



COUNCILMEMBER VIVIAN MORENO
City of San Diego
Council District Eight
MEMORANDUM

DATE: January 23, 2020

TO: Councilmember Mark Kersey, Chair, Active Transportation and Infrastructure Committee

FROM: Councilmember Vivian Moreno

SUBJECT: 2020 Active Transportation and Infrastructure Committee Priorities

I am looking forward to serving on the Active Transportation and Infrastructure (AT&I) Committee in 2020. The city has the opportunity to take positive steps forward to invest in priority infrastructure projects that are critical to improving the quality of life for residents throughout San Diego. For the upcoming year, I urge your careful consideration of the items listed below.

Unimproved Street Repair

Throughout the city there are many existing streets used every day by residents that are considered “unimproved” and are not considered for city maintenance. In many cases, these streets serve as important connections and pathways of travel within communities. They are streets that should have been improved to city standards long ago. Council Policy 200-01 and an associated guiding resolution from 1952, limits the resurfacing program to improved streets and partially improved streets. The responsibility to bring unimproved streets up to city standards currently lies with adjacent property owners, although the city provides limited minor repairs to make unimproved streets passable for vehicular traffic. If adjacent property owners do improve a public street or alley to current standards, the city will then maintain it to the same standard as other improved city streets. For property owners to improve an unimproved street, they can

either finance small public improvement projects through the city's public improvement permit process or for larger projects form an assessment district to finance certain public improvements.

The current policy of treating unimproved streets as not worthy of city funding is unfair to communities that may have not received the same initial investment for street improvements and maintenance in the past. In instances when residents rely on unimproved streets as major connections within their communities, the city should provide the resources to improve that street. The Committee should discuss updating Council Policy 200-01, "Distribution of Street Improvement Costs," and R-107424, "Policy Governing Maintenance of Unimproved Streets and Alleys and Marginal Streets and Alleys" to allow unimproved streets to be considered for improvements and maintenance under the city's streets improvement program.

Sidewalk Repair and Maintenance Funding Plan

A sidewalk condition assessment was completed in FY 2015 which inventoried and determined the condition of city sidewalks. The assessment identified 85,503 locations with sidewalk damage and maintenance and an additional 23,203 locations were subsequently identified, totaling 108,706 identified locations. Since that time, the city has invested \$13.5 million to repair and replace sidewalks, as well as some additional funding to address related sidewalk ADA improvements and completed repair and replacement work at 27,200 locations. The cost to address the remaining 81,506 locations is estimated to cost \$90-100 million.

I was glad to see the city recently waive the expensive permit fees that are charged to city residents willing to fix broken sidewalks adjacent to their property, however more must be done to address the backlog of sidewalk repair and replacement locations. The Committee should hear an update from the Transportation and Storm Water Department on the Citywide Sidewalk Program report it provided to the Committee last year. The update should include updated statistics on the number of sidewalk locations repaired or replaced, amount of funding spent, updated estimates for a pilot program utilizing in-house crews and a funding plan to address the backlog of damaged, broken and missing sidewalks throughout the city. This funding plan should be used as a tool for the Mayor and City Council to use on an ongoing basis to determine the appropriate funding level for sidewalk repair and maintenance in future budgets.

Harbor Drive Multimodal Corridor Study Recommendations

Harbor Drive is a regional transportation corridor that provides access to San Diego Bay, Naval Base San Diego, the Working Waterfront, the San Diego International Airport, the San Diego Convention Center, Bayshore Bikeway, and the Downtown area, which accommodates many visitors to our city. It is critical that Harbor Drive receives significant investment to ensure it is well maintained and efficiently accommodates vehicular, pedestrian and bicycle traffic associated with the above uses. The recently completed Harbor Drive Multimodal Corridor Study identifies and prioritizes projects that reduce truck-related congestion, noise and pollution

in residential areas, reduce truck and employee parking in Barrio Logan, and improve bicycle infrastructure and pedestrian enhancements along the corridor. Completing environmental review and preliminary design are the key next steps to advancing the Harbor Drive project. The estimated cost for those steps is \$700,000 for environmental review by itself or \$1.85 million for environmental review and preliminary design. The improvements will greatly benefit the city and resources should be allocated to assist the Port of San Diego in implementing the identified improvements and applying for all available grant funding. The Committee should explore how the city can best support and assist the Port in implementing the recommendations contained within the Harbor Drive Multimodal Corridor Study.

San Ysidro Boulevard Mobility Study

The Committee should discuss funding, including seeking federal and state grant funding, for the establishment of a mobility study for San Ysidro Boulevard from I-805 to the US/Mexico border. This corridor has regional and international significance due to its proximity to the border and is important to our cross-border economy, as it is a vital link to the border. It also serves as a central area of the San Ysidro community. Ensuring that it efficiently and safely accommodates vehicular and pedestrian traffic through roadway and sidewalk improvements is critical and work should begin as soon as possible.

28th Street Roadway Repairs

28th Street between Island Avenue and SR-94 is in dangerous condition. There are many hazardous areas along this stretch that must be addressed to ensure the roadway is safe. The committee should ensure it is resurfaced as soon as possible and that all hazardous roadway conditions are addressed.

Transportation Grant Funding Opportunities

The AT&I Committee should receive an informational update from city staff and city lobbyists regarding available federal, state and regional grant funding opportunities for transportation related projects and general infrastructure projects. The update should include a summary of grant funding the city has received over the last five years for similar projects.

Capital Improvement Program Funding Gap

The Fiscal Year 2021-2025 Five-Year Capital Infrastructure Planning Outlook projected a \$1.29 billion funding gap. It is critical that the city find a pathway forward to funding these vital projects. The Committee should coordinate with city staff and the IBA to identify funding solutions to significantly reduce this funding gap over the next 10 years.

Community Infrastructure Investment Report

The Committee should request an informational report from city staff outlining infrastructure investment across the city broken down by Council District in order to ascertain if all communities have received equal investment. The report should determine what additional investment should be targeted at areas of the city that have received disproportionately less than other areas.

Regular Updates on the Regional Transportation Plan (RTP)

The Committee should request regular informational updates on the RTP by SANDAG and city staff to ensure it facilitates achieving Climate Action Plan goals and overall transportation goals.