave, 4th Floor Conference Room
San Diego, CA 92101

Members:

Daniel Reeves (Mayoral), Gary Smith (Mayoral), Michelle Krug (Mayoral), Barbarah Torres (Mayoral), Katie Crist (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (D4) Chair, Nicole Burgess (D5), Jeff Dosick (D6), Steve Gelb (D7), Stephanie Hernandez (D9)

Agenda

Item 1: Call to Order. Roll call.

Chair Rosa Olascoaga called the meeting to order at 4:35 p.m.

Chair Olascoaga (D4) called roll: Danny Reeves (Mayoral), Gary Smith (Mayoral), Barbarah Torres (Mayoral) (Vice Chair), Nicole Burgess (D5), Jeff Dosick (D6), Steve Gelb (D7), and Stephanie Hernandez (D9).

Item 2: Approval of Meeting Minutes (Action)

Chair Olascoaga asked the Mobility Board to review and approve the minutes from its May 3, 2023, meeting.

There were no public comments on this item.

Action: Upon a motion by Gary Smith, and a second by Steve Gelb, the Mobility Board voted to approve the meeting minutes. The motion passed unanimously with all members in attendance voting ‘Yes’.

Item 3: Non-Agenda Public Comment

There were no non-agenda member or public comments.

Item 4: Budget Development Process (Information)

Jordan More, Senior Fiscal & Policy Analyst, Office of the Independent Budget Analyst, provided an overview of the City of San Diego’s budget development process in advance of the Fiscal Year 2025 budget cycle.

There were no public comments on this item.

Item 5: Fiscal Year 2025 Mobility Board Budget Priorities (Discussion)

Chair Olascoaga introduced Vice Chair Barbarah Torres, who lead the Mobility Board in a discussion about Fiscal Year (FY) 2025 budget priorities. Vice Chair Torres confirmed the formation of a Budget Subcommittee to discuss the topic and draft recommendations for FY 2025. This Subcommittee consists of Vice Chair Torres, Gary Smith, Nicole Burgess, Stephan Vance, Jeff Dosick. Recommendations from the Budget Subcommittee will be brought to a future meeting for Board consideration.

There were no public comments on this item.

Item 6: Draft Complete Streets Council Policy (Action)

Phil Trom, Long-Range Mobility Program Manager, Sustainability and Mobility Department, presented the Draft Council Policy for Complete Streets to the Mobility Board. Phil will return to the Mobility Board in September, to review policy updates and seek support for the adoption of the Council Policy.

Nevo Magnezi, BikeSD, provided public comment (presentation attached) on the Draft Complete Streets Council Policy.

Action: This item was continued to the September 6, 2023, Mobility Board meeting for consideration.

Item 7: Staff Updates

- Krystal Ayala –The City has launched the Beach Bug in Pacific Beach. More information available at www.sandiego.gov/PBShuttle

Item 8: Subcommittee Updates

- Budget Subcommittee – Vice Chair Torres confirmed member interest in the Budget Subcommittee and noted a meeting between the August and September Mobility Board meetings will be convened.

Item 9: Updates from Members

- Jeff Dosick – First Mobility Board meeting. Jeff is an avid biker and has direct knowledge of bike lane improvement opportunities. Jeff highlighted that there are several projects in the pipeline in that will require proper infrastructure.
- Vice Chair Torres – Suggested a future agenda item to discuss Mobility Board engagement and participation in other City Committees and Council meetings.

Item 10: Schedule for Future Meetings – 2023

- September 6
- October 4
- November 1
- December 6

Item 11: Adjournment

Chair Rosa Olascoaga adjourned the meeting at 6:33 p.m.

The next meeting is scheduled for September 6, 2023.

HOW TO SPEAK TO A PARTICULAR ITEM OR DURING NON-AGENDA PUBLIC COMMENT:

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<https://www.sandiego.gov/mobility-board>

###



City of San Diego Complete Streets Policy Discussion with BikeSD



About Us

BikeSD is an independent, non-governmental, 501(c)3 non-profit advocacy organization.



MISSION: To establish San Diego as a world-class bicycling city and create a more livable urban community by promoting everyday riding and advocating for bicycling infrastructure.

[Website](#) and [Strategic Plan](#)

Our Perspective on Complete Streets

Proposed the ordinance two years ago.

- San Diego City Hall
302 C Street
San Diego, CA 92101
via Email
- SUBJECT: Commu**
response to the Inc
anes per year
- Honorable Mayor an
- Our organizations ur
and SANDAG immen
of San Diego by instaling a complete network of separated bicycle infrastructure on San Diego's
most dangerous streets.
- The ongoing epidemic of traffic violence continues to contribute to countless injuries and—in the
ast month alone—the untimely and tragic deaths of five bike riders in our region. When the City
of San Diego adopted the Vision Zero 2020-2025 Strategic Plan, it committed to achieving a
goal of zero traffic-related fatalities and injuries. The continued traffic violence has shown that
we are still far from achieving that goal.
- San Diego has made significant efforts to improve bike safety by supporting SANDAG projects
and building separated cycling infrastructure. However, these efforts take years to complete and
are often subject to long bureaucratic delays. Pershing Drive, where a bicyclist was killed
Tuesday, July 20th, is currently targeted for completion in 2024, six years after it was initially
planned to begin construction.
- San Diego District 11 Right of Way
- c) Adopt a City Council Ordinance that establishes a modal priority framework that prioritizes people as they walk, bicycle, and take transit over people when they drive. Such an ordinance would establish standards such as those developed by NACTO as a matter of city policy, rather than being optional implementation by traffic engineers. For strong examples, see Minneapolis' [Complete Streets Policy](#) and Seattle's [Complete Streets Ordinance](#).

San Diego can join many cities that have implemented similar policies ([Seattle](#), [Minneapolis](#), and [more](#))

BikeSD has added to what was presented at ATI on 2023-06-21 ([view here](#), with strikethrough [here](#))

Key Concerns & Proposed Solutions

Concern #1: A Complete Streets Policy is not as Enforceable as an Ordinance

City	State	Policy	Year	Population
Tucson	AZ	Ordinance No 11621	2019	1682,353
Phoenix	AZ	Ordinance S-41094 & Ordinance G-5937	2014	1,608,139
Philadelphia	PA	Bill No 12053201	2012	1,603,797
Salt Lake City	UT	Ordinance No. 4-10	2010	1,039,271
St. Louis	MO	Board Bill No. 7	2010	1,004,125
Middletown	CT	Ordinance No. 05-16	2016	989,948
Austin	TX	Complete Streets Ordinance	2014	961.855

Source: Smart Growth America

Please Note

Our Number One Concern is that Complete Streets be implemented as an Ordinance.

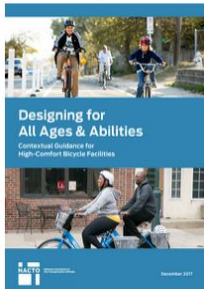
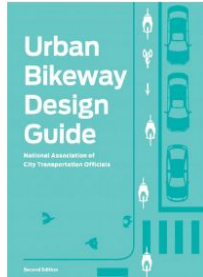
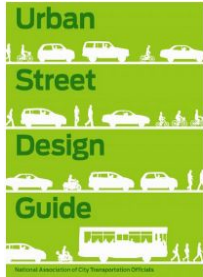
Much of the feedback we will give was based on the previously presented draft policy.

As an Ordinance, Complete Streets language would likely have to be reworked from its current draft.

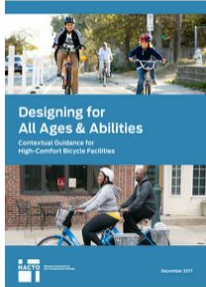
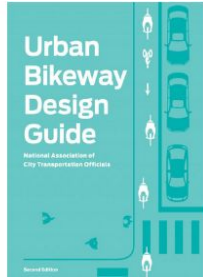
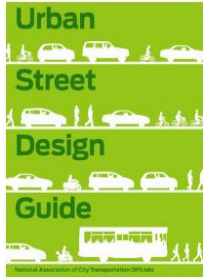
Concern #2: NACTO design standards are not at the core of our Streets Design Manual

The gold standard already exists in North American City Transportation Officials (NACTO):

- [Urban Street Design Guide](#)
- [Urban Bikeway Design Guide](#)
- [Designing for All Ages & Abilities Contextual Guidance](#)
- [Transit Street Design Guide](#)

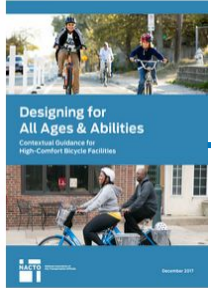


Concern #2: NACTO design standards are not at the core of our Streets Design Manual



- Let's strengthen the language that already exists in the [2017 Streets Design Manual](#):
 - *"The National Association of City Transportation Officials (NACTO) Urban Street Design Guide, Urban Bikeway Design Guide, and Transit Street Design Guide may be referenced when designing an existing road for traffic calming, bike facilities, and for retrofitting for all modes of travel."*
 - [Previous DSD Guidance](#) allowed for the use of NACTO Urban Street Design Guide
 - ...but neither mandated it nor prioritized it over older standards that rendered most NACTO guidance not applicable
 - San Diego is a [member of NACTO](#) and city staff have the opportunity of incorporating and contributing to national best practices
-

Concern #2: NACTO design standards are not at the core of our Streets Design Manual



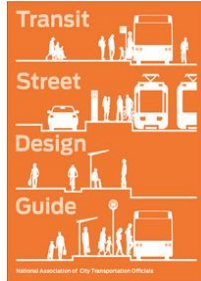
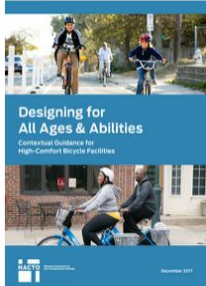
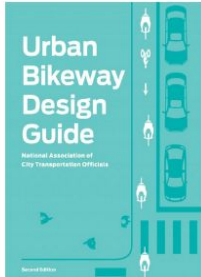
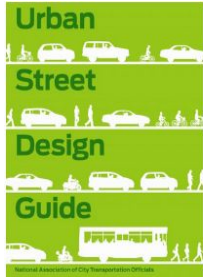
Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ³	Protected Bicycle Lane
< 10 mph	Less relevant		Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000	No centerline, or single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 500 – 1,500			
≤ 25 mph	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 – 6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
	Any			Multiple lanes per direction
Greater than 25 mph ¹	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Our Hypothesis: If city staff were required to follow the contextual guidance for bikeways, San Diego would meet its modeshare goals for biking (18% by 2035) after a single cycle (likely < 15 years) of street resurfacing on most city streets.

[Contextual Guidance PDF](#)

Proposed Solution to #2: Ensuring NACTO design guidelines are the core of our Streets Design Manual



IMPLEMENTATION

2. Design and Multimodal Connectivity

d. Streets shall be designed according to the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*, *Urban Bikeway Design Guide*, *Designing for All Ages & Abilities* Contextual Guidance, and *Transit Street Design Guide*, during every *street resurfacing* project.

Concern #3: Complete Streets Checklist and Exception process is under-developed

- The draft checklist language is vague
 - Seems to copy prescriptive language [directly from Smart Growth America](#) without providing additional information

d. Incorporate a Complete Streets checklist and/or other tools into project procedures and/or decision-making processes.

- For example, [Seattle's Complete Streets Checklist](#) is required for every major project and requires deviation for exceptions
-

Concern #3: Complete Streets Checklist and Exception process is under-developed

- The Exception Policy does not incorporate public input nor discuss the Checklist
- We don't trust approvers to make these decisions for us.

ELEMENT 4.

Allows only clear exceptions



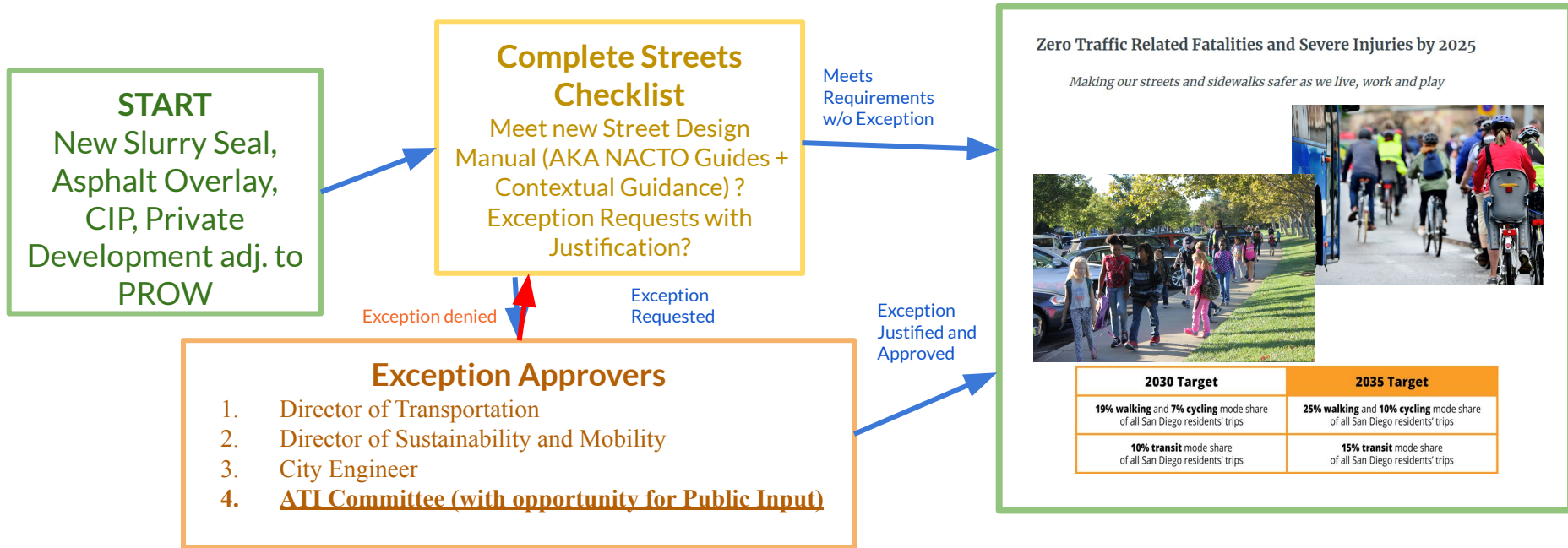
The Complete
Streets Policy
Framework

Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.

EXCEPTIONS

All transportation projects should be planned, designed, and constructed for all foreseeable users; however, the City also acknowledges that integration of every *mode* in the design of all roadways and routes may not be feasible or appropriate. For some projects, an exception to this policy may be warranted. Exceptions to this policy on City and private development projects should be supported with documentation or data that explains the basis for the exception and also include approval by the Director of Transportation, Director of Sustainability and Mobility, City Engineer, or their designees. Overall, sound engineering judgment should be applied when approving project designs to protect the health, safety, and welfare of the public.

Proposed Solution to Concern #3: Complete Streets Checklist and Exceptions



Proposed Solution to Concern #3: Complete Streets Checklist and Exceptions

IMPLEMENTATION

3. Plans and Processes

d. ~~Incorporate a~~ A Complete Streets checklist ~~and/or other tools into project procedures and/or decision-making processes.~~ shall be developed by the Mobility Governance Group, according to the principles of this policy and shall be required to be completed prior to the resurfacing of any street or the construction of any new private development that impacts public-right-of-way.

EXCEPTIONS

All transportation projects should be planned, designed, and constructed for all foreseeable users; however, the City also acknowledges that integration of every *mode* in the design of all roadways and routes may not be feasible or appropriate. For some projects, an exception to this policy may be warranted. Exceptions to this policy on City and private development projects ~~should~~ shall be supported with documentation or data in the Complete Streets Checklist that explains the basis for the exception and also include approval by the Director of Transportation, Director of Sustainability and Mobility, City Engineer, or their designees. ~~Overall, sound engineering judgment,~~ and the Active Transportation and Infrastructure Committee of the City Council. Overall, best engineering practices should be applied when approving project designs to protect the health, safety, and welfare of the public.

Concern #4: Context Sensitive Design and “neighborhood’s unique character”

Current Language:

Definitions

Context Sensitive Design: Design that is flexible and seeks to balance the need to move people efficiently with outcomes specific to each neighborhood’s unique character.

Scope

Complete Streets will employ context sensitive approaches in design criteria. The City will follow its own adopted design standards as well as make use of current best practices and guidelines to implement Complete Streets in projects. Use of design criteria shall not be purely prescriptive but shall also incorporate a context sensitive design approach for projects through early consideration of the land use, mobility loading priorities, environmental functionality, and innovative concepts.

Example of Change Initially Met With Skepticism



Source: Project Public Spaces

Proposed Solution to Concern #4: Context Sensitive Design and “neighborhood’s unique character”

Proposed Language:

DEFINITIONS

~~Context Sensitive Design: Design that is flexible and seeks to balance the need to move people efficiently with outcomes specific to each neighborhood’s unique character.~~

SCOPE

Complete Streets will employ context sensitive approaches in design criteria. The City will follow its own adopted design standards as well as make use of current best practices and guidelines to implement Complete Streets in projects. Use of design criteria shall not be purely prescriptive but shall also ~~incorporate a context sensitive design approach for projects through early consideration of the~~ consider land use, mobility loading priorities, environmental functionality, and innovative concepts.

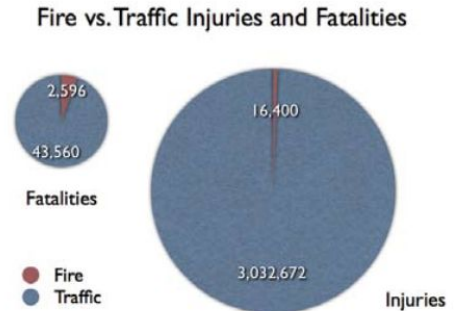
Concern #5: Justification of Emergency Response being to diminish Complete Streets

- **Support emergency responsiveness and goods movement.** City streets shall also accommodate emergency response and goods movement.

Suggested Reading:
[CNU Emergency Response & Street Design](#) & [EPA Smart Growth Streets and Emergency Response](#)



The Swift-Painter-Goldstein study of traffic accidents in Longmont, Colo., revealed a 485 percent increase in accident rates per year per mile as street widths increased from 24 feet to 36 feet. (Chart courtesy of Peter Swift)



While traffic and fire deaths are equally tragic, fire-related injuries and deaths are a small portion of the overall number of accidents in the United States. In 2007 (the latest year for which statistics were available), the number of traffic-related injuries and fatalities nationwide far outpaced those from fires. (Chart courtesy of Peter Swift)



Proposed Solution to Concern #5:

- Complete Streets can work with emergency response
 - Fire/EMS can drive faster in bus lanes than general purpose lanes
 - Mountable curbs allow emergency vehicles to pass
 - Flexible or telescopic bollards
 - Smaller fire engines [\(like in SF\)](#)
 - ...many more possibilities
- The Complete Streets Policy shall assure that the concerns of Fire/EMS are balanced with the safety of vulnerable street users.

We suggest amending to the following:

Support emergency responsiveness and goods movement. City streets shall also accommodate emergency response and goods movement. Where emergency response may be impacted due to traffic calming or multi-modal features, there will be special consideration of design features to ensure the implementation of complete streets while also accommodating emergency response vehicles.

Source: SF Chronicle



Concern #6: Potential Exemption of Slurry Seal Projects in Complete Streets

Current Language:



SCOPE

New street and retrofit projects will include Complete Street elements. The City shall apply this policy to any construction, reconstruction, retrofit, alteration, or repair of City owned transportation facilities in the *public right-of-way* including, but not limited to, sidewalks, bikeways, shared-use paths, roadways, intersections, bridges, trails, and all connections in between that facilitate mobility. Minor repair and maintenance projects will consider Complete Streets elements subject to timeline and feasibility considerations.

IMPLEMENTATION

4. Funding and Implementation Capacity

c. Implement *quick-build*, flexible Complete Streets designs and pilot projects using near term, lower-cost engineering treatments such as paint and other temporary and transitional materials.

Proposed Solution to Concern #6: Potential Exemption of Slurry Seal Projects in Complete Streets



Proposed Language:

SCOPE

New street and retrofit projects will include Complete Street elements. The City shall apply this policy to any construction, reconstruction, retrofit, alteration, or repair of City owned transportation facilities in the *public right-of-way* including, but not limited to, sidewalks, bikeways, shared-use paths, roadways, intersections, bridges, trails, and all connections in between that facilitate mobility. Minor repair and maintenance projects **that do not impact the entire curb-to-curb street surface** will consider Complete Streets elements subject to timeline and feasibility considerations.

IMPLEMENTATION

4. Funding and Implementation Capacity

c. ~~Implement~~ During routine maintenance treatments and pilot projects, consider *quick-build*, flexible Complete Streets designs ~~and pilot projects~~ using near term, lower-cost engineering treatments ~~such as paint and other temporary and transitional materials.~~ to modify roadways without needing to wait for resurfacing opportunities.



Is this the best the city can do for pedestrians?



SANDAG projects are higher quality but are limited in funding and scope

Concern #7: Use of temporary design elements for overlays and CIPs

- The city routinely performs asphalt overlays
 - Includes legally-required ADA Curb Cuts & (sometimes) flexpost bikeways
 - Missed opportunity to create bulbouts, raised crosswalks, **curb**-protected bike lanes & intersections, and permanent infrastructure since the street is being reconstructed anyways
- Proposed Change:

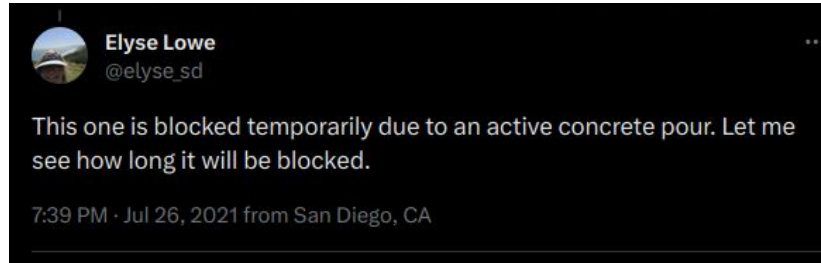
IMPLEMENTATION

2. Design and Multimodal Connectivity

e. During any capital improvement project or asphalt overlay project, temporary design elements, such as flex posts, shall not be used in lieu of permanent design elements and treatments to achieve separation between vulnerable road users and motor vehicles.

Concern #8: Private Development Encroachment on PROW and temporary ped/bike facilities

Bidirectional Beech St Bikeway closure with DSD consent, forcing bikers to ride against traffic for two years (since early 2021, still does not have bollards reinstalled w/ [drivers frequently parking there](#) as a result)



Concern #8: Private Development Encroachment on PROW and temporary ped/bike facilities



Riverwalk Development closed fully protected bi-directional bikeway along eastbound Friars, forcing riders to use unsafe bike “lane”

Proposed Solution to Concern #8: Private Development Encroachment on PROW and temporary ped/bike facilities



IMPLEMENTATION

2. Design and Multimodal Connectivity

n. New private development projects shall be required to incorporate temporary facilities for pedestrians and bicyclists and not prohibit their access adjacent to parcels under construction.

Further reading



- [BikeSD's recommended changes \(inline edits\)](#)
 - There is more that we couldn't cover with our time!
- Smart Growth America's [10 Elements of a Complete Streets Policy](#)
- [NACTO Design Guides](#)

Questions?

City of San Diego Mobility Board

September 6, 2023

Mayor Todd Gloria
San Diego City Councilmembers
City Administration Building
202 C Street
San Diego, CA 92101

Subject: Requests for Fiscal Year 2025 Budget

Dear Mayor Gloria and Councilmembers,

We are writing on behalf of the City of San Diego Mobility Board to propose recommendations for the fiscal year 2025 budget cycle of the City of San Diego. We appreciate the leadership that you have shown on developing safe and sustainable mobility options. We emphasize that mobility investments should prioritize historically underserved communities of concern. We look forward to continuing to work together to build a truly multi-modal system in San Diego.

In alignment with our overarching objectives of equity, safety, and climate action, we are proposing a list of citywide mobility priorities for inclusion in the fiscal year 2025 budget:

Addressing the Deficiency of Pedestrian Infrastructure:

- Prioritize the enhancement of pedestrian infrastructure and safety measures within the fiscal year 2025 budget. Emphasis should be placed on allocating funds for the expansion and update of the Pedestrian Master Plan, originally completed in 2006, with a dedicated commitment to its comprehensive implementation framework.
- Implement and maintain sidewalks where missing infrastructure exist. Access to well-maintained sidewalks are an indispensable component of Vision Zero, and the City should augment funding a campaign of sidewalk repair and installation.
- Develop a structured formula/policy framework for the establishment of pedestrian boulevards and pedestrian-only corridors.
- Adequate lighting, shade, and seating options are crucial factors in engendering a sense of safety among pedestrians and those utilizing public transportation. These investments should be further prioritized in FY 2025. Allocating funding for new streetlights would allow the city to continue its ambitious path towards providing adequate street lighting citywide. Identifying funding for tree planting will align with

San Diego's 2022 Climate Action Plan goals of planting 40,000 new street trees in Communities of Concern by 2030. This action will bring nature shade infrastructure and cool down temperatures for pedestrians.

- Work and expand fixing the most dangerous intersections according to the Systemic Safety Analysis Report Program. These improvements should include effective, low-cost measures like lead pedestrian interval blank out signs, audible pedestrian signals, countdown timers, high-visibility crosswalks, stop signs, curb extensions, lane narrowing, and roundabouts and traffic circles.
- Establish and sustain a Healthy Commuter Incentive Program to promote sustainable and active commuting alternatives for City Employees.

Addressing Missing Links in the Bike Network

- Prioritize off-cycle resurfacing to complete essential bike network connections on dangerous roads efficiently. Allocate funding for full-build bikeways during resurfacing, enhancing the overall bikeway network in key areas of San Diego. This approach would empower Transportation to complete fully functioning bikeway networks in key areas of San Diego with significantly greater efficiency.
- Strengthen parking and code enforcement in bikeways, especially in the urban core, by either hiring two new parking enforcement officers or reassigning two existing ones. This action aims to curb illegal parking and parklet installations that impede bike lane use.
- Initiate the update of San Diego's Bicycle Master Plan, which has not been revised since 2013. Utilize the NACTO Urban Bikeway Design Guide as the standard for new bike facilities, aligning with the city's goals and the latest safety classifications.
- Invest in education and encouragement campaigns for active transportation and public transportation. Restore funding for Vision Zero education, including city-led programs and grants for education by nonprofits and community-based organizations.
- Allocate funding to support the implementation of Leading Pedestrian Intervals (LPI) on designated slow streets, enhancing pedestrian safety and accessibility.
- Study the possibility of lowering speed limits on Vision Zero Corridors using AB 43 legislation. This proactive approach aligns with safety concerns in areas with high pedestrian and bicycle activity.

- Continue allocating funding for STAAT funding for the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT). This will enable the construction of quick-build bikeways and the development of protected bikeways across the city, contributing to Climate Action Plan and Vision Zero goals.

Transit improvements

- New transit-only lanes possess the transformative potential to elevate bus routes from being the least efficient transportation options to the most efficient. The city should study and implement new opportunities for implementing transit-only lanes on its most congested corridors.
- Invest in delivering immediate transit solutions that would benefit low-income communities. This can be achieved through the allocation of funding for additional flexible fleet programs, youth opportunity passes, and the expansion of both bus routes and service frequency.
- Deliver on improved connectivity to major transit stations, invest on pedestrian and bicycle infrastructure investments around transit stations, and continue the construction of transit-oriented developments.
- Implement coordination plan with SANDAG/MTS/ NCTD and other local jurisdictions to deliver improved connectivity and multimodal travel to accelerate the development of mobility hubs.

Conclusion

Thank you for considering our budget requests. We enthusiastically support the leadership your offices have shown creating transportation options for our region. We look forward to working with you throughout the FY 2025 budget process to ensure the city's resources are being used efficiently to create a multi-modal system that is safe and efficient as possible for all of our San Diego residents.

Sincerely,

Rosa Olascoaga Vidal
Chair, City of San Diego Mobility Board