



**City of San Diego
Bicycle Advisory Committee
Strategic Implementation Plan
April, 2016**

As members of the Bicycle Advisory Committee, we take seriously our duty to provide input to city staff and elected officials as it pertains to implementation of the Bicycle Master Plan. More importantly, we take seriously the duty to make our City one of the best places to ride a bicycle in the United States.

San Diego is a city where people of all ages, backgrounds, and abilities should be able to bicycle safely to their jobs, schools, shops and community events. People who choose to bike should have the facilities that encourage and accommodate their choice to ride more often so they can enjoy the benefits of the healthy, active lifestyle that San Diego provides year round. Our vision of a successful bicycling city is to see, on any given day, a significant fraction of residents, families, tourists, and employees pedaling throughout the city to support their everyday needs or for recreation.

Today, we are making progress. Improvements like buffered bike lanes through the city, and road diets on Clairemont Drive and Fairmount Avenue are important improvements for bicyclists, and the City should be applauded for these important changes.

Unfortunately, we have not yet reached the vision of a bicycle friendly city. Too many roadblocks still remain in the way of making San Diego the city we know it can be. Some examples:

- Policies currently in place stand in the way of implementing short term, quick improvements due to conflicts with repaving schedules and other CIP projects. Bicycle facility restriping projects should not be delayed for repaving or undergrounding projects scheduled years from now.
- Administrative conflicts with outdated community plans still stall bicycle infrastructure, even in areas where planning groups support their installation.
- Permitting requirements and fees often stand in the way of pilot, demonstration, and encouragement projects such as CiclaSDias, parklets, and small scale traffic calming projects.
- On-street parking removal issues still stand in the way of some of even the smallest and most essential walking and bicycling infrastructure.
- Other infrastructure improvements like new transit facilities still treat bicycle access and storage as an afterthought.

We cannot wait any longer for vital bicycling networks to be built in San Diego. We cannot wait any longer for essential programs and policies to be put in place to encourage bicycling. Our air quality, climate, and safety goals demand nothing less.

The City's Climate Action Plan specifies we must achieve a 6% bike mode share in transit areas by 2020. An 18% mode share by 2035. We have only four years to hit our first mode share target. We cannot



wait. We must overcome the systemic barriers that prevent us from creating a truly bicycle-friendly city, and we must do it now.

To achieve the vision of the Climate Action Plan, the Vision Zero effort, the Bicycle Master Plan, and the City General Plan, the members of the Bicycle Advisory Committee present this Bicycle Program Strategic Implementation Plan to city staff and elected officials. We pledge to work diligently moving forward to ensure the tasks and objectives of the plan are met so together with city staff and elected officials, we can create the bikeable city we know San Diego can be.

Signed,

DRAFT



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Overall Bicycling Goal: *Increase opportunities to use bicycles for everyday transportation, recreation and general mobility, safely, within the City of San Diego.*

Objective #1: Increase Bicycle Mode Share in Transit Oriented Areas to 6% by 2020 and 18% by 2035; consistent with the City Climate Action Plan.

- a. By 2020, construct High Priority Bicycle Projects outlined in the City of San Diego Bicycle Master Plan, giving priority to projects in historically underserved communities as defined by CalEnviroScreen (see attached map) and projects in corridors with highest fatality and injury rates (as identified in the City Vision Zero strategy). See Table 1 for list of bike plan projects and priorities.
Metrics for success: Bicycle mode share in transit oriented areas as defined in Climate Action Plan; miles of bikeway constructed and improved inside and outside underserved communities.
- b. Through 2016 and beyond, leverage coordination of street resurfacing and SANDAG EAP projects. All resurfacing projects should incorporate progressive design standards to facilitate safer mobility, including traffic calming treatments, pedestrian improvements, street landscaping, traffic circles, etc. *Metric for success: Miles of bikeway constructed or improved.*
- c. Through 2016 and beyond continue, expand, and improve bike share program, and develop and implement a strategy to eliminate geographical and economic inequity.
Metrics for success: at least four average rides per bike per day, highly visible and convenient station sites, and strong partnerships within the City and community.
- d. Starting in 2016, institute process for updating city bicycle project list annually. New project requests compiled by city staff and BAC from City Planning Group CIP lists, community requests, requests from outside agencies, internal staff requests, BAC member project ideas, upcoming CIP projects that provide opportunities for bikeway improvements. Projects to be prioritized yearly in August or September of each year to be ready for each year's city budget process.
Metric: New prioritized project list in September of each year
- e. Capitalize on proposed projects that were not in the Bicycle Master Plan but have quickly risen to the forefront and that provide the opportunity to show large mode share shifts in the short term. This includes projects like implementation of the Downtown Mobility Plan bicycle infrastructure and proposed improvements around



SDSU.

Metric: Increased bicycle mode share.

- f. Coordinate with local transit agencies' policies and programs to strengthen local and regional bike/transit connections.

Metric: Increase in bike/transit trips

- g. Create more quality bicycle parking opportunities in the transit priority and business districts.

Metric: Increased number of bicycle parking opportunities (racks, corrals, lockers, bike valets, or other parking opportunities.)

Objective #2: Improve bicyclist safety by reducing crash rates city-wide

Tasks:

- a. In collaboration with the City Vision Zero effort, eliminate traffic deaths to zero by 2025 by prioritizing safety within infrastructure projects already underway and combining with education and enforcement practices. These practices should be aimed at preventing the most dangerous and egregious behaviors that cause increased societal and public harm along with corridors where the collisions are concentrated.

Metric for success: lower crash rates and fatalities per year

- b. In 2016 begin to implement infrastructure projects with a priority focus on corridors with highest fatality and serious injury rates in underserved communities (defined above)

Metric for success: same as Objective 1, Task a

- c. As consistent with the Vision Zero strategic plan, adopt NACTO and incorporate guidelines and practices from the NACTO guide into the updated City Street Design Manual.

Metric for success: adoption of new guidelines

- d. Bicycle Advisory Committee to continue dialogue with SDPD to eliminate fatalities and serious injuries.

Metric for success: Enforcement actions taken in bicycle injury crashes; reduced bicyclist injuries and fatalities



Objective #3: Increase funding toward bicycle program

Tasks:

- a. In 2016, increase dedicated funding to bicycle CIP implementation to 6% of available transportation funding (by 2020) or more as needed to reach the mode share goals.
Metric for success: funding level; bicycle mode share.
- b. In 2016, increase bicycle program staff by to fully implement the Bicycle Master Plan.
Metric for success: bike plan goals completed
- c. In 2016, Apply for funding (grants) to maximize City funds, with the goal of 50% of bicycle funds to come from sources than the City general fund.
Metric: Percentage of bike funds internal vs external sources

Objective #4: Provide Education to all road and transit users

Task:

- a. In 2016 encourage bicyclist education in all 4th grade classes in San Diego Unified schools
Metric: Number of students trained
- b. In 2016 City of have a Safe Routes to School Coordinator
Metric: Hiring of staff
- c. In 2016, City to establish Traffic Diversion School opportunity for bicyclists and drivers cited for bicycle related infractions
Metric: Establishment of diversion program
- d. By 2018 work with other agencies to institute public awareness campaigns about traffic safety including messaging regarding cycling
Metric: Campaign views
- e. Support Open Streets events by providing an internal champion at the city and relief from overly burdensome administrative event requirements.
Metric: Number of Open Streets events per year.

Objective #5: Improve City Institutional Collaboration on Bicycle Issues

Tasks:



- f. In 2017 City to apply for Bicycle Friendly Community Status
Metric: Achieve minimum bronze level BFC Status in 2017
- g. In 2016 City and Bicycle Advisory Committee to participate in and actively promote regular meetings with stakeholders inside and outside the City: Schools, SANDAG, Caltrans, Port of San Diego, Airport, Military, Tourism Agencies, Tribal Reservations and Business Improvement Districts etc. The objective of this is to create a pool of informed stakeholders who can provide input on new bicycle infrastructure and policies at the City.
Metric: Number of stakeholders
- h. In 2016, City and Bicycle Advisory Committee to begin process of updating the City Bicycle Master Plan.
Metric: Updated plan by 2017-2018
- i. Create process for moving forward on bicycle facility projects that are inconsistent with old community plans.
Metric: bicycle facilities installed in communities with plans over 10 years old.
- j. In 2016 compile comprehensive review of city policies relating to bicycling and provide report outlining recommendations for changes to Bicycle Advisory Committee
Metric: Report in 2016
- k. Ongoing: in conjunction with Vision Zero, form a departmental internal training program enhanced with classes offered through professional organizations.
Metric: Number of hours of staff training completed per year.

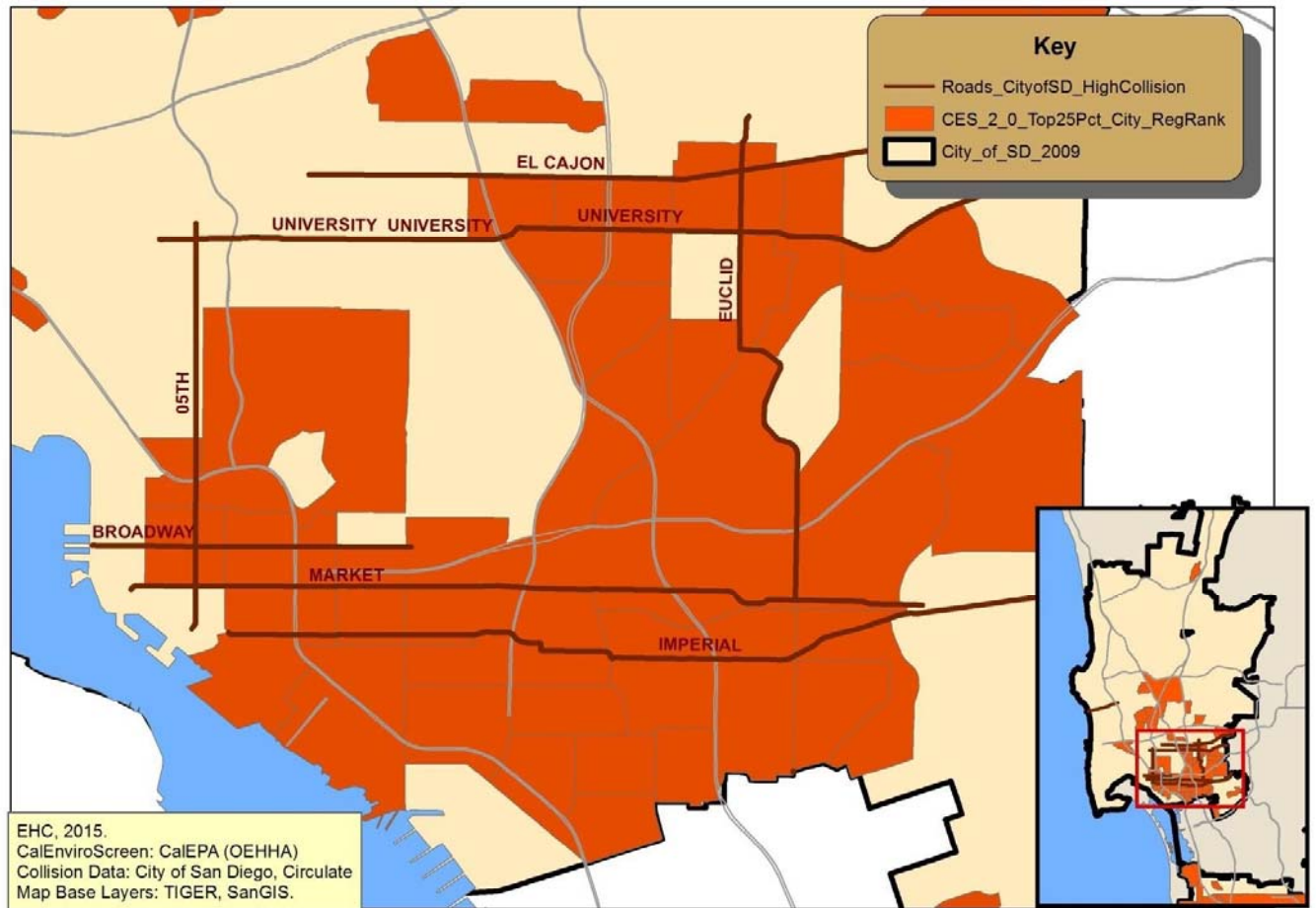
Objective #6: Evaluate Bicycle Program Effectiveness

Tasks:

- a. Annually: In conjunction with the Climate Action Plan, track and report bicycle mode share to monitor progress toward increased bicycle mode share goal.
 - b. Annually: Report to Bicycle Advisory Committee task implementation status and safety metrics to determine progress.
 - c. Assure the City has access to data to accurately measure existing and predicted bicycle mode share through real-time monitoring and transportation modeling.
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CalEnviroScreen2_0, Top 25% Regionally within City of San Diego, and High-Collision Traffic Corridors



**Table 1: Bicycle Advisory Committee City of San Diego Bicycle Plan Project Priority Projects April 2016**

Both Vision Zero and CalEnviroScreen			
BAC Priority	Location	From	To
Highest	El Cajon Blvd	43rd	Montezuma
Highest	El Cajon Blvd	Utah St	43rd St
Highest	4th Ave	Elm St	Island Ave
Highest	5th Ave	Elm St	Harbor Dr
Highest	University Ave	Utah St	Fairmount Ave
Highest	University Ave	Fairmount Ave	La Mesa City Limit
Vision Zero OR CalEnviroScreen			
BAC Priority	Location	From	To
High	Pacific Highway and Barnett Ave	Enterprise St	Barnett Ave
High	Broadway	Park Blvd	19th St
High	Ash St	N Harbor Dr	8th Ave
High	A St	Kettner Blvd	8th Ave
High	4th Ave	Washington St	Elm St
High	5th Ave	Washington St	Elm St
High	Island Ave	Harbor Dr	Interstate 5
High	Park Blvd	Upas St	Broadway
High	14th	Broadway	Commercial St
High	National Ave	Commercial	Cesar E Chavez Parkway
High	Cesar E Chavez Parkway	National Ave	Harbor Dr
High	Morena Blvd	W Morena Blvd	Taylor St
High	Taylor St	Morena Blvd	Pacific Highway
High	State St	Columbia St	Market St
High	Bayshore Bikeway	Embarcadero Path	National City City Limit
High	Pacific Highway	Ocean Beach Bike Path	Sassafras St
High	University Ave	Florida St	Utah St
High	8th Ave	Date St	J St
High	Midway Dr	W. Point Loma Bl	Barnett Ave
High	Wightman St	35th St	Fairmount Ave
High	Hollister St	Main St	Coronado Ave
High	30th St (inc Fern St)	Upas St	B St
High	Washington St	University Ave	Normal St
High	Normal St	Washington St	El Cajon Blvd
High	University Ave	Hawk St	6th Ave
High	25th St	Market St	Commercial St
High	Ocean View Blvd	Commercial St	36th St



High	W San Ysidro Blvd	Dairy Mart Rd	S terminus of San Ysidro Blvd
High	Pershing Dr across I-5		
High	Kearny Villa Road	Miramar Rd	Clairemont Mesa Blvd
High	Paradise Valley Rd	Munda Rd	Meadowbrook Dr
High	Woodman St	Imperial Ave	SR54
High	30th St (inc Fern St)	B St	Island Ave
High	Howard Av	Park Blvd	I-805
High	Orange Ave	I-805	54th St
High	SR 52	I-805	SR 163
High	Chollas Pkwy		
High	I 805	Governor Dr	Clairemont Mesa Dr
High	Upas St bridge over SR-163		

NEITHER Vison Zero NOR CalEnviroScreen

BAC Priority	Location	From	To
Not as High	Texas St	Camino del Rio N	Camino Del Rio S
Not as High	54th St	Montezuma Rd	El Cajon Blvd
Not as High	Mission Blvd	Turquoise St	Grand Ave
Not as High	India St	Washington St	Interstate 5
Not as High	E Mission Bay Dr	Interstate 5	Grand Ave
Not as High	Morena Blvd	Gesner St	W Morena Blvd (S)
Not as High	San Diego River Bike Path	Hotel Circle Pl	Camino de la Reina
Not as High	Camino de la Reina	San Diego River Bike Path	Hotel Circle S
Not as High	Mira Mesa Blvd	Parkdale Rd	Interstate 15
Not as High	Fairmount Ave and Montezuma Rd		
Not as High	Robinson Ave	4th St	Alabama St
Not as High	Landis St	Alabama St	30th St
Not as High	Mission Blvd	Grand Ave	W. Mission Bay Dr
Not as High	Camino del Rio N	Mission City Parkway	Interstate 15
Not as High	Villa La Jolla Dr	Gilman Dr (N)	Gilman Dr (S)
Not as High	Nobel Dr	Interstate 5	Regents Rd
Not as High	Eastgate Mall	Olson Dr	Mira Mesa Blvd
Not as High	Ingraham St	Beryl St	PB Dr
Not as High	PB Dr	Ingraham St	eastern terminus
Not as High	Rose Creek Bridge		
Not as High	Rose Creek Bike Path extension	southern terminus	western terminus of N Mission Bay Dr
Not as High	Crowne Pt Dr	PB Dr	Lamont St
Not as High	La Jolla Village Dr	Gilman Dr	Regents Rd
Not as High	SR 56 Bike Path connector to El Camino Real		



Not as High	San Diego River Bike Path	Friars Rd	Hotel Circle Pl
Not as High	Pacific Highway and Barnett Ave	Sassafras St	Harbor Dr
Not as High	Mira Mesa Blvd across I-15		
Not as High	Class I connector	Tierrasanta Blvd	Princess View Dr
Not as High	Sr-15 bike path	Camino del Rio S	Adams Ave
Not as High	Miramar Rd		
Not as High	San Diego River Bike Path	Father Junipero Serra Tr	Mast Blvd
Not as High	Rancho Bernardo Rd	W. Bernardo Dr	Pomerado Rd
Not as High	San Diego River Bike Path	Fenton Pkwy	Qualcomm Stadium
Not as High	I-805	Carroll Canyon Rd	Eastgate Mall
Not as High	SR 52	Regents Rd	I-805
Not as High	Carmel Valley Rd	Del Mar Heights Rd	Carmel Mountain Rd
Not as High	San Diego River Bike Path	I 805	Fenton Pkwy
Not as High	Bayshore Bikeway	through Seaport Village	
Not as High	Fiesta Island bicycle facilities		
Not as High	SR-56 bike path grade separation at Camino del Sur		
Not as High	Jamacha Rd	Imperial Ave SR54	Cardiff St
Not as High	San Diego River Bike Path	Zion Ave	Princess View Dr
Not as High	San Diego River Bike Path	Princess View Dr	Father Junipero Serra Tr
Not as High	SR-56 connector to Rancho del Sol Way		
Not as High	SR-56 Bike Path connector to Darkwood Rd		
Not as High	Sorrento Valley Rd		