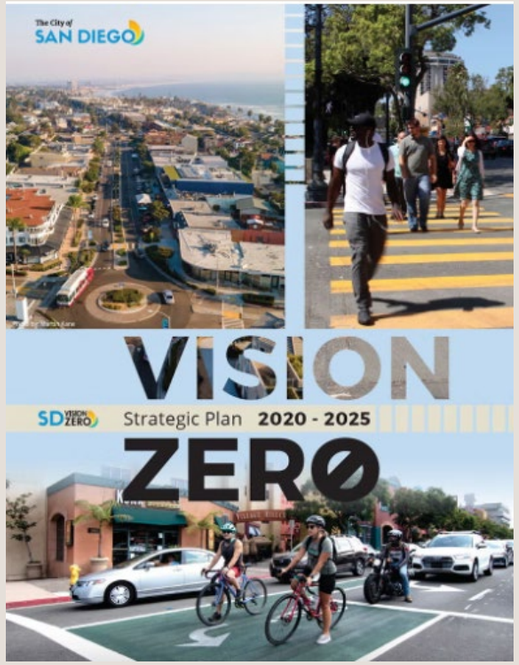
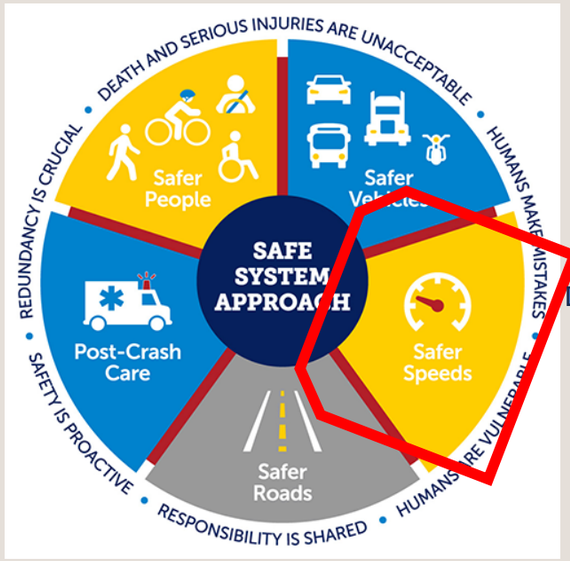
Citywide Speed Management Plan

Mobility Board

January 7, 2026

Overview of Vision Zero Strategic Plan, SS4A Grant, and Purpose of Citywide Speed Management Plan





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Historically Disadvantaged Community Quick Build

Identify and prioritize safety improvement projects needed in underserved communities

Comprehensive Speed Management Plan

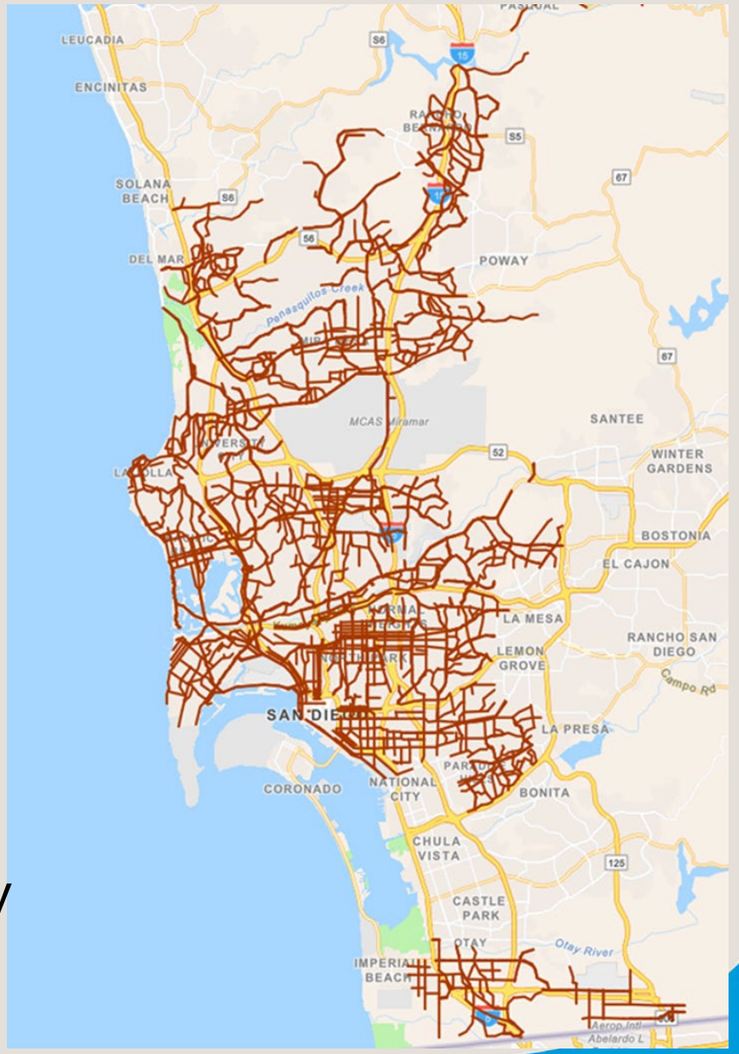
Reduce speed limits citywide and increase awareness on safe speeds

Slow Streets Program

Identify streets where traffic calming initatives are most needed and create safer community spaces

Speed Management Within City of San Diego

- Transportation Department performs over 1,400 speed surveys on a 7-to-14-year cycle
  - 842 miles surveyed vs 3,185 miles of street network
- Speed limits based on 85th percentile speed (CA Vehicle Code)
- Un-surveyed City streets are set at 25 mph by default (e.g. residential streets)
- Vehicle Code requires speed limits to be established by resolution



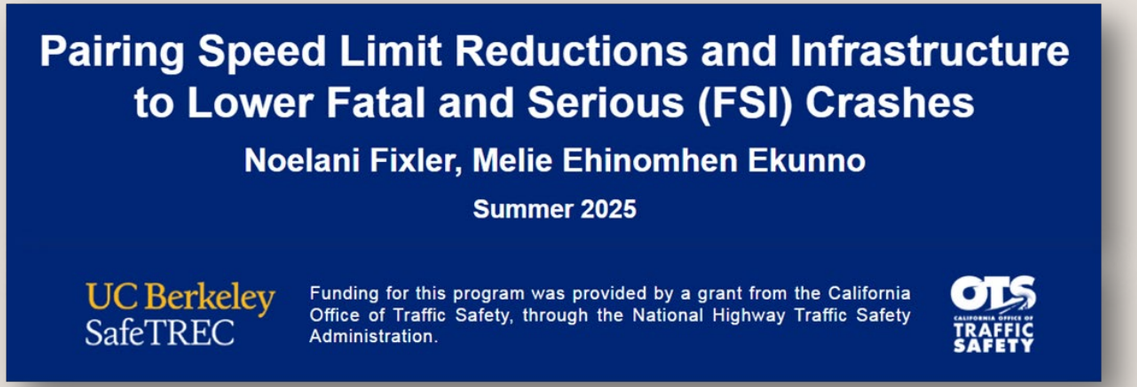
AB 43 Speed Limit Changes for Speed Management Plan

- **Safety Corridor** - A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur (CVC 22358.7(a)(1)
- **Ped/Bike Generators** - A land or facility that generates a high concentration of bicyclists or pedestrians where one or more of the generators listed are present within a distance of 1,320 feet (CA MUTCD Table 2B-106)
- **Business Activity Districts** – Established in commercial areas and business corridors if required criteria are met (CVC 22358.9)
- The above allow for reductions of an additional 5 mph (for maximum 12 mph lower than 85th percentile)
- **School Zones –** 15MPH zones within 500' of school, on two-lane road, extend 25MPH zones within 500-1,000' (CVC 22358.4)
- All subject to statutory criteria and council adopted resolution of findings

Vision Zero and Speed Management

Pairing Policies and Projects

- “Why speed reduction alone is not sufficient…”



“effective speed management requires more than regulatory change; it also depends on roadway geometry, traffic control devices, enforcement and traffic calming strategies"
UC Berkeley SafeTREC, 2023

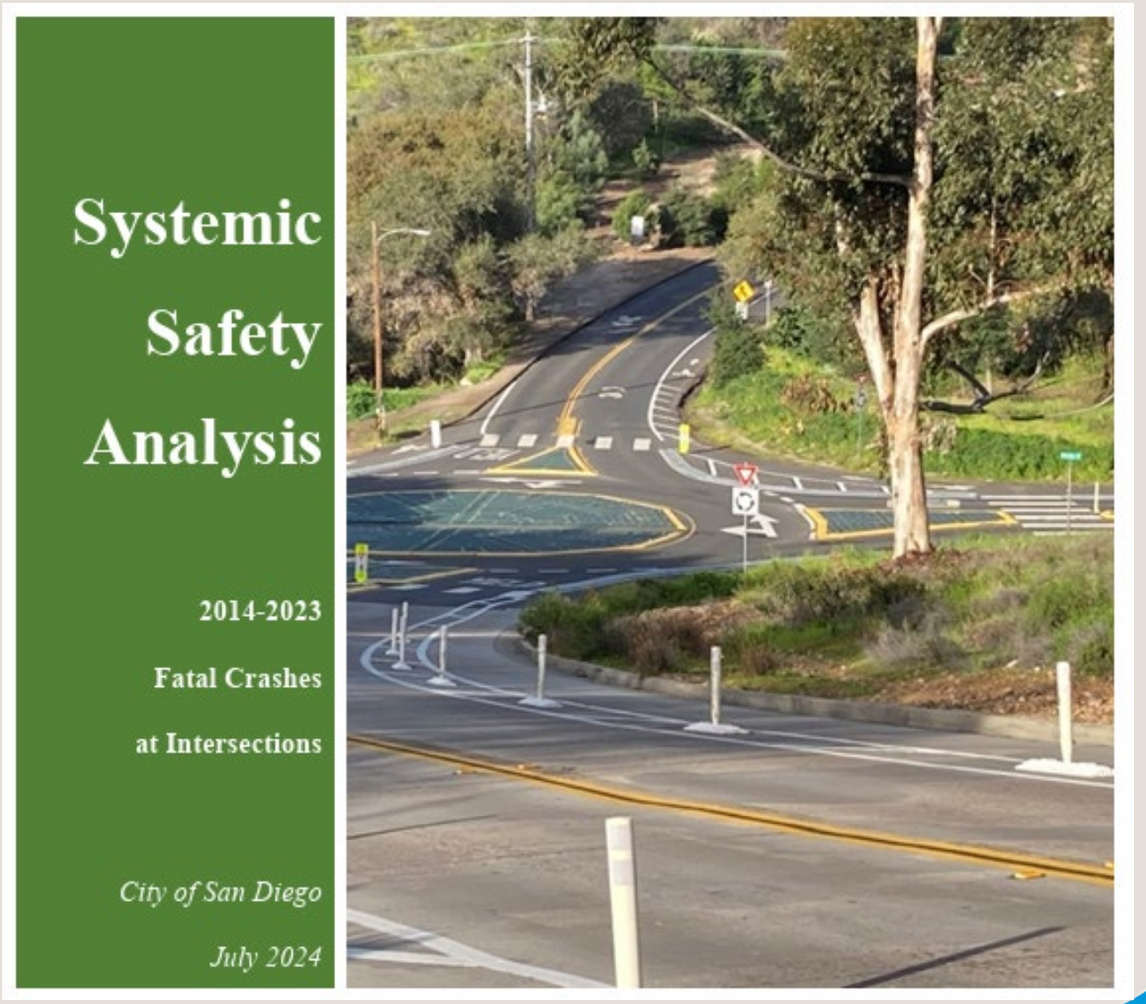
Vision Zero Projects

Traditional
$13.48M
2016-2026

Quick Build
$500,000
2024

Systemic Safety Analysis

- Evaluated 10 years of fatal crashes
- Identified common characteristics, including on a transit route, intersections between a 4-lane street with a 2-lane street, and intersections with a history of prior injury crashes
- Recommend improvements at all intersections paired with speed limit reductions



Safety Corridor

- Defined as having highest number of severe and fatal injury crashes (up to 1/5th of network)
- City focus on Systemic Safety Corridors where fatal or severe injury crashes have occurred
- Pair these proposed speed reductions with projects for maximum effect

Example of Safety Corridors

Priority Intersections Safety Corridors

Pedestrian or Bike Generators

- Defined as land use that generates high pedestrian or bicyclist use (see Table 2B-106 CA)
- City focus on Systemic Safety Corridors on transit routes that generate high pedestrian and bicycle use
- Pair these speed reductions with projects for maximum effect

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

Business Activity Districts

Requires 1 and 2 to be true

1. A **maximum of 4 traffic lanes**
2. A **maximum posted 30 mph immediately prior to and after the business activity district**, if establishing a 25 mph speed limit (or maximum posted 25 mph if establishing a 20 mph speed limit)

Requires 3 out of the 4 criteria below

3a. No less than **50% of the contiguous property fronting the highways consists of retail or dining commercial uses**, including outdoor dining, that open directly onto the sidewalk adjacent to the highway.

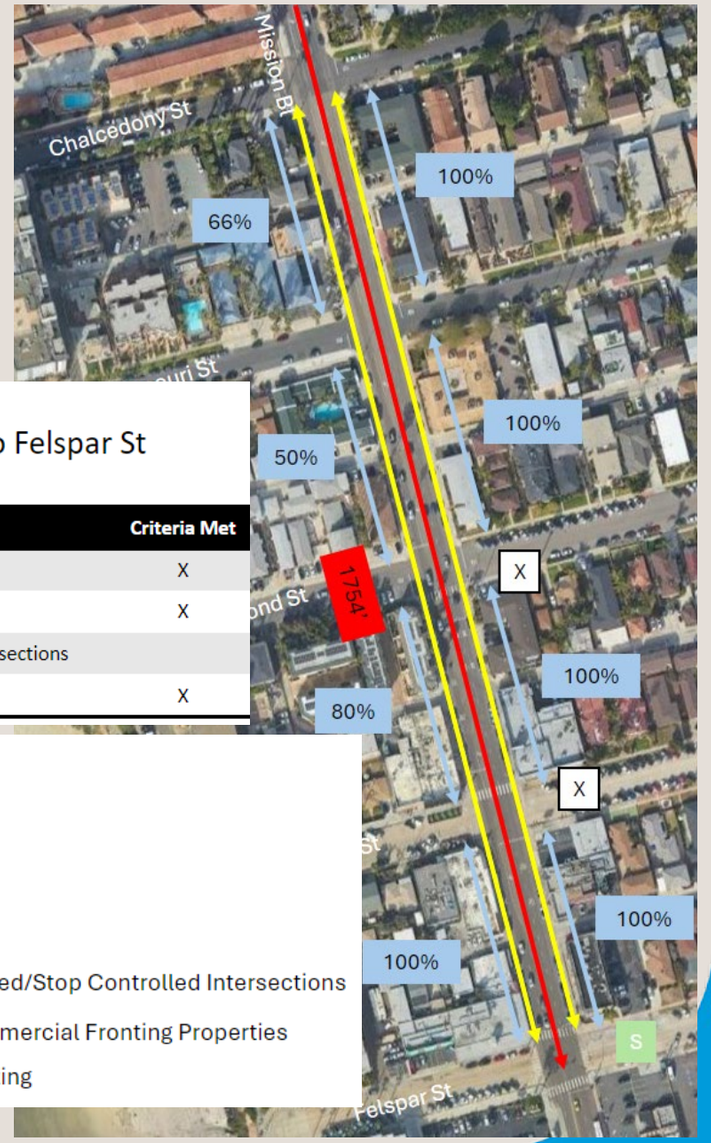
3b. **Parking alongside the highway**, including parallel, diagonal, or perpendicular spaces locations

3c. **Traffic control signals or stop signs regulating traffic flow** on the highway, located at intervals of no more than 600 feet

3d. **Marked crosswalks** not controlled by a traffic control device

Qualifying Business Activity District
Mission Bl Between Chalcedony St to Felspar St
Posted Speed Limit: 30 MPH

Qualifying Criteria	Criteria Met
Minimum 50% Commercial Fronting property	X
On Street Parking	X
Maximum 600' between Signalized/Stop Controlled intersections	
Uncontrolled Marked Crosswalk	X



X Uncontrolled Marked Crosswalk

S Stop Sign Controlled Intersection

S Signalized Intersection

##' Distance between Signalized/Stop Controlled Intersections

##% Percent of Block with Commercial Fronting Properties

Contiguous On Street Parking

School Zones

- Request by Families for Safe Streets/Vision Zero Coalition
- AB 43 able to reduce speeds to 15 mph within 500 ft of schools and speed limits to 25 mph within 500 – 1,000 ft of schools
  - Standard "when children present" conditions apply

Example of School Buffers

Speed Management Plan Results

- Proposing to reduce speed limits on 21% of City street network
- Recommend funding future safety improvements along these corridors

Systemic Safety Network along Safety Corridors and near Ped/Bike Generators	Business Activity Districts	New School Zones	Total Mileage of Change (%)
222.5 miles	58.7 miles	398.2 miles	679.4 miles (21% of all City Streets)

Adoption of new speed limits requires resolution adoption by City Council to make findings citing the relevant vehicle code sections for each use case above

Speed Management Plan Timeline

- **January 5 – 16** – Draft Report Review by City and Stakeholders
- **January 7** - Mobility Board
- **January 12** - Mobility Governance Group
- **January 16** - Vision Zero Coalition Briefing
- **February 2-6 (TBD)** - Mayoral Briefing
- **February 11** – Publish Final Report
- **February 19** - ATI Committee with Transportation Dept and Vision Zero Update
- **March 16/17** - City Council for Resolution to Adopt Speed Limit Findings

Implementation Timeline and Resource Needs

- Implementation expected to start in FY27 (crews dedicated to parking tasks in FY26)
- Impacts to traffic service requests and traffic safety related improvements expected if overtime is not approved
- FY27 budget request of $1.6M for:
  - Materials
    - 3,000 new signs
      - 1,200 new poles
      - 1,800 existing poles
  - Staff overtime to implement

Thank You

Everett Hauser, Program Manager, Transportation Department

Learn more at: https://www.sandiego.gov/vision-zero