



January 7, 2026

Honorable Councilmember Whitburn
Chair, Active Transportation and Infrastructure Committee
& Honorable Committee Members
202 C Street
San Diego, CA 92101

Subject: Recommendations and Revisions to Council Policy 200-07

Dear Chair Whitburn and Honorable Committee Members,

On behalf of the City of San Diego Mobility Board and in furtherance of its mission to provide guidance and advice to City of San Diego decision makers on policies and issues related to the City's transportation network, I respectfully submit this letter providing recommendations and revisions to Council Policy 200-07.

Council Policy 200-07 was last updated in 2015 and establishes warrants and point-based criteria for installing marked crosswalks at uncontrolled locations. The policy is reactive, requiring minimum pedestrian volumes, existing lighting, adequate sight distance, specific spacing from other crossings, and other conditions before a crosswalk may be installed. These constraints often delay or prevent safety improvements, particularly in communities with high injury rates, lower pedestrian activity due to unsafe conditions, or limited transit access. Recent analysis identifies several areas where the policy is inconsistent with current city priorities, especially Vision Zero's proactive, risk-based safety approach and the Independent Budget Analyst's recommendation to modernize outdated council policies.

Summary of Recommended Policy Changes

1. Remove Pedestrian Volume Minimums and Prioritize Latent Demand

Issue: Current threshold of ≥ 10 pedestrians/hour prevents improvements where unsafe conditions suppress pedestrian activity.

Recommendations:

- Eliminate all minimum pedestrian volume requirements.
- Treat latent demand (schools, transit, parks, dense housing) as primary justification, rather than secondary.

- Adopt the Proposed Amendment (2025) direction: any non-zero pedestrian activity warrants a crossing (including crosswalks where a “No Pedestrian Crossing” sign exists)

2. Replace Speed-Based Disqualification With Required Speed Management

Issue: Current policy denies crossings on roads where the 85th percentile speed exceeds 40 mph unless costly overhead devices are installed.

Recommendations:

- Install crossings even on high-speed roads, with required speed-reduction measures (road diets, raised crossings, curb extensions).
- Adopt Proposed Amendment (2025): if 85th percentile speed exceeds 30 mph, speed management is mandatory before or with crosswalk installation.

3. Shift From Rigid Distance Warrant to Proactive Crossing Spacing

Issue: Current 250–300 ft spacing requirement blocks installations near transit or pedestrian generators.

Recommendations:

- Remove minimum separation criteria.
- Establish proactive spacing:
 - 200–300 ft in urban/transit-oriented areas.
 - No more than 600 ft on arterials.
- Ensure that transit stops, bike routes, and pedestrian networks are directly supported.

4. Update Point System to Prioritize Safety and Equity

Issue: Current point system heavily weights pedestrian volume, not risk.

Recommendations:

- Significantly increase points for:
 - Vision Zero High-Injury Network (HIN) locations.
 - Communities of Concern (Climate Equity Index).
 - Schools, parks, major transit stations.
- Reduce or eliminate points tied to pedestrian volume.
- De-emphasize the 16-point threshold and proceed if risk factors are present.

5. Add Collision History as a Mandatory Warrant

Issue: Current policy does not include crash data in warrants.

Recommendation:

- Any pedestrian collision in the past 5 years or clear pattern of near-misses automatically triggers crosswalk installation or upgrade.
- No point scoring required.

6. Constrain “Engineering Judgment” to Expand, not Deny, Safety

Issue: Broad use of engineering judgment has historically limited installations.

Recommendation:

- Policy should state: Engineering judgment may expand eligibility but cannot be used to deny a crossing if safety or equity factors exist.
- Must align with Mobility Master Plan and Vision Zero safety principles.

7. Formalize the Use of Rapid, Low-Cost Interim Safety Treatments

IBA Recommendation: Allow quick-build safety improvements in priority zones.

Recommendation:

- Authorize daylighting, flex-post curb extensions, temporary pedestrian refuges, advance yield markings, lead pedestrian intervals, and hardened centerlines as immediate interventions.
- Use these treatments while permanent capital improvements are designed and funded.

8. Require Vision Zero Safety Audits Before Crosswalk Removal

IBA Recommendation: No crosswalk removal without a safety analysis.

Recommendation:

- Expand removal criteria beyond state law.
- Require a Vision Zero Safety Audit and community consultation before any removal.

9. Integrate Bicycle, Micromobility, and Transit Needs

Issue: Current policy treats crossings as pedestrian-only facilities.

Recommendation:

- Crosswalk design must consider:
 - Bicycle crossings (e.g., crossbikes, refuge islands, green paint).
 - First/last-mile connections to transit.
 - Access for micromobility users (scooters, wheelchairs).
 - Removal of pedestrian push buttons where appropriate
- All transit stop locations should have an accessible, protected crossing.

10. Transition From a Warrant-Based Approach to Network-Based Implementation

Issue: Current policy addresses crossings site-by-site and does not create a connected pedestrian network

Recommendation:

- Use the Mobility Master Plan and Vision Zero HIN to establish a citywide crossing network, pre-justifying crossings in priority corridors.
- Commit to annual installation targets.

- Use warrants only to refine treatment level, not to determine whether a crossing should exist.
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Conclusion

Updating Council Policy 200-07 is critical to achieving the City’s goals around Vision Zero, mobility equity, climate action, and mode shift. The proposed revisions modernize the policy by removing outdated warrants, enabling rapid safety treatments, prioritizing high-injury and high-need communities, and shifting the city toward a proactive, risk-based, safety-first framework.

These changes will ensure that safe crossings are treated as essential infrastructure, not optional amenities, and will significantly improve walkability, transit access, and safety across the city.

The Mobility Board recommends that the Active Transportation and Infrastructure Committee recommend that the City Council direct the development of an updated policy consistent with the changes outlined in this memo and return with draft language for adoption.

Sincerely,



Daniel Reeves
Chair
City of San Diego Mobility Board

cc: Honorable Mayor Gloria
Honorable Council President LaCava
Honorable Councilmember Campbell
Honorable Councilmember Campillo
Honorable Councilmember Moreno
Honorable Councilmember Elo-Rivera
Chida Warren, Director, Office of Boards and Commissions