


**COUNCILMEMBER CHRISTOPHER WARD
THIRD COUNCIL DISTRICT**

M E M O R A N D U M

DATE: January 28, 2019

TO: Councilmember Mark Kersey

FROM: Councilmember Chris Ward 

SUBJECT: Active Transportation and Infrastructure Committee Priorities for 2019

In response to your request for priorities for the Active Transportation and Infrastructure Committee, I offer the following suggestions as we develop our work plan:

Transportation Policies and Programs

- *Transportation Master Plan Update*
 - City staff has been working with a consultant to develop a Transportation Master Plan for several years, yet Plan details have not yet been shared with decisionmakers or with the public. The Plan presents an opportunity for the city to outline a long-term strategy that improves access to transportation for all San Diegans and that ensures the city reaches its Climate Action Plan (CAP) mode share goals. This Plan should be presented to the committee to allow for a chance to review and discuss.
- *Vision Zero Strategy*
 - City staff presented an update on its one-year Vision Zero plan in 2017. That plan is now outdated and it is time to create a new long-term strategy to successfully reach the goal of zero traffic deaths and serious injuries by 2025. Prior to drafting a plan, I request that staff bring to the committee a comprehensive review of crash data in the city for no fewer than five years and an initial framework of Vision Zero priorities and goals that can subsequently be folded into a long-term plan.

Infrastructure Policies and Programs

- *Scooter Regulations*
 - In 2018, San Diego experienced the introduction of dockless rental scooters to our public streets. While providing a useful service, irresponsible and illegal behavior by some have caused increases in scooter-related traffic collisions. This committee should explore additional regulation to define and guide allowable scooter operations in the City that protect the safety of all San Diegans, especially to pedestrians.

- *Creative Crosswalks*
 - Cities across the nation have creatively utilized the public right-of-way for opportunities to express community pride and sense of place, while maintaining safety. Utilizing public space creatively promotes pedestrian safety, walkability, traffic calming, enhances the street experience, and increases economic activity in our communities. This committee should explore the use of crosswalks as an opportunity to add color, vibrancy, and creativity to our public right-of-way.
- *Cool Pavement*
 - In 2015, the City of Los Angeles adopted a Cool Pavement Pilot Program to test the efficacy of light-colored asphalt sealer in reducing urban heat islands. The initial study results were met with enthusiasm from the community and, as predicted, showed a 10-degree temperature differential from traditional blacktop. The pilot has now expanded to include one block in each of the 15 council districts, with the eventual goal of coating one residential subdivision in the treated pavement. In combination with San Diego's programs such as the street tree forestry program, cool pavement could be a powerful tool in reducing the City's heat-related deaths and effects of climate change. This committee should explore a pilot program to introduce cool pavement to City-owned infrastructure and take advantage of advancements in treated pavement to reduce urban heat islands. I recommend specifically that we explore a pilot in Park and Recreation parking lots where there is greater pedestrian activity.
- *Promenade Creation Process*
 - In 2018, San Diego committed to developing the first pedestrian-oriented promenade by converting underutilized public right-of-way from streetscape into a pedestrian thoroughfare, bicycle cycle tracks, and public gathering space. This committee should explore expanding this model into a Council Policy that will allow each neighborhood to explore public right-of-way conversions to adapt underutilized space for the public good.
- *Sidewalk Policy Review*
 - In 2018, the office of the Independent Budget Analyst (IBA) published a report entitled "Review of Proposed Changes to the City's Sidewalk Maintenance Policy" which was discussed at this committee as an informational item. This committee should follow up on the report's recommendations for the Transportation and Storm Water Department to prepare and implement a long-term plan to address sidewalk maintenance backlogs, staffing needs, funding sources, and regular condition assessments. Additionally, this committee should explore opportunities based on best practices also reported by the IBA to improve the efficacy of City programs such as the 50/50 program to reduce wait times, improve utilization, and expand access to all San Diegans.

Public Works Contracts and Customer Service

- *Infrastructure Contracts – Customer Service Policy*
 - The city has a \$600 million-dollar Capital Improvements Program that delivers projects to more than 1.4 million residents. As the city works to

improve our investments in public infrastructure and addresses our backlog of deferred infrastructure needs, the city needs to account for the impact that multi-year CIP projects can have on individual neighborhoods. Currently, there is no customer service standard for contractors who bid on CIP projects. This committee should explore amending Council Policy to define Customer Service and standards that clearly communicate expectations and accountability between the city, contractors, and the community for every Public Works contract. This will allow the city to formally enforce and hold accountable any contractor who fails to act in a good faith effort working as a guest in our neighborhoods, and encourage them to be responsive to community concerns and needs. Additionally, this committee should explore a Council Policy amendment to ensure that Council offices are formally included in each contractor's performance review to share comments and concerns directly from the community during and concluding each CIP project.

- *Streamline Public Works Processes*
 - Lowest bidder contractors often cost the city in terms of cost overruns, construction timeline overruns, and bad customer service to constituents. This committee should explore opportunities to amend Design-Bid-Build processes in order to change from "lowest bidder" to "best value." A re-orientation toward best value contracts will allow the city flexibility in choosing contractors that deliver construction projects consistently on time, on budget, and with good customer service to our neighborhoods, ultimately increasing the efficacy of the city's CIP program and allowing us to re-invest savings into additional infrastructure needs.

Informational Presentations

- *Status of SANDAG's San Diego Regional Bike Plan Early Action Program bikeway projects*
 - The San Diego Association of Government (SANDAG's) Regional Bike Plan Early Action Program proposes up to 50 miles of bikeway infrastructure projects within the City of San Diego. To date, a total of 7.5 miles of bike infrastructure has been built, and additional plans are under review at the City's Development Services Department. This committee should request updates as to the status of SANDAG's bikeway infrastructure projects in the city.
- *Status of Roundabouts Master Plan*
 - The City's CAP calls for implementation of a Roundabouts Master Plan to install roundabouts and reduce vehicle fuel consumption. This committee should receive a presentation on the status of this proposed master plan.
- *Status of Deferred Infrastructure*
 - This committee should request an informational overview of the status of the City's deferred infrastructure needs and funding strategies to address this backlog.
- *City Bike Infrastructure Design Standards*
 - The City's Bicycle Advisory Committee began review of new bike design standards and guidelines at the end of 2018. This committee should request a presentation on these guidelines.

- *Infrastructure Equity*
 - This committee should request an information item to explore disparities among the City's Council districts in terms of the presence and investment in critical infrastructure and address each district's needs, including important data such as traffic collisions per district, total amount of CIP investment per district, miles of sidewalk, and miles of paving per council district in order to explore the relationship between infrastructure priorities and neighborhood need and to determine if there are existing inequities that need to be examined and corrected.

Should you have any further questions, please free to contact Brittany Bailey in my office at (619)236-6633 or bnbailey@sanidiego.gov.

cc:

Honorable Mayor Kevin Faulconer

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