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May 2, 2023

Mayor Todd Gloria  
City of San Diego  
202 C Street, 11th Floor  
San Diego, CA 92101

**SUBJECT: Proposed Budget Lacks Sufficient Funding for Vision Zero**

Dear Mayor Gloria:

The undersigned organizations write to urge you to include additional funding for Vision Zero in the May Revise of the Proposed Budget. Pedestrian fatalities in San Diego are at a 10 year high. Investing in safety will save lives.

In September 2022, our coalition [sent a letter](#) requesting funding for Vision Zero. Four of our budget requests were included in at least six councilmember budget memos, yet they were excluded from the Proposed Budget. These budget items are important to bicycle and pedestrian safety, and should be included in the May Revise.

We understand that this is a tight budget year. However, transportation funding in this Proposed Budget is actually \$6.5 million higher than it was in the FY 23 budget. Moreover, the total cost of these asks is roughly \$6 million. This sum represents only three percent of the overall \$193.2 million proposed transportation budget. We are confident that the City can find funding for these budget asks without increasing the overall transportation budget.

Saving lives is worth the investment, especially at such a modest price. We urge you to include the below recommendations in the May Revise of the budget:

- **Increase Mileage Targets for the STAT**

The FY 2023 budget included a line item for \$1.1 million in funding for the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT). The STAT is responsible for constructing quick-build bikeways using cheap and impermanent materials like flexible bollards and striping. This funding should be doubled to \$2.2 million for FY 2024. The STAT team's current mandate to build nine miles of quick-build bikeways per year is insufficient to meet the City's Climate Action Plan and Vision Zero goals; with increased funding, this mandate should be doubled to at least eighteen miles per year.

Estimated Cost: \$1.1 Million

- **Fix San Diego's Most Dangerous Intersections**

The City should continue its work fixing the most dangerous intersections according to the Systemic Safety Analysis Report Program. These improvements should include effective, low-cost measures like lead pedestrian interval blank out signs, audible pedestrian signals, countdown timers, and high visibility crosswalks. In FY 23, the City improved 10 intersections at a cost of \$3,910,850. **The proposed budget includes only 7 intersections, at a cost of \$3.7 million.** With additional funding, the City should be able to improve at least 15 intersections. The City can improve the return on its investment by focusing on the effective, low-cost solutions mentioned above.

Estimated Cost: \$4.2 Million

- **Complete an Updated Bicycle Master Plan**

San Diego's Bicycle Master Plan has not been updated since 2013, at which time the safest, Class IV classification of bikeways was not used. The new Mobility Master Plan will only include a new Bicycle Master Plan as an implementing action, meaning there are no immediate plans to begin an update. To set San Diego on the right track towards its CAP goals, this update should be funded and begun as soon as possible. This plan should follow the lead of SANDAG and adopt the [NACTO Urban Bikeway Design Guide](#) as the design standard for all new bike facilities. **This item was included in eight out of nine councilmember budget memos.**

Estimated Cost: \$500,000

- **Install Physical Protection for All New Full-build Class IV Bikeways:**

Almost all recent Class IV bikeway projects in San Diego have used flexible bollards to separate bikeways from travel lanes. While flexible bollards are useful for demarcating space for bicyclists, they do not have any stopping power to prevent drivers from hitting bicyclists. All new full-build Class IV bikeways should use physical protection such as concrete curbs or inflexible bollards to separate bikeways from traffic lanes. This item would require increasing the Transportation Department's budget for each new Class IV bikeway.

As the city currently spends approximately \$200,000 per mile when implementing Class IV bikeways during resurfacing, this budget request would require \$50,000 to \$200,000 in additional funding per mile, depending on the type of physical protection implemented. The funding needed for this request would depend on the miles of Class IV bikeway planned for FY 2024. Based on the 5.6 miles of Class IV bikeway that Transportation has planned for FY 2023, total cost would be approximately \$300,000-\$1.2 Million.

Estimated Cost: \$50,000 to \$200,000 per mile

Council District(s) Impacted: All

**Total Cost: \$6 million**

The City of San Diego has made commitments to end traffic fatalities and to dramatically reduce our greenhouse gas emissions. Neither of these commitments can be met without investing in safe bicycle and pedestrian travel infrastructure. We urge you to support these budget items.

Sincerely,

Jesse O'Sullivan  
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Circulate San Diego

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Founder and Chair  
Families for Safe Streets San Diego

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CC:

- Heidi Vonblum, Director, Planning Department
- Bethany Bezak, Director, Transportation Department
- Alyssa Muto, Director, Sustainability and Mobility Department
- San Diego City Council