



January 20, 2022

San Diego City Hall  
202 C Street  
San Diego, CA 92102  
[Vial Email](#)

**SUBJECT: Climate Action Campaign 2022 Active Transportation & Infrastructure Committee Priorities Recommendations**

Honorable Chair von Wilpert and Committee Members,

Climate Action Campaign is a watchdog organization based in San Diego and Orange County with a simple mission: stop the climate crisis through effective policy action.

The Active Transportation & Infrastructure Committee oversees projects and programs that are critical to slashing transportation emissions, implementing the Climate Action Plan, and achieving a climate-just San Diego. We recommend the following priorities for this year:

***Agendize CAP 2.0 for Review, Feedback, and Committee Workplan Development:***

In late 2021, the Sustainability Department released a draft update to the City of San Diego's 2015 Climate Action Plan, which aims to achieve net zero emissions by 2035. Achieving a Zero Carbon San Diego will require an unprecedented level of action and investment at all levels of government, which is necessary to stave off the worst impacts of the climate crisis.

We urge the Active Transportation & Infrastructure Committee to agendize a CAP presentation from the Sustainability & Mobility Department, with a particular focus on Strategy 3: Mobility & Land Use. Thus, the Committee Members (and the public) can review and provide feedback on the measures and emissions reduction targets that make up Strategy 3.

This committee's 2022 workplan should oversee the successful implementation of the CAP's mobility measures, and put the city on track to achieve their associated emissions reductions, with particular emphasis on the revised mode shift targets for biking, walking, and transit.

***Prioritize Transportation and Infrastructure Investments in Communities of Concern:***

Historically underinvested Communities of Concern have the least access to safe and sustainable active transportation infrastructure, and face higher rates of traffic violence, especially pedestrians and cyclists. All infrastructure investments overseen by this committee must center equity and climate justice—especially those that increase safety, air quality, and access to job centers. We urge the committee to prioritize investments in communities identified in the City's [Climate Equity Index](#).

***Fully Fund and Finish the Mobility Master Plan (Mobility Action Plan 2.0):***

Transportation accounts for more greenhouse gas emissions than any other sector. Accordingly, the 2015 CAP called for 50% of commutes in Transit Priority Areas to be taken by bike, walk, and transit by 2035. However, annual monitoring shows that the City has made little progress towards these mode shift targets, which are key to the CAP's overall emissions reductions.

The CAP update proposes even more aggressive mode shift targets. We urge the committee to fully fund and finish the MMP, to provide the needed roadmap to achieve the CAP's legally-binding mode shift targets. The MMP should demonstrate through mode shift modelling (similar to the Downtown Mobility Plan) how the City's proposed network of sustainable transportation projects will close the gap between SANDAG's 2021 Regional Plan and the CAP's requirements for mode shift. The MMP should include specific projects, costs, and implementation timelines. See our latest report—[Missing the Mark](#)—for further analysis.

***Implement 25 Miles of Protected Bike Lanes Per Year:***

The City will not achieve its legally-binding mode shift targets for biking without implementing a robust network of physically protected bike lanes. Safe, protected facilities are critical for riders of all ages and abilities, and will reduce deaths and serious injuries in our streets.

We applaud the City for launching the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT), which will implement 9 miles of facilities per year. To achieve a complete network of quick-build facilities, we urge the committee to oversee the implementation of 25 miles of protected bike lanes per year, [as advocacy organizations pushed for in 2021](#) after the preventable deaths of several cyclists.

The City should use quick-build strategies such as paint, flex-post, and bollards to implement a connected network as quickly as possible. Projects should be selected based on ridership, connectivity, access to jobs and transit, and the threat of traffic violence.

***Agendize a discussion on Climate Impacts to City mobility projects***

As the climate crisis accelerates, the City must begin to discuss how climate change (sea level rise, heat waves, wildfires, etc.) will impact current and future City mobility projects. The City's ResilientSD framework provided helpful context to this matter, and we encourage the committee to have a focused discussion about how our transportation planning must factor in our new reality.

Thank you for the opportunity to provide input on the Active Transportation & Infrastructure Committee's 2022 priorities. We look forward to continued engagement with this committee throughout this year.

Sincerely,

*N Harris*

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Climate Action Campaign