



Office of the Independent Budget Analyst

**Proposed Mayor and Council Response
to County Grand Jury Report:
San Diego – A Bicycle Friendly City;
Many Opportunities for Improvement**

**Presentation for the
Land Use and Housing Committee
September 11, 2013**



Overview

- The Grand Jury filed this report with the Mayor and City Council on May 14, 2013.
- The report examines the extent to which the City is:
 - providing needed bikeway improvements, facilities, and new infrastructure; and
 - maintaining existing bike lanes and paths to support bicycle safety and accessibility



Overview

- The Report includes 5 Findings and 4 Recommendations
- Council required to respond to all Findings and Recommendations (since all were directed to the Mayor and Council)
- Anticipated date this item will go to Council is September 24, 2013
- Mayor and City Council required to provide response to Presiding Judge by October 11, 2013



Overview

- For each item, Council may:
 - Join the Mayor's response
 - Modify the Mayor's response
 - Respond independently from the Mayor
- Our office was provided a copy of the Mayor's draft response; we provided input and worked collaboratively with City staff and have reached agreement on all items.
- We are recommending that the Interim Mayor and Council provide a joint response.



Overview

Prescribed responses include:

- For each Finding:
 - Agree
 - Disagree wholly or partially
- For each Recommendation:
 - Has not been implemented
 - Has not yet been implemented, but will be in future
 - Requires further analysis
 - Will not be implemented because it is unwarranted or unreasonable



Summary of Proposed Response

- 5 Findings
 - 2 Agrees
 - 3 Disagrees
- 4 Recommendations
 - 2 Have been implemented
 - 1 Needs further analysis
 - 1 Will not be implemented because it is not warranted



Highlights of Findings

1. The City does not have a specific fund to finance the cost of bike lane installation, maintenance, and accessibility. - *Disagree*
 - *The City funds bicycle facilities or infrastructure with TransNet.*
 - *From FY 2010 through FY 2013, the City allocated a total of \$517,000 toward new bike facilities.*
 - *Funding and staff resources were ramped up to implement the Bicycle Master Plan update; funding has significantly increased in FY 2014 to \$639,000.*
 - *Bicycle facility maintenance is funded by the General Fund, Gas Tax, and TransNet.*



Highlights of Findings

2. Narrow bike lanes combined with high speed limits present a significant safety danger to cyclists. - *Agree*
 - *Standard bike lane width is five or six feet, consistent with the AASHTO Guide for the Development of Bicycle Facilities.*
 - *Installing bike lanes that exceed typical standards, such as painting lanes green and/or installing buffers between the traffic lanes and bike lanes, in locations throughout the City.*



Green, Buffered Bike Lanes





Highlights of Findings

2. *Cont.* Narrow bike lanes combined with high speed limits present a significant safety danger to cyclists. – *Agree*
 - *Working with street resurfacing efforts, such as the Street Preservation and Undergrounding Programs, to identify opportunities for creating new and safer bike lanes*
 - *11 miles of buffered bike lanes have been constructed and 0.2 miles of new bike lanes have been added in past 10 months as part of our efforts to follow the street preservation projects.*
 - *In the next four years, over 400 miles of roadways will be resurfaced. Of those 400 miles, we will be looking at creating new and better bikeway facilities on 143 miles streets that will get resurfaced.*



Buffered Bike Lane on Nimitz Blvd





New Bike Lanes on Cleveland





Highlights of Findings

3. Without an identified source of funds, improvements for the biking community will remain static. *-Disagree*
 - *City has dedicated funds and bicycle infrastructure enhancements underway, such as:*
 - *Striping, signing, and markings for safer bikeways as roads are resurfaced;*
 - *Green bike lanes in bicyclist/motorist conflict areas;*
 - *Plans for pedestrian hybrid beacons at path/street crossings and innovative bicycle detection equipment at signalized intersections;*
 - *New Bikesharing Program installing between 180 and 220 bike-sharing stations.*



Green Lanes with Signage





Bike Sharing





Highlights of Findings

4. The City has failed to properly construct and maintain bike paths and lanes necessary to provide safe travel conditions. *-Disagree*
 - *City has dedicated funds and bicycle infrastructure enhancements are underway, but is facing tight financial constraints and competing priorities.*
 - *Recently updated Bicycle Master Plan identifies and prioritizes needed infrastructure.*
 - *City conducts maintenance for bike facilities, including restriping, sign replacement, street resurfacing and street sweeping in bike lanes and bike paths.*



Balboa Ave at Genesee Ave





Highlights of Findings

5. Many bicyclists are violating the California Vehicle Code without being cited. One example is lack of understanding of the laws as they apply to Class 3 (sharrow) bike lanes. *-Agree*
 - *City works with bicycle advocacy groups including the San Diego Bicycle Coalition and Walk San Diego, to educate cyclists through blogs, public notices, and the media.*
 - *Class 3 bike lanes or sharrows are relatively new to the San Diego region, but have been used in other cities and have been well-received in San Diego.*



Highlights of Recommendations

13-57 Improve bicycle safety and operational convenience by more frequent sweeping of bicycle lanes and paths. *-Requires further analysis*

- TSW Staff will assess the extent to which more frequent sweeping of bikeways is needed to improve safety and provide recommended routes to the Storm Water Division (which is responsible for street sweeping)*
 - Storm Water staff will assess whether there will be an additional cost above the City's 29 miles that are annually budgeted and make recommendations to the Mayor and City Council during the FY 2015 budget process.*
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Highlights of Recommendations

- 13-58 Develop and implement a plan, no later than June 30, 2014, to install more Class I Bike Lanes next to thoroughfares that provide a direct route into and out of the city. - *Implemented*
- *The City's Bicycle Master Plan (Final Draft, July 8, 2013) identifies a network of existing and proposed bikeway facilities throughout the City including Class 1 (bike paths) and Class 2 (bike lanes).*



Table 6-1: Recommended San Diego Bicycle Network

Facility Type	Miles of Existing	Miles of Proposed Unbuilt	Total Miles of Facility
Class I – Bike Path	72.3	94.1	166.4
Class II – Bike Lane	309.4	140.6	450.0
Class III – Bike Route	112.9	171.2	284.1
Class II or III (TBD)	--	143.4	143.4
Freeway Shoulder	16.1	-	-16.1*
Bicycle Boulevard	0	39.4	39.4
Cycle Track	0	6.6	6.6
Totals	510.7	595.3	1,089.9



Highlights of Recommendations

13-59 Update the City's Transportation Plan, by the next budget cycle, to remove the Class 3 (sharrow) bike lanes in downtown San Diego and, as practical, replace them with dedicated bicycle/pedestrian only thoroughfares. - *Will not be implemented because it is not warranted*

- *Sharrows are a recognized and useful tool that allows motorists and bicyclists to safely share the road, particularly where it is not feasible to install separate bike lanes.*
- *The recently updated Bicycle Master Plan proposes bikeways throughout the City, including sharrows.*
- *A Downtown mobility study is planned to be completed in the next 18 months, which could recommend additional bikeway facilities including replacing sharrows.*



Sharrows on Scott Street





Highlights of Recommendations

13-60 Identify a funding source to finance the cost of bike lane installation, maintenance, and accessibility by the end of the next budget cycle.

- Implemented

- The City currently has several funding sources, including TransNet, Gas Tax, and the General Fund to fund bicycle infrastructure.*
- The City has tight financial constraints and competing priorities and these funding sources are also used for street maintenance and resurfacing, among other things.*
- The identification of new resources in the future could enable the City to do more bicycle infrastructure projects and maintenance of bike lanes and paths.*



Conclusion

We believe this is a robust response that demonstrates the City's commitment to the Bicycle Program, including the:

- Completion of updated Bicycle Master Plan,
- Increase in funding for bicycle infrastructure to implement the plan; and
- Increase in miles of bike lanes, paths, and sharrows as well as exceeding standards for lanes (for example green or buffered lanes).