



# Policy Pathways: City Planning

-Preeti Syal

# Man Paralyzed in San Diego Cycling Crash Gets \$20M

**Sidewalk lawsuits could cost San Diego  
taxpayers millions of dollars**

## The Problem

### Lawsuit targets City of San Diego and dockless scooter companies

City, scooter companies facing class action lawsuit

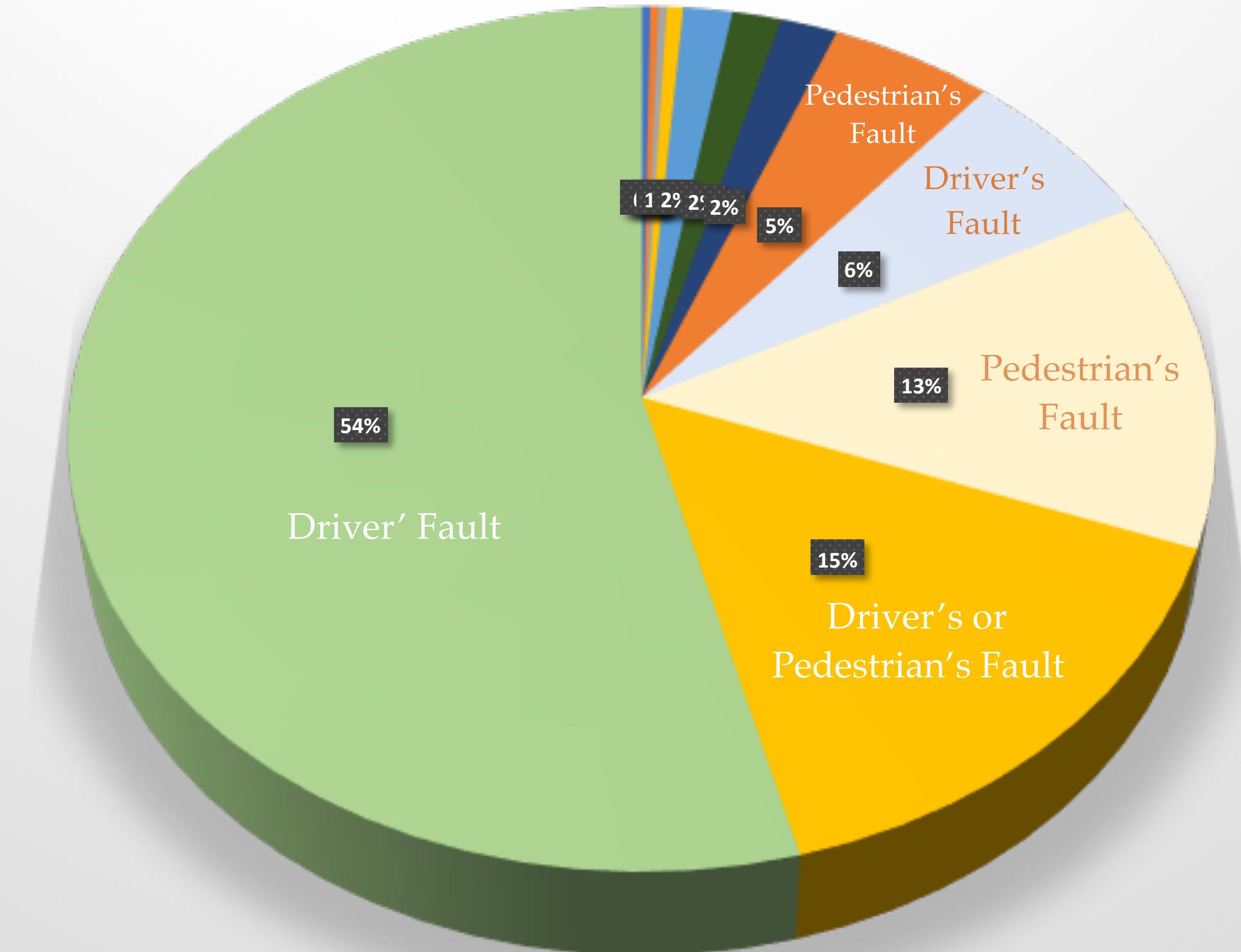
San Diego paying out \$1M in another sidewalk injury settlement

The city of San Diego recently [agreed to a \\$375,000 settlement](#) for the riders who were severely injured in an accident in the neighborhood of Clairemont Mesa.

# Collision Causes

- OBEDIENCE TO OFFICIAL TRAFFIC CONTROL DEVICE (PEDESTRIAN)
- PEDESTRIAN TRAFFIC GREEN LIGHT OR VEH GREEN ARROW
- RIGHT-OF-WAY:DRV'R YIELD TO PEDESTRIAN IN CROSSWALK (I)
- PEDESTRIAN CROSS AT WALK SIGNAL MUST PROCEED TO SIDEWALK (I)
- AFTER STOPPING YIELD TO PEDESTRIANS
- PEDESTRIANS OUTSIDE CROSSWALKS

- PEDESTRIAN ON ROADWAY
- BICYCLE RIDING HAZARDOUSLY W/O YIELDING TO PEDESTRIANS
- USING CAUTION APPROACHING A PEDESTRIAN WITHIN ANY MARKED OR UNMARKED CROSSWALK
- PEDESTRIAN TRAFFIC 'WAIT' SIGN
- PEDESTRIAN NOT TO SUDDENLY ENTER PATH ETC
- YIELD RIGHT OF WAY TO PEDESTRIANS



Data Source : [San Diego Open Data Portal \(Collisions\)](#)

| Cause (Charge Description)   | Count |
|--|-------|
| OBEDIENCE TO OFFICIAL TRAFFIC CONTROL DEVICE (PEDESTRIAN)                      | 1     |
| PEDESTRIAN ON ROADWAY  | 1     |
| PEDESTRIAN TRAFFIC GREEN LIGHT OR VEH GREEN ARROW                              | 1     |
| BICYCLE RIDING HAZARDOUSLY W/O YIELDING TO PEDESTRIANS                         | 2     |
| RIGHT-OF-WAY:DRV'R YIELD TO PEDESTRIAN IN CROSSWALK (I)                        | 6     |
| USING CAUTION APPROACHING A PEDESTRIAN WITHIN ANY MARKED OR UNMARKED CROSSWALK | 6     |
| PEDESTRIAN CROSS AT WALK SIGNAL MUST PROCEED TO SIDEWALK (I)                   | 7     |
| PEDESTRIAN TRAFFIC 'WAIT' SIGN   | 20    |
| AFTER STOPPING YIELD TO PEDESTRIANS  | 25    |
| PEDESTRIAN NOT TO SUDDENLY ENTER PATH ETC                                      | 52    |
| PEDESTRIANS OUTSIDE CROSSWALKS   | 61    |
| YIELD RIGHT OF WAY TO PEDESTRIANS  | 214   |

# Collision Causes

2018

- ❖ About 60% of collisions were driver's fault
- ❖ About 40% of collisions were pedestrian's fault

Table 6-4: Party-at-Fault by Speed of Roadway Where Collisions Occur (2008 to 2012)

| Speed of Roadway            | Percent of Total Collisions | Percent of Total Driver- At-Fault Collisions | Percent of Total Pedestrian-At-Fault Collisions |
|-----------------------------|-----------------------------|--|---|
| High Speed ( $\geq$ 35 mph) | 51.0%                       | 54.4%  | 52.8%   |
| Low Speed ( $\leq$ 30 mph)  | 49.0%                       | 45.6%  | 47.2%   |

Source: City of San Diego (2013); SANDAG (2013); Chen Ryan Associates, April 2014

Why is the number of pedestrian crashes so high and on the rise ?

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## Human Error

# Obvious & Bad Policy Recommendations

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- Heavier Fines
- Stricter Regulations

# Inclusive, Data-Driven Policy Pathway

- ✿ Create A Unified Vision Zero dashboard to :
  - ✿ Allow city to monitor / evaluate its progress better
  - ✿ Avoid issues like manual data collection, bad or inaccurate data
- ✿ Partner with Community Leaders to:
  - ✿ Help bring down costs significantly, by leveraging existing expertise
  - ✿ Allow data fine-tuning based on locational differences
  - ✿ Help assess impact of road-diet and traffic calming practices in pilot projects

# VISION ZERO VIEW

+ Crashes    ▼ Street Design    🕒 Speed Limits    💬 Outreach    📊 Summary

## Traffic Crashes i

### Filters



Injury      Fatality

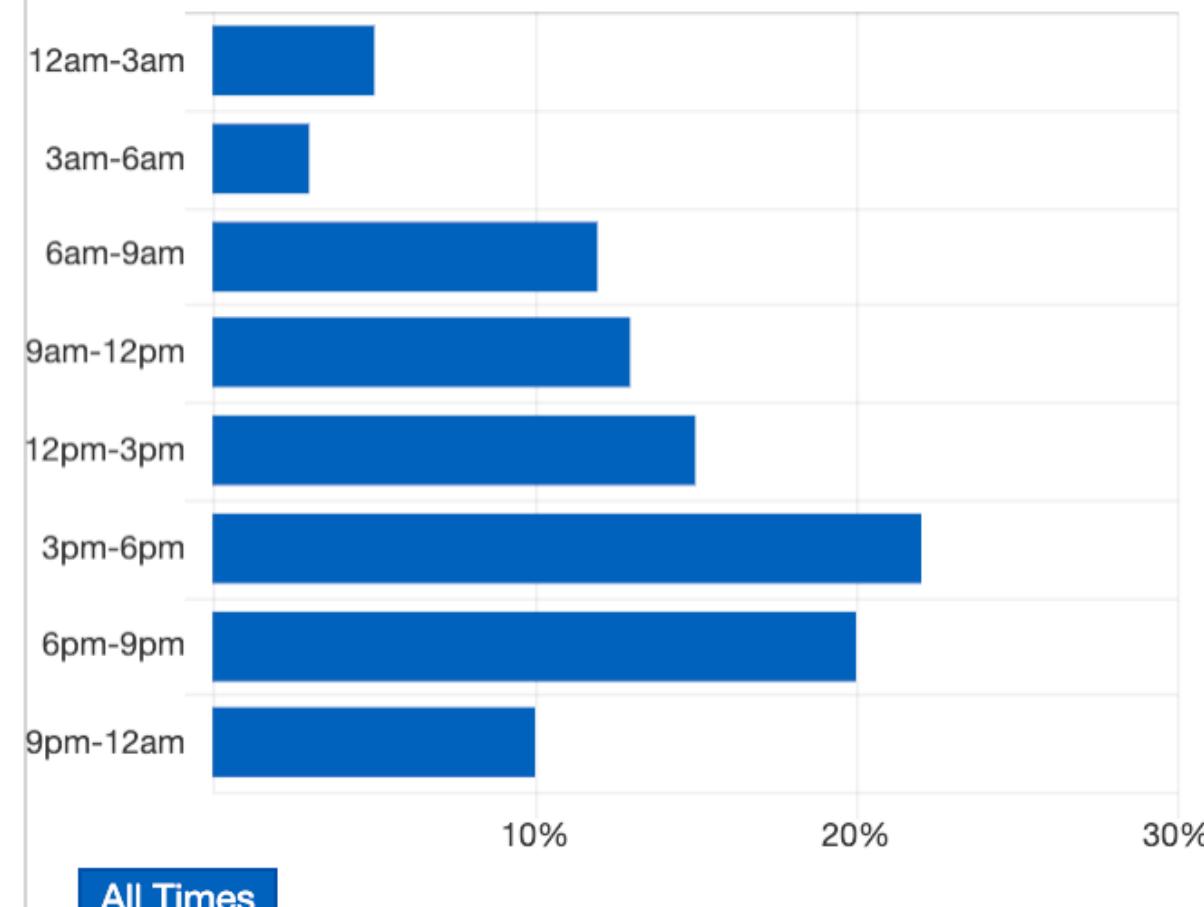
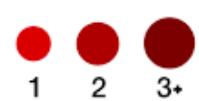
Monthly      Yearly

### Pedestrian Injuries and Fatalities: 2018

#### Injuries



#### Fatalities



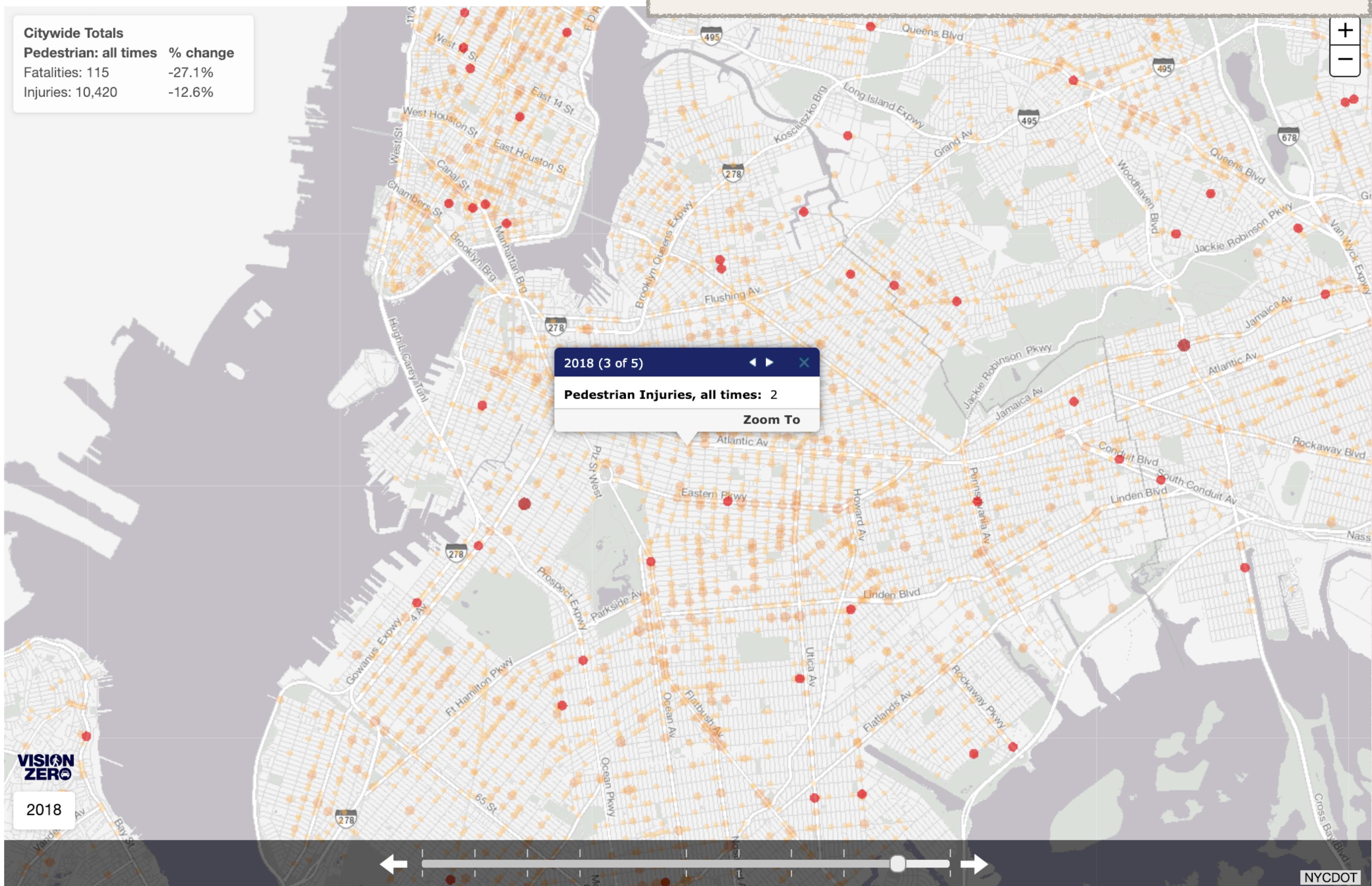
Data as of 02/28/2019

### Citywide Totals

Pedestrian: all times    % change  
Fatalities: 115    -27.1%  
Injuries: 10,420    -12.6%

2018

# Case Study : New York City



NYCDOT

## Midtown West Senior Area

### 7<sup>th</sup> Ave and W 23 St, Manhattan – 2011

- Pedestrian injuries decreased by 68%



Constructed two  
pedestrian safety  
islands

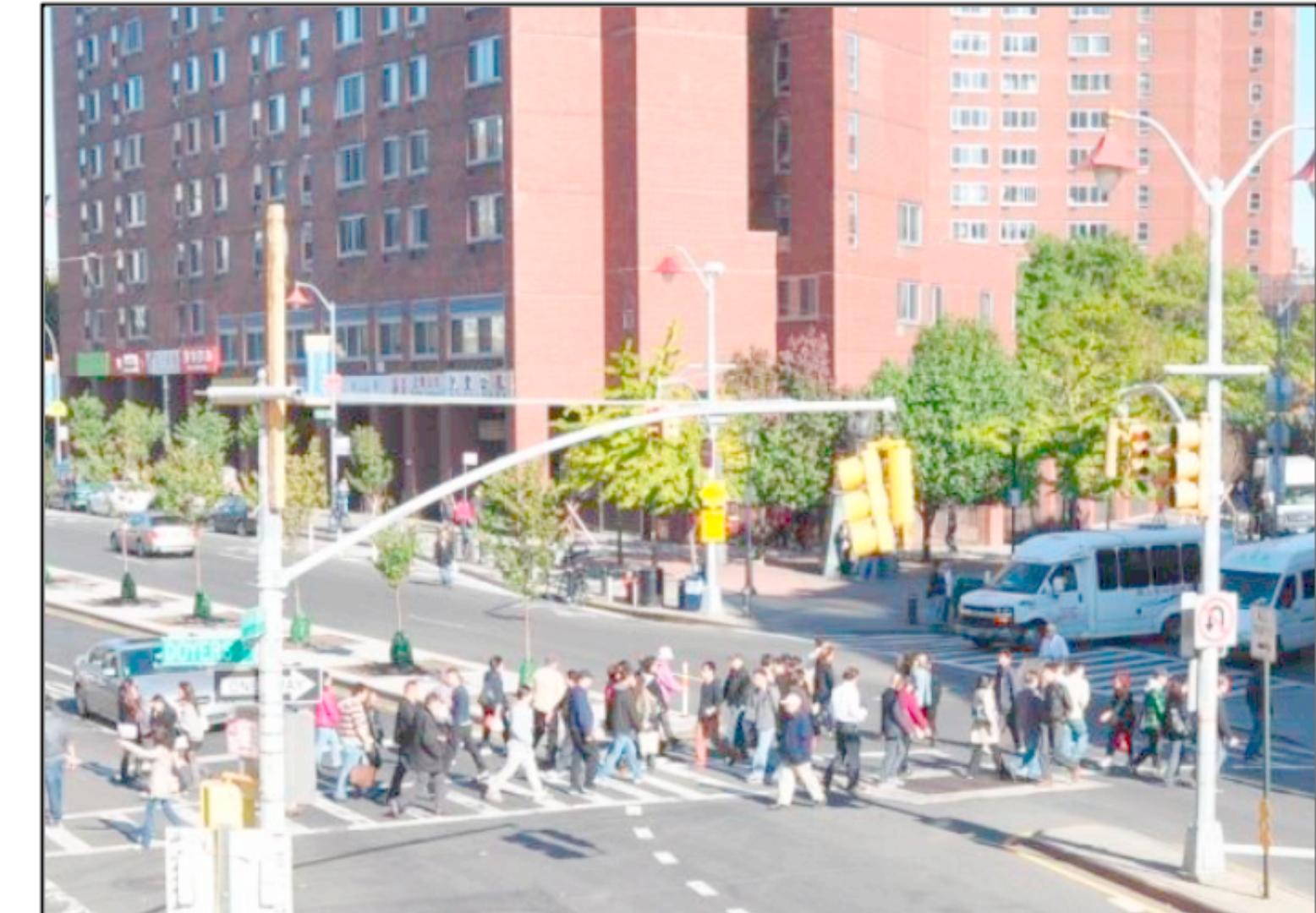




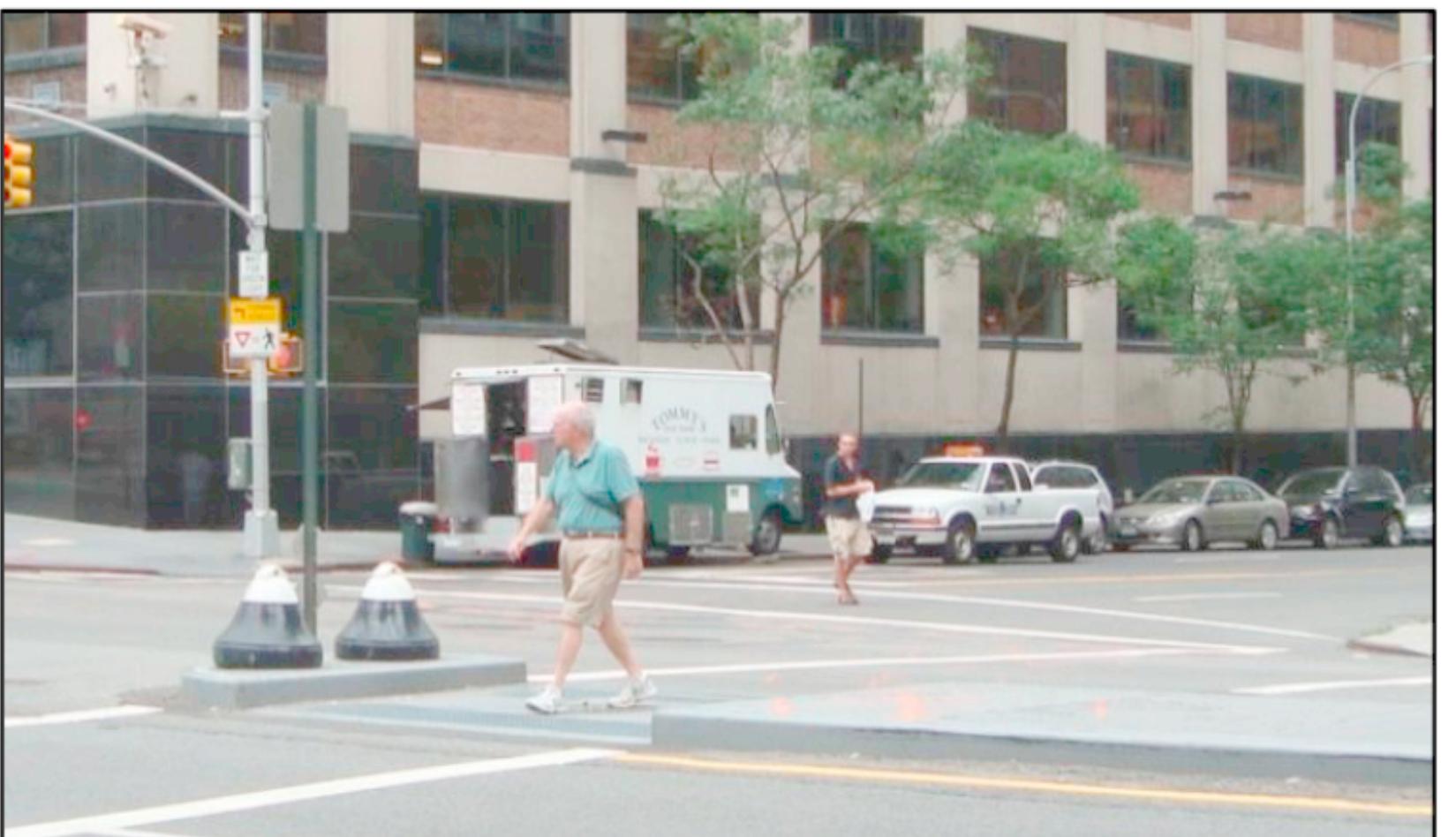
**Daylighting:** better driver-pedestrian visibility



**Countdown signals:** tell pedestrians how much more time they have to cross



**Signal timing:** can add more time to cross where possible, LPIs, split phases, flashing amber turns



**Pedestrian safety islands:** shortens crossings on wide streets, provide safer crossings



**Road diet:** organizes traffic, less speeding



**Sidewalk extension:** shortens crossing distance, slows turning cars

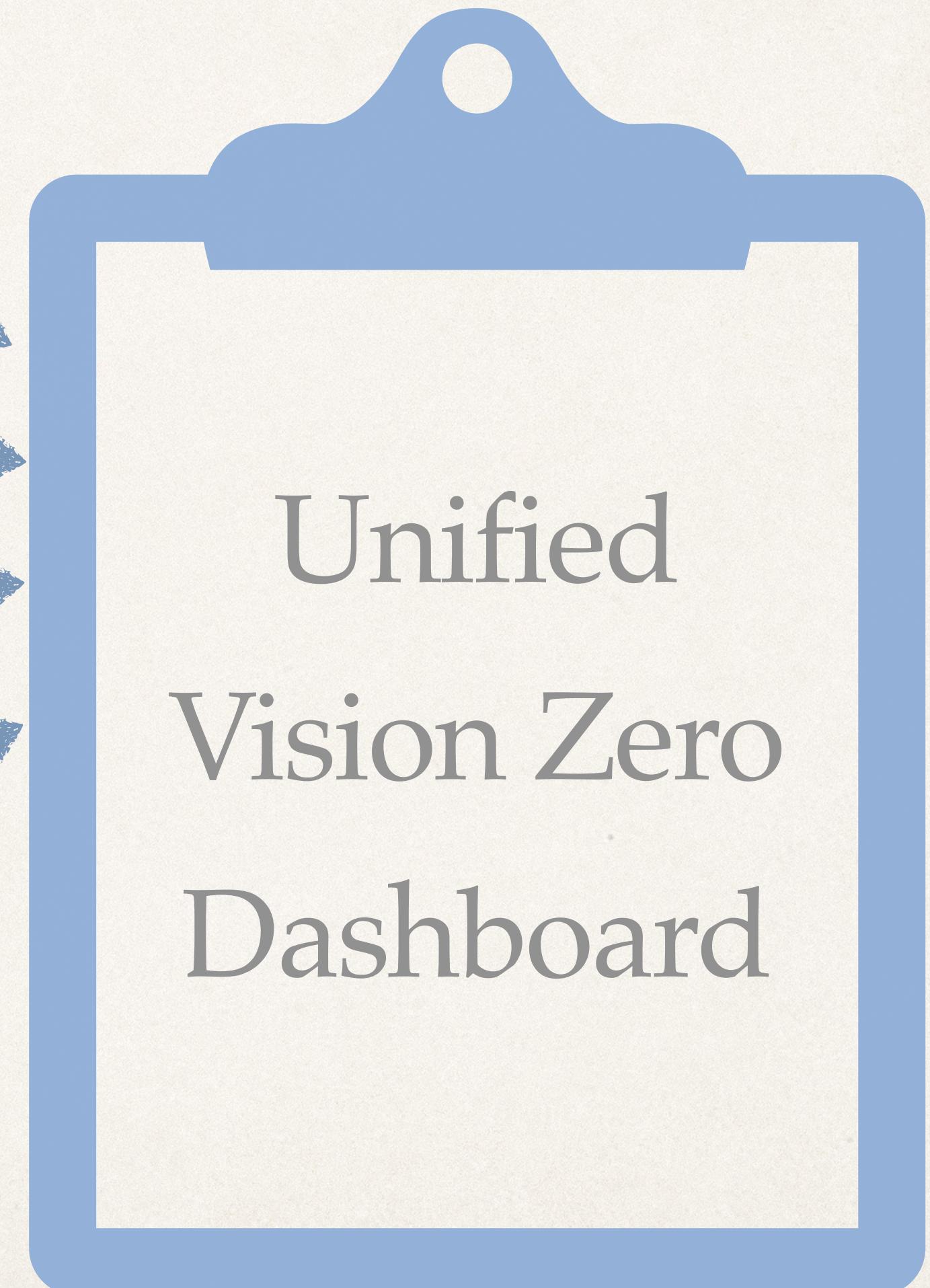
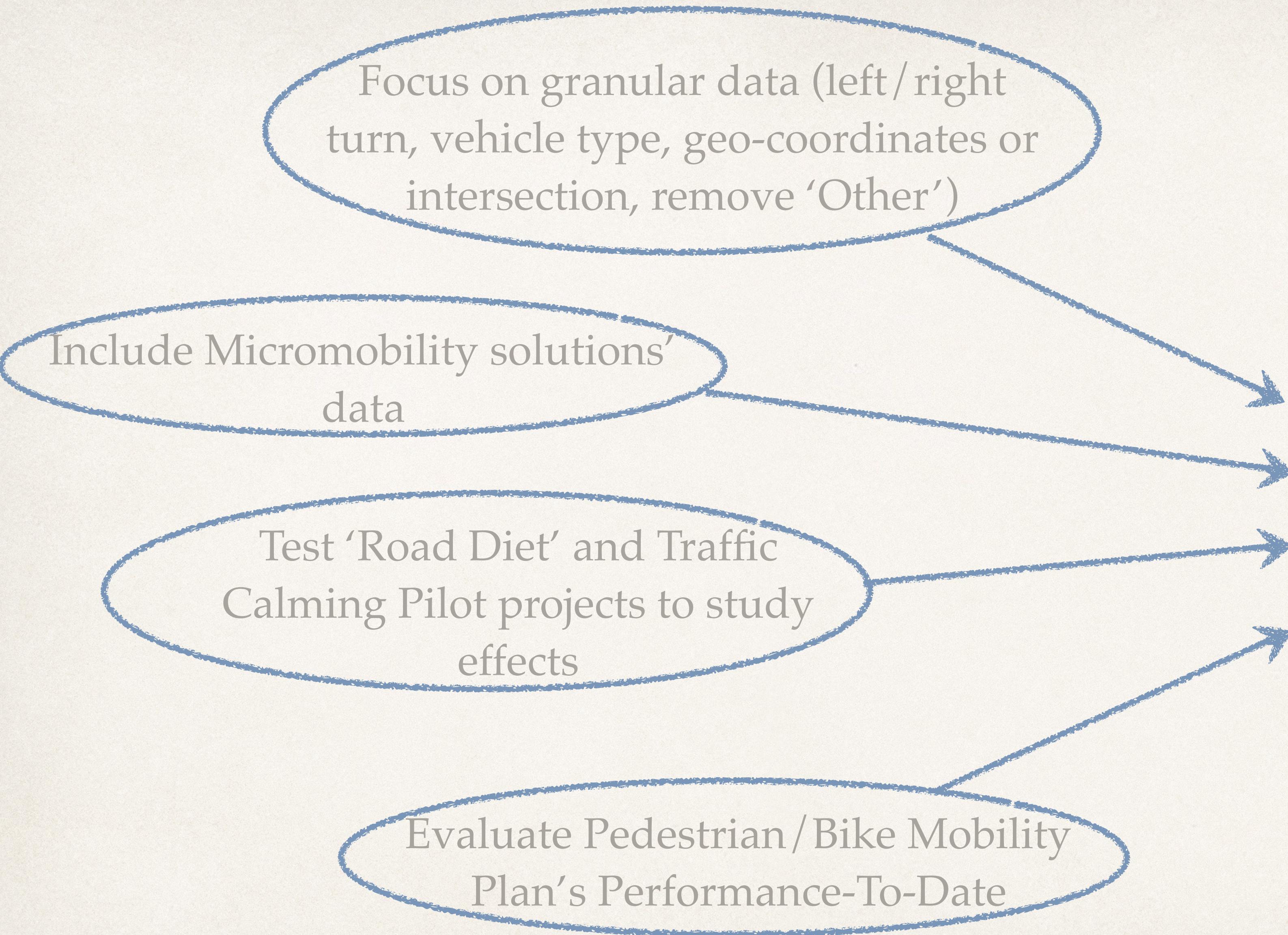
More Info :  
[New York Pedestrian Cross-Section](#)



# VZ Methodology

NYC's  
Left Turn  
Traffic Calming

Remember to..



Unified  
Vision Zero  
Dashboard

# Backup Slides

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# What is Vision Zero?

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A Philosophy advanced first in Sweden in late 1990's, based on the ethical imperative that **No One Should Be Killed or Seriously Injured Within The Transportation System.**



Claes Tingvall,

Architect of Vision Zero

# VZ Methodology

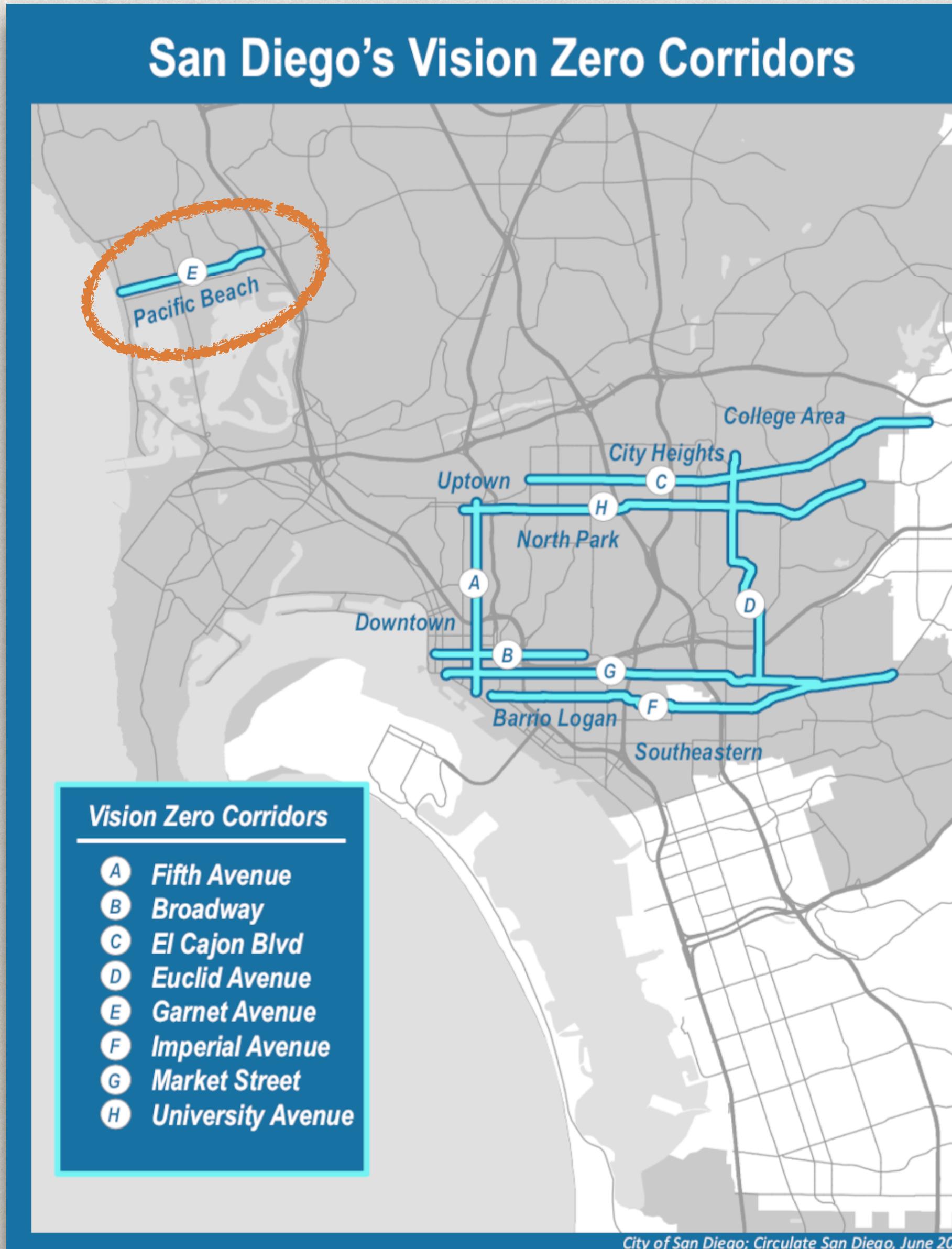


Table 5-1: Number of Pedestrian Collisions by Community Planning Areas (2008-2012)

| Ranking by Number of Collisions | Community Planning Area (CPA) | Number of Collisions by CPA |
|---------------------------------|-------------------------------|-----------------------------|
| 1                               | Downtown                      | 305                         |
| 2                               | Mid-City: City Heights        | 217                         |
| 3                               | Southeastern San Diego        | 151                         |
| 4                               | Uptown                        | 149                         |
| 5                               | Pacific Beach                 | 123                         |
| 6                               | Clairemont Mesa               | 97                          |
| 7                               | Greater North Park            | 96                          |
| 8                               | Encanto Neighborhoods         | 96                          |
| 9                               | Mira Mesa                     | 76                          |
| 10                              | Mid-City: Eastern Area        | 76                          |
| 11                              | University                    | 74                          |
| 12                              | Otay Mesa-Nestor              | 72                          |
| 13                              | San Ysidro                    | 59                          |
| 14                              | Skyline-Paradise Hills        | 58                          |
| 15                              | La Jolla                      | 54                          |

# VZ Methodology

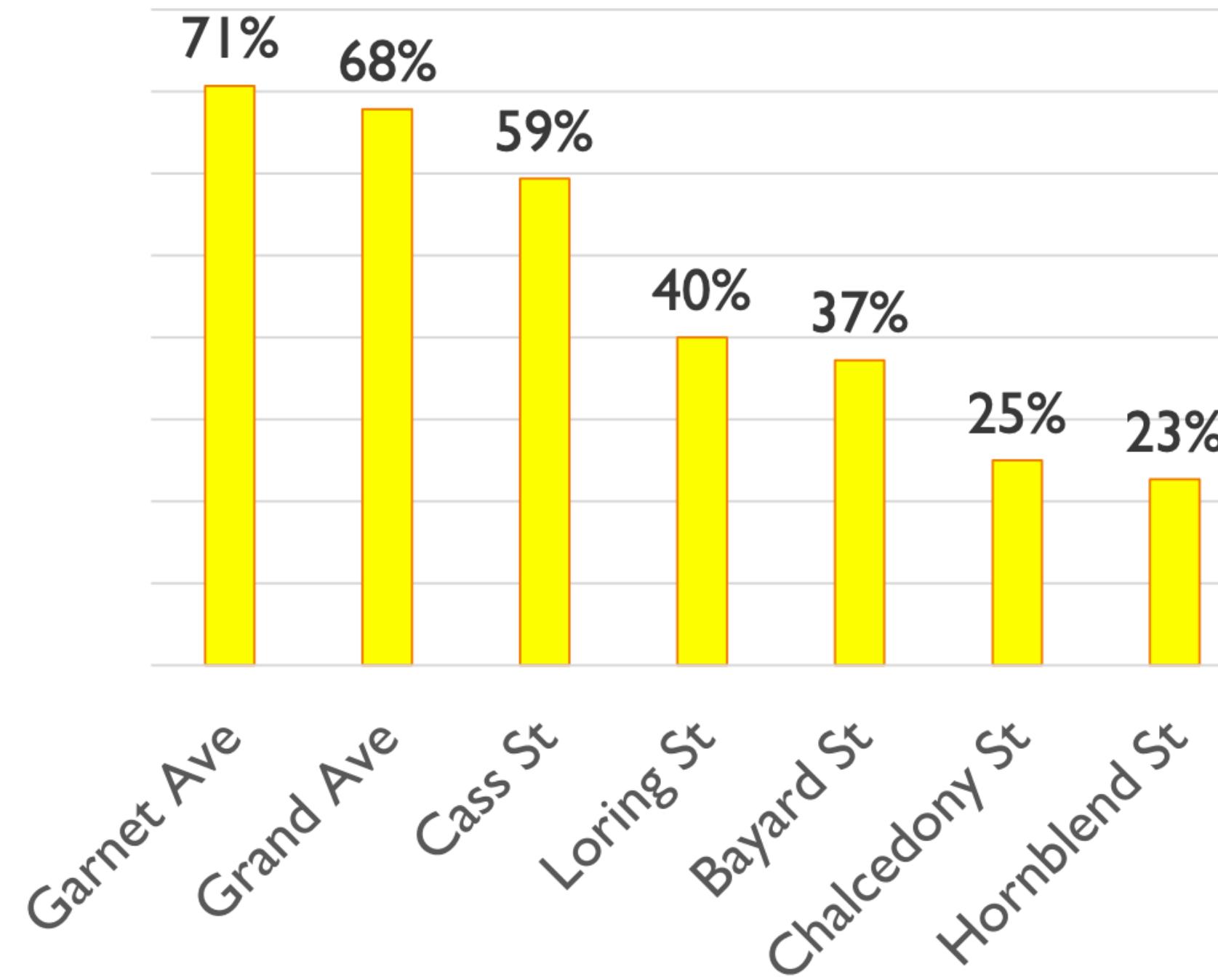


Kristen Victor,  
Ex-President,  
*beautifulPB*

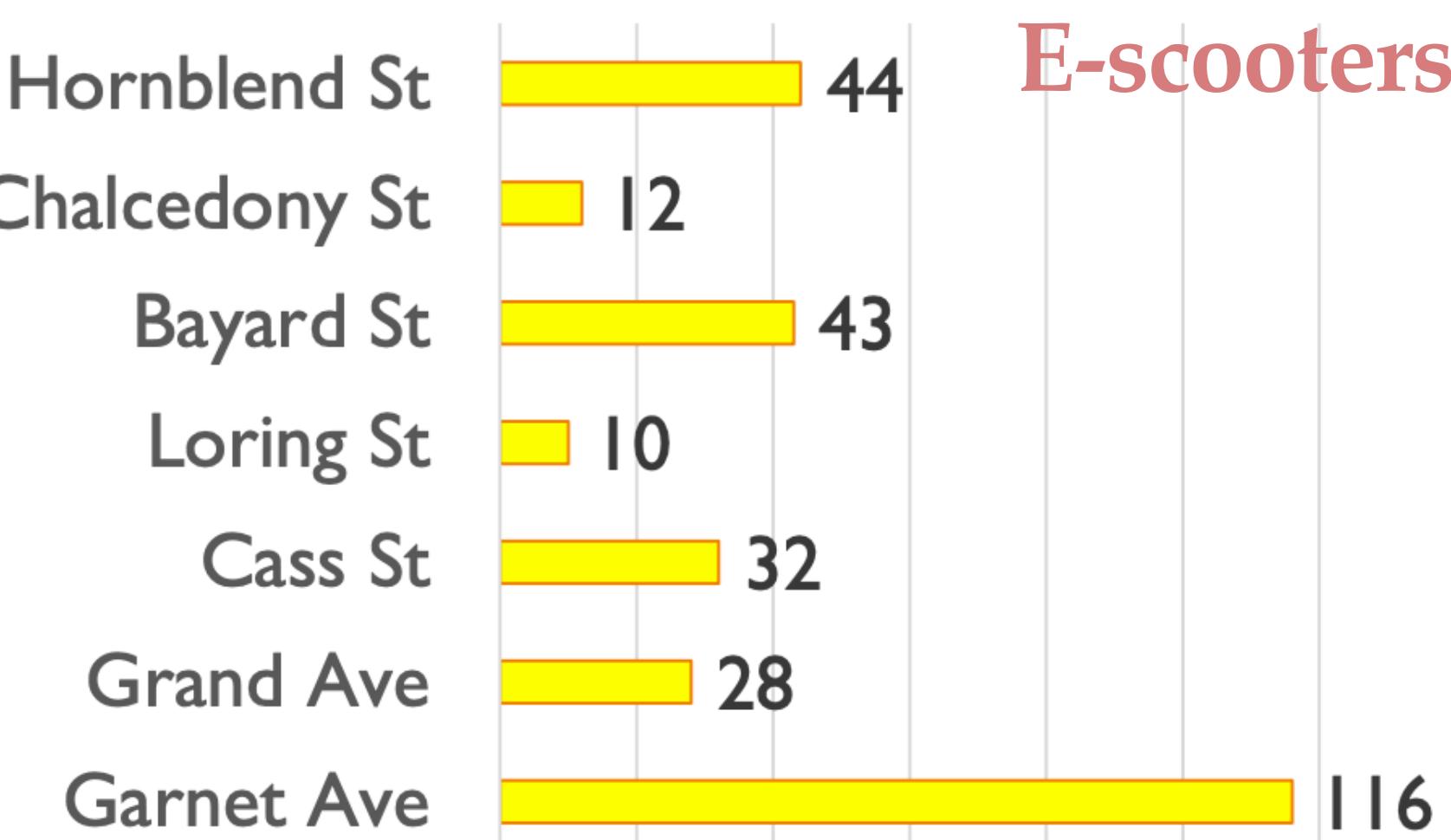


## % of E-Scooters Riding on Pedestrian Walkways

Data Source: *beautifulPB*



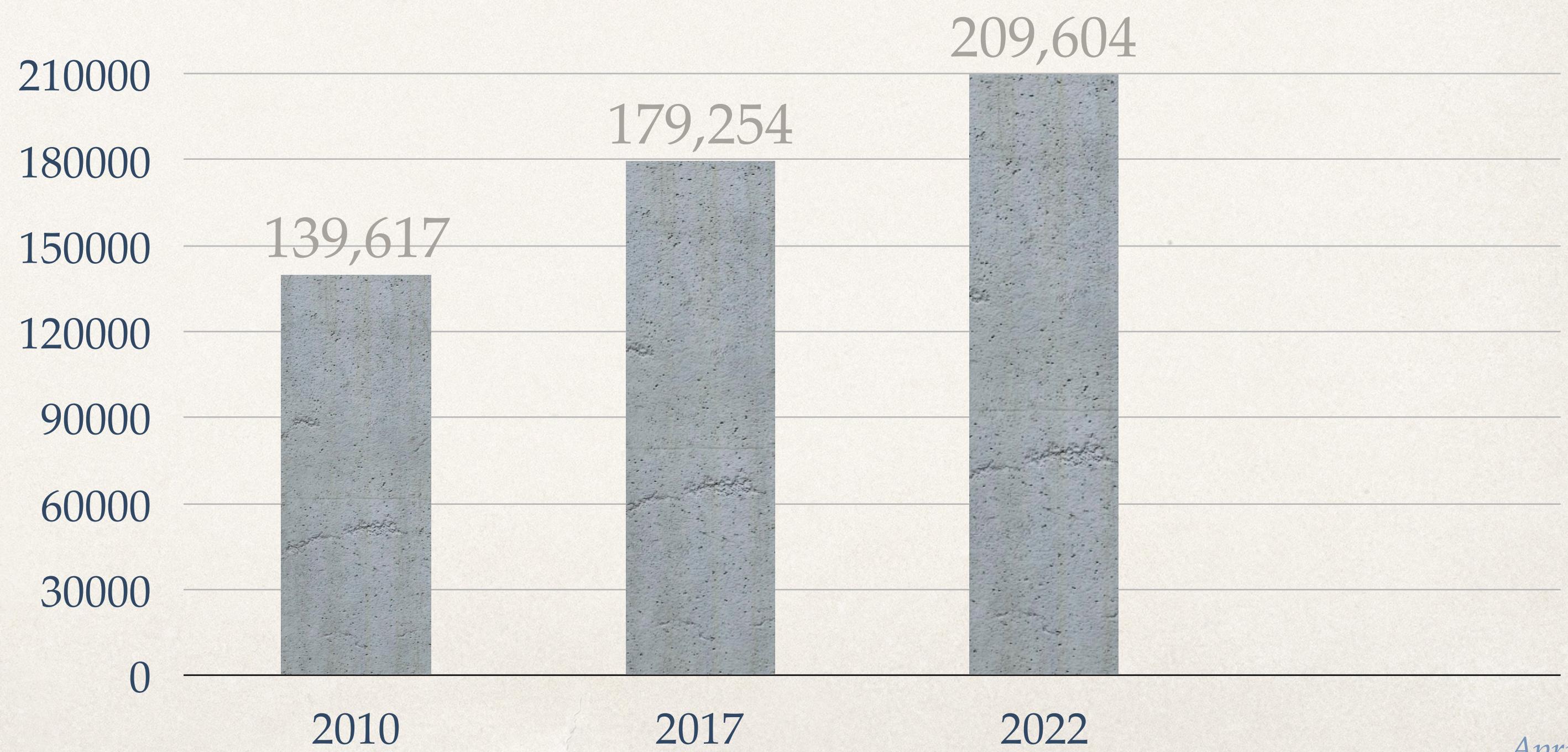
Data Source: *beautifulPB*



| <b>Population by Age</b> | <b>Census 2010</b> |                | <b>2017</b>   |                | <b>2022</b>   |                |
|--------------------------|--------------------|----------------|---------------|----------------|---------------|----------------|
|                          | <b>Number</b>      | <b>Percent</b> | <b>Number</b> | <b>Percent</b> | <b>Number</b> | <b>Percent</b> |
| 0 - 4                    | 80,717             | 6.2%           | 80,936        | 5.8%           | 85,212        | 5.8%           |
| 5 - 9                    | 75,069             | 5.8%           | 79,337        | 5.7%           | 79,093        | 5.4%           |
| 10 - 14                  | 75,375             | 5.8%           | 78,129        | 5.6%           | 79,681        | 5.5%           |
| 15 - 19                  | 90,548             | 7.0%           | 88,558        | 6.3%           | 88,486        | 6.1%           |
| 20 - 24                  | 124,722            | 9.6%           | 124,804       | 8.9%           | 120,355       | 8.2%           |
| 25 - 34                  | 228,432            | 17.5%          | 251,497       | 18.0%          | 263,558       | 18.0%          |
| 35 - 44                  | 183,217            | 14.1%          | 190,039       | 13.6%          | 208,153       | 14.2%          |
| 45 - 54                  | 172,042            | 13.2%          | 170,473       | 12.2%          | 167,996       | 11.5%          |
| 55 - 64                  | 131,869            | 10.1%          | 154,819       | 11.1%          | 159,879       | 10.9%          |
| 65 - 74                  | 72,078             | 5.5%           | 102,328       | 7.3%           | 120,270       | 8.2%           |
| 75 - 84                  | 46,627             | 3.6%           | 51,529        | 3.7%           | 62,681        | 4.3%           |
| 85+                      | 20,912             | 1.6%           | 25,397        | 1.8%           | 26,653        | 1.8%           |

# San Diego's Rising Senior Population

Projected to  
increase by  
17%



As road traffic administrators we certainly never killed people with intent, but safety never was our main concern. A few hundred years ago, it was accepted wisdom that people got ill because of their immoral way of living and their failure to live by God's will.

When it comes to [road violence], we still come across pretty much the same attitude today: We have understood that we get sick because of bacteria and viruses. But when [a collision] occurs, we still blame the victims for their stupidity and irresponsibility.

— Claes Tingvall |

# How are San Diegans getting around on our streets?



83%  
in cars

16%  
on foot

1%  
on bikes

*Vision Zero Report : Circulate San Diego*

# How are San Diegans dying on our streets?



32%  
in cars



53%  
on foot



15%  
on bikes

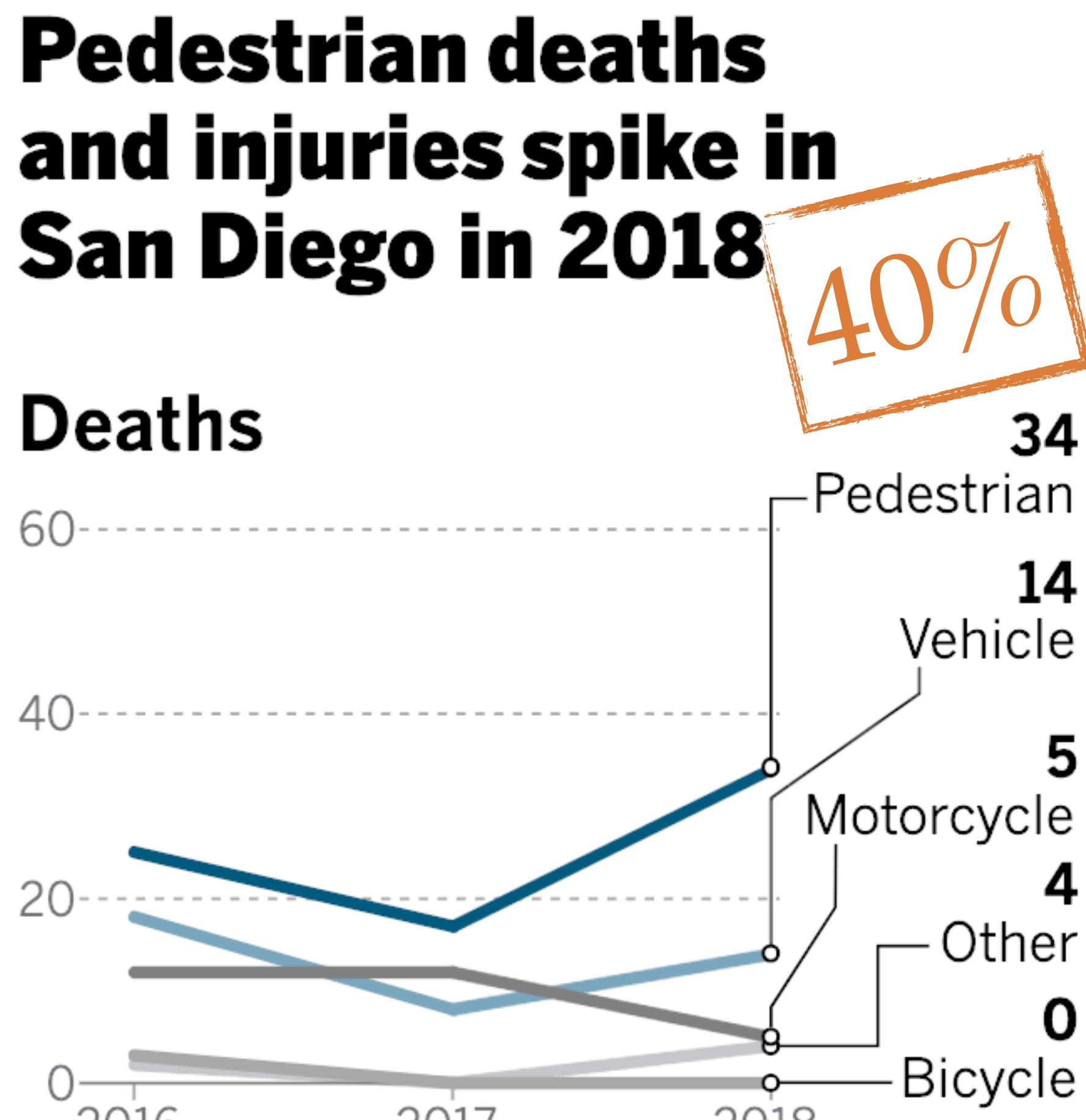
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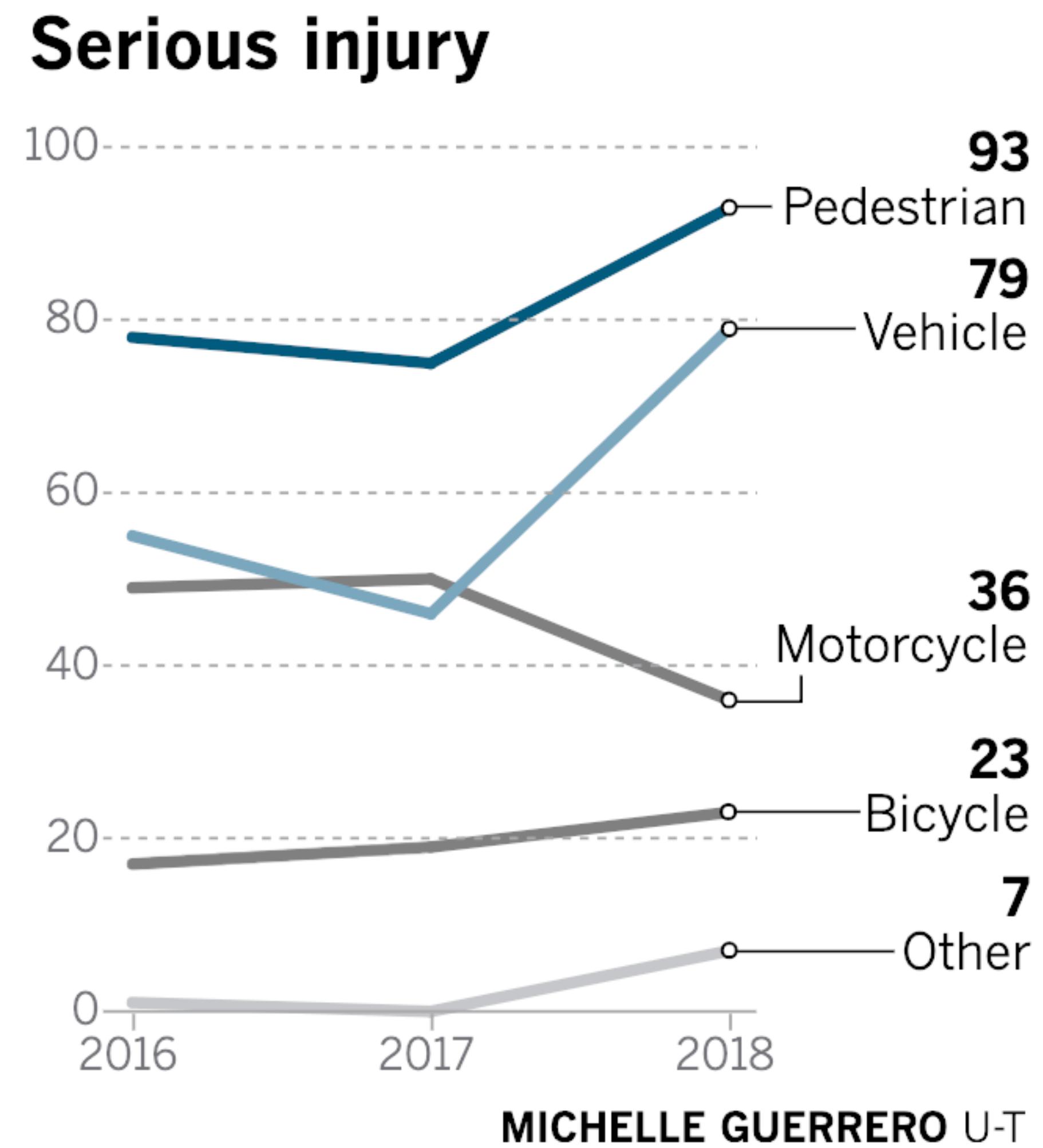
*"Vision Zero was adopted by the city in 2015 and we have seen success in increasing the spending on Vision Zero, but not nearly enough to meet the need we have"*

- Maya Rosas, Policy Director  
(Circulate San Diego)

# The Problem



Source: San Diego Police Department



MICHELLE GUERRERO U-T