



March 29, 2018

To: Mayor Kevin Faulconer, Council President Myrtle Cole, Council President Pro Tem Barbara Bry, and Councilmembers Zapf, Ward, Kersey, Sherman, Cate, Alvarez, and Gomez

Subject: Prioritize Mobility in FY 19 Budget and Secure an RTP Compliant with AB 805

Dear Mayor and Councilmembers,

The undersigned organizations jointly submit this letter to urge the city to address mobility as a top priority, in support of climate, equity, safety, health, and quality of life for San Diego families.

We are proud of our groundbreaking Climate Action Plan; however, there remain serious gaps in implementation around equitable and sustainable mobility options. The city must allocate adequate resources to transportation planning and infrastructure in order meet its mode share targets for walking, biking, and transit. Investing in sustainable modes of transportation in high-scoring CalEnviroScreen communities will help close equity gaps by connecting youth to opportunity, enhancing safety at dangerous intersections, and increasing access to public transportation in communities that rely on it most.

The recent introduction and huge uptake of dockless bike share has shown that the public is hungry for the reshaping of our transportation future that the CAP sets out. The city must now demonstrate its commitment to increasing mobility opportunities through development of a Transportation Master Plan, significant investments in the FY19 Budget, and the use of its newfound voting power at SANDAG.

Below, please find our recommendations on steps the city must take to adequately prioritize mobility.

1. Establish a Roadmap to Meeting the CAP Transportation Targets

Develop a Comprehensive Transportation Master Plan

The city has promised development of a comprehensive Transportation Master Plan, which must define the strategies the city will implement to achieve the mode share targets set forth in the CAP. The plan should establish a clear vision for how San Diego will become a multi-modal city that supports mobility for healthy citizens in a safe, accessible, and vibrant city, increases affordability, reduces VMT, and protects and enhances the natural environment. It should lay out both high-level policies and specific actions to achieve that vision.

2. Invest in Transportation Projects in the FY 19 Budget

Significant investment in bike, pedestrian, and transit infrastructure is necessary to advance health, equity, and climate goals. We call on the Mayor to follow through on the promise made in the CAP to ensure that communities scoring in the top 30% of CalEnviroScreen 3.0 are the first in line to benefit from investments in transportation infrastructure. Our top transportation priorities for the FY 19 Budget are discussed below.

Commit Funding to the City's High Priority Vision Zero Projects

The communities most impacted by inaction on pedestrian and bike projects are often low income communities of color. In City Heights, for example, several intersections through the center of the community on El Cajon Blvd and University Ave are some of the most dangerous intersections in San Diego County. Altadena and El Cajon is an intersection that many people from the Karen community use. After a mother and a daughter were struck by a car at this intersection in 2015, the community rallied around this intersection to achieve greater safety measures. After the city installed a crosswalk and overhead beacons, the community still felt unsafe. As recently as February 2018, a car struck a 91 year old woman at Altadena and El Cajon. The city has already identified that this intersection, among other Vision Zero projects, is in need of greater safety measures, specifically a High Intensity Activated Crosswalk. Without a targeted focus on these intersections in the city's budget, tragic accidents will continue to occur and community member will continue to feel unsafe.

On average at least 50 people die in the city in traffic crashes each year, and almost half of these are pedestrians. The city has made important progress in 2017, for example by making dangerous intersections safer, by installing high visibility crosswalks throughout the city, and by approving plans for installing bicycle lanes in Vision Zero corridors. We request continued support for Vision Zero, demonstrated by prioritizing funding for safe street improvements along Vision Zero corridors and Fatal Fifteen intersections in FY19, as listed in both the Circulate San Diego Budget Priority Memorandum and the CBA Budget Memo, attached in the appendix.

Fully Fund the Downtown Mobility Plan

It was recently reported that there may be a delay and cost increase for the Downtown Mobility Plan cycle tracks. The city must stick to its promise of completing the installation of protected bicycle lanes and facilities across the entire 9-mile cycle track to ensure the safety of the increasing number of riders downtown. The city can take the necessary steps to complete its current plan using low-cost temporary

materials, where concrete barriers are not fiscally or logistically feasible, across the entire network by 2019. Specifically, we request the city fully fund the remaining \$7.5 million currently unfunded for construction of the \$15 million cycle track network in the Downtown Mobility Plan, and complete implementation of the cycle track network using low-cost, functional barriers, by June of 2019, as promised by the city in 2016.

Fully Fund the Highest Priority Bike Projects and Mobility Monitoring

To achieve the CAP targets and fully implement Vision Zero, the Bicycle Master Plan, the City General Plan, and the Bicycle Program Strategic Implementation Plan, the city must commit to fully funding high priority projects and implementing a method of monitoring ridership and collecting data to ensure the city meets its mode share goals. The city must take further steps to ensure funding for the high priority bike projects outlined in the plans mentioned above. We request that the following steps receive full funding in the FY19 Budget:

- Implementation of the highest priority bike projects in the Bike Master Plan. Specifically, ensure completion of bike improvements on El Cajon from 43rd to Montezuma and University from Boundary to Winona, as promised in the FY 17 CAP Budget & Implementation Report.
- Complete the development of a bike counters monitoring program using smart streetlights or other technology. This program's metrics should be made widely available to the public.
- Pursuant to the Bicycle Strategic Implementation Plan, continue leveraging 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. Additionally, coordinate with local transit agencies' policies and programs to strengthen local and regional bike/transit connections.

Appoint a Director of Mobility

Appoint a Director of Mobility in the Mayor's office, whose responsibilities would include representing and advocating for a safe, sustainable and efficient system of transportation and accessibility on the city's behalf through communication and collaboration with SANDAG, MTS, state and federal agencies, the Port of San Diego, the Bicycle Advisory Committee (BAC), and the advocacy groups who work on transit, environmental justice, connectivity, and mobility. The Director of Mobility should take a proactive role in shifting mobility patterns across the city and be responsible for coordinating short- and long-term CAP transit and mobility goals among city departments.

Create a City of San Diego Mobility Department

Create a Mobility Department to elevate transportation and mobility to the highest priority and deliver efficient, effective solutions. The Department would advance the city's goals of creating a safe, connected, vibrant, affordable, and innovative city of all. In addition, the Department would work with other agencies to institute public awareness campaigns about traffic safety and mobility to all road and transit users, including community outreach, cycling opportunity education, and ridership incentive programs. The Department would also work with the city and Bicycle Advisory Committee to begin the process of updating the Bicycle Master Plan, which requires an update from its 2013 Draft to align with CAP goals.

Expand Youth Transportation Options

Access to safe, affordable, and convenient transportation shapes the landscape of opportunity for youth. We call on the Mayor to identify and prioritize projects that enable and encourage youth transit ridership. An equitable strategy must be implemented for no-cost student transit passes for youth, which would support opportunities to access jobs and extracurricular activities. Furthermore, increasing youth transit ridership directly supports the CAP mode share targets.

3. Lead at SANDAG to Secure Supportive Regional Policy

Ensure Development of a Regional Transportation Plan (RTP) Consistent with CAP Targets

Assembly Bill 805 both requires SANDAG to harmonize its RTP with local Climate Action Plans and affords San Diego significantly enhanced voting power at that agency. We need the Mayor to consistently attend SANDAG Board meetings and to insist that the Preferred Scenario for the RTP will support the City of San Diego in meeting its target of 25% of urban commuters taking transit by 2035. The city cannot meet its emissions reduction targets or its transit target without a supportive RTP.

Conclusion

The ambitious CAP was passed with unanimous bipartisan support from the Council and the Mayor, and we are confident we all want to ensure we remain a north star for climate action around the state, the nation, and internationally. At the center of the CAP are ambitious yet feasible pedestrian, bike, and transit goals that our city leaders must prioritize in every fiscal year. To stay true to the promises made in the CAP, the city must devote sufficient resources, staff time, and attention to implementing the transportation strategies laid out in the plan. Proper funding and investment in the implementation of the above mobility requests will make San Diego a healthier, more equitable, and economically vibrant city center with high quality of life for all.

Sincerely,

Sophie Wolfram
Climate Action Campaign

Ana Reynoso
Environmental Health Coalition

Andy Hanshaw
San Diego County Bicycle Coalition

Carolyn Scofield
Chula Vista Partners in Courage

Colin Parent
Circulate San Diego

Jeff Kucharski
BikeSD

Kristen Victor
The Pacific Beach EcoDistrict
Sustainability Matters

Kyra Greene
Center on Policy Initiatives

Joe LaCava
LaCava Consulting

JP Bruner
Surfrider San Diego Chapter

Lisa Wellens
SanDiego350

Micah Perlin
Progress San Diego

Nicole Burgess
Bike Walk San Diego District 2

Pam Heatherington
The Environmental Center of San Diego

Randy Van Vleck
City Heights Community Development Corp.

Ryan Vaughn
Surfrider San Diego Chapter

Sean Elo
Mid-City CAN

Shannon Fleener
Board Member, Greater Golden Hill CDC

Appendices:

[Bicycle Advisory Committee Strategic Implementation Plan](#)

[Circulate San Diego Budget Priority Memorandum](#)

[Community Budget Alliance Memo](#)

[City of San Diego Downtown Mobility Plan](#)

[FY 17 CAP Funding and Implementation Memo](#)