SOUTHEASTERN COMMUNITY MOBILITY ROADMAP
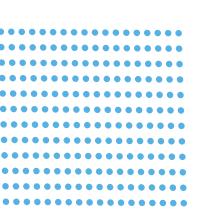
a transportation equity & participatory budgeting project
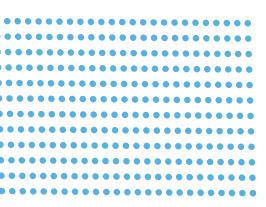
Special Thanks to Our Partners

Contents

PROJECT
BACKGROUND

There have been many planning processes that detail community members' mobility priorities and visions in Southeastern San Diego. Community-based organization (CBO) partners shared that very extractive planning methods had been used in the Southeastern community in the past, including but not limited to planning projects where information had been acquired from community members with no visible results or follow through about how the information they shared was used in reports. This caused community members to feel disrespected and unheard. These practices have also led to community members being asked the same questions repeatedly for different projects, thus causing planning fatigue and lack of interest in engaging in planning efforts. Taking this context into consideration, the Southeastern Community Mobility Roadmap planning process builds upon previous planning efforts by:

- Engaging multigenerational community members (many of whom have not been previously engaged in mobility conversations) to share their current transportation priorities;
- Facilitating a visioning process in which community members determine what the future of transportation should be and how to achieve that vision;
- Conducting advocacy and building connections with key decision-makers as part of the project; and
- Implementing a transportation pilot project chosen by the community through a participatory budgeting process.

With funding from Supervisor Nathan Fletcher's office and the California Air Resources Board, Pueblo Planning partnered with GRID Alternatives and Greenlining Institute. The project team worked with four Southeastern community-based organizations and Southeastern community members to co-develop a Community-Driven Mobility Roadmap.

PROCESS

The Community Mobility Project focused on understanding community members' experiences with mobility and facilitating conversations about how their experiences can be improved and their vision for the future of mobility. As part of these efforts, the planning team first conducted thorough grounding research and collaborated with Community Based Organizations to develop an engagement foundation before engaging community members directly in a number of workshops and pop-ups.

Grounding & Research

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CBO Advisory Committee Workshops

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Participatory Workshops & Pop-Ups

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Participatory Budgeting   Community Advocacy
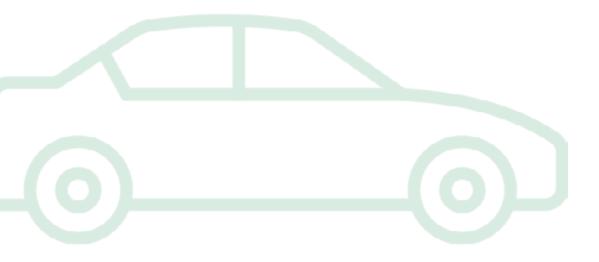
Grounding & Research

Before engaging the community, the planning team researched local history, demography, culture, and previous planning efforts to better understand the local context. The CBO partners further informed the planning team's understanding of this local context.

CBO Advisory Committee Workshops

The planning team partnered with four Black-led community-based organizations (CBOs): Urban Collaborative Project; I Am Green; Urban Sustainability Coalition; and Project New Village. Pueblo Planning convened multiple CBO Advisory Committee Workshops to help inform the engagement process, assist in outreach for the community workshops, co-develop the participatory budgeting approach, and co-develop the Southeastern Community Mobility Roadmap.

▶ *Urban Collaborative Project:* The Urban Collaborative Project (UCP) is a grassroots non-profit organization that shares the values and vision for creating a healthy, safe and thriving community in Southeastern San Diego. For the Community-Driven Mobility Roadmap workshops, UCP brought in multi-generational community members including youth, middle-aged adults, and elders. UCP focused on including Gompers High School Students and their families, as well as resident-led advocacy groups engaged in mobility education.

▶ ***I Am Green:*** I Am Green (IAG) is a non-profit organization that strives to reconnect the community members back to the planet and with each other. IAG assists community members with identifying generational sustainable practices and providing EV mobility education. For the Community Mobility Roadmap workshops, IAG brought in multi-generational community members' families including youth, young adults, middle-aged adults, and elders.

▶ ***San Diego Urban Sustainability Coalition:*** San Diego Urban Sustainability Coalition (SDUSC) is a non-profit organization that brings together communities of concern, stakeholders, and like-minded organizations through grassroots organizing to inform processes & policy, improve the quality of life, and increase opportunities for residents of Southeast San Diego and other resilient communities. For the Community Mobility Roadmap workshops, SDUSC focused on outreach to neighborhood community planning groups engaged in mobility education.

▶ ***Project New Village:*** Project New Village (PNV) is a nonprofit organization that utilizes urban agriculture as a strategy to create a healthy, sustainable, and equitable food system throughout Southeastern San Diego. PNV runs the community garden, Mt. Hope Community Garden, which promotes food justice in the community. For the Community Mobility Roadmap workshops, PNV brought in multi-generational community members' families including youth, middle-aged adults, and elders.

Participatory Workshops & Pop-Ups

With the outreach support and guidance from the CBO partners, Pueblo Planning facilitated a total of ten participatory workshops and pop-up events. The first five participatory planning workshops and pop-up events provided community members anvopportunity to share their mobility experiences and their vision for mobility that meetsvtheir needs. In the second five participatory workshops and pop-up events, Pueblo Planning shared what was heard and began to co-develop strategies with community members to achieve their vision.

The following are the different types of engagement activities that the community participated in.

▶ **Pop-Ups:** Community members engaged in 1:1 conversations and two interactive activities, including a mapping activity where community members could visually identify and show areas of concern, and a visioning activity where community members could take a photo while using icons to reflect their vision for the future of mobility.

▶ **Virtual Workshop:** Community members engaged in two interactive activities including a virtual mapping activity where community members could verbally identify their areas of concern while planning team staff created a mapping collage in real-time reflecting their concerns, and a visioning activity where community members verbally expressed their vision for the future of mobility while planning team staff developed a virtual community vision collage.

▶ **In-Person Listening Session:** During these sessions, community members engaged in two interactive activities, including a mapping activity where community members could visually identify and show areas of concern, and a visioning group discussion where community members could share their vision for the future of mobility.

▶ **In-Person Feedback Workshop:** During these sessions, Pueblo Planning shared what had been heard in all of the workshops and gave an opportunity for community members to check the work and to see if the community members had anything else they would like to add.

1. Urban Collaborative Project (Pop-Up) - 02/12/2022 at Gompers High School

Pueblo Planning conducted a pop-up at Gompers High School's transportation expo event, participants included students, their families, teachers, and staff.

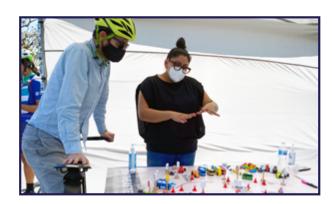## 2. Project New Village (Pop-up) - 02/19/2022 at Mt. Hope Community Garden

Pueblo Planning conducted a pop-up at Mt. Hope Community Garden, as part of Project New Village's work day event, where participants included community gardeners from the Mount Hope neighborhood and surrounding communities.

3. I Am Green (Virtual Workshop) - 02/21/2022 via Zoom

Pueblo Planning conducted a large virtual workshop, via Zoom, where participants were multi-generational. The participants ranged from elderly to the youngest being 6 years old.

4. San Diego Urban Sustainability Coalition (Virtual Workshop)- 03/05/2022 via Zoom

Pueblo Planning conducted an intimate virtual workshop, via Zoom, where community members involved in local community planning groups were present.

5. Groundwork San Diego (In-Person Workshop) - 03/09/2022 at Millennial Tech Middle School

Pueblo Planning conducted a workshop at Millennial Tech Middle School (MTM). Pueblo Planning met with MTM students, teachers, and staff.

6. Urban Collaborative Project (In-Person Feedback Workshop) - 03/12/2022 at Boys & Girls Club of Greater San Diego

Pueblo Planning conducted a workshop at the Boys & Girls Club of Greater San Diego, where participants included students, their families, and teachers.

7. Project New Village (Pop-up) - 03/19/2022 at Mt. Hope Community Garden

Pueblo Planning conducted a pop-up at Mt. Hope Community Garden, as part of Project New Village's work day event, and connected with multi-generational community gardeners.

8. I Am Green (In-Person Feedback Workshop)- 04/02/2022 at Shelltown Skatepark

Pueblo Planning conducted a workshop at Shelltown Skatepark as part of I Am Green's Community Cook-out Event, where participants were multi-generational community members. The participants ranged from elderly to the youngest being 6 years old.

9. Chollas Valley Community Planning Group (Virtual Feedback Workshop) - 05/16/2022 via Zoom

Pueblo Planning presented at the Chollas Valley Community Planning Group Meeting, as part of SDUSC's efforts to include community planning groups in the Community-Driven Mobility Roadmap Project. Pueblo Planning informed the planning group on the details of the project, shared what had been heard in all of the workshops, and gave an opportunity for community planning group members to check the planning team's work and see if there was anything else they would like to add.

10. Millennial Tech Middle School (Pop-up) - 05/19/2022 at Millennial Tech Middle School

Pueblo Planning conducted a pop-up at MTM's STEAM event, where they spoke with students, their families, teachers, and staff.

OUTCOMES TO CELEBRATE

After engaging with community members, a list of community-identified priorities was developed to inform the participatory budgeting pilot project. The planning team then conducted research to identify funding streams and advocated to make the community-identified priorities a reality through inclusion in the City budget. This resulted in funding being allocated to safe street improvements and street lights, and relationship building between CBOs and the Mayor's Office.

RELATIONSHIP BUILDING

Through this process, community-based organizations were able to directly connect and share their priorities with the District 4 City Councilmember's staff and the Mayor's staff. Community-based organizations will be able to build upon these conversations to continue advocacy efforts.

Additionally, a couple of CBO partners expressed an interest in continued advocacy and organizing to ensure the implementation of the community's current mobility priorities and vision. The project team connected these CBO partners to the Center for Policy Initiatives (CPI) to work in solidarity with existing organizations that are doing similar advocacy throughout the City of San Diego. CPI is very actively engaged in annual budget advocacy through their coalition organizing work with the Community Budget Alliance (CBA)In addition to advocating for the prioritization of particular communities and projects, the CBA also focuses on systems change, including improving the way that projects are prioritized and funded. For example,, the CBA is currently working on reforming Council Policy 800-14, which determines how capital/infrastructure improvement projects are prioritized.
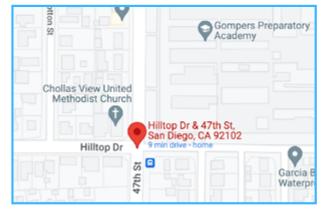
BUDGET ADVOCACY

Due to the advocacy efforts of the project team and CBO partners, the City of San Diego budget allocated $1.5 million (from the Climate Equity Fund) toward implementing some of the community's main priorities. The May Budget Revise reflected several projects that are directly aligned with the priorities the Mayor's office heard from community members in District 4 overall and community members that were part of the planning efforts for the Southeastern Community Mobility Roadmap. This fiscal year's proposed Climate Equity Fund projects include:

▶ $700,000 for 47th Street and Hilltop Drive Safe Streets (adjacent to Gompers Preparatory Academy); and

▶ $800,000 for street lights placed near parks, schools, and key transit stops.

47th Street and Hilltop Drive

Planned improvements under the $700k proposed allocation include:

- left-turn arrow phases for north and southbound traffic, accessible/audible pedestrian push buttons and indicators for all pedestrian crossings;
- lead pedestrian intervals to provide pedestrians with a head start before vehicular traffic;
- blank-out "NO RIGHT TURN" signs activated during the pedestrian lead interval;
- a new pedestrian ramp;
- new traffic signal poles (with new streetlights built-in) and mast arms in all directions for better visibility of traffic signal indications;
- new detection including bicycle detection; and
- upgraded computerized traffic signal controller and software.

The project will be managed by the Engineering & Capital Projects Department. Similar projects have been ready for construction within 12-18 months of initial funding.

The primary benefit of the proposed improvements is pedestrian safety, which will be addressed by:

▶ The addition of protected left-turn phasing on 47th Street to separate left-turning vehicles NB and SB from pedestrian movements in the west and east crosswalks;
▶ The addition of Lead Pedestrian Intervals with Blank-out signs provides an additional level of separation of pedestrian movements from vehicle movements by holding back right-turning traffic until the pedestrians have established themselves in the crosswalk;
▶ The upgraded street lights provide for better visibility of all modes of transportation at night; and
▶ The accessible pedestrian push buttons and new curb ramps will improve safety and mobility.

Lastly, lead pedestrian signals (allowing pedestrians a 7-second head start to cross before people in cars get the green light) have already been implemented in May 2022 in response to the community advocating for safety improvements on 47th and Hilltop.

Streetlights

Additionally, $800,000 for streetlights in Southeastern (District 4) is part of the fiscal year 2022-23's budget. Each unit will cost about approximately $50,000, which results in approximately 16 street lights throughout District 4. The Mayor's office is working with the Transportation Department to finalize the list of proposed locations. Most of the locations they are currently considering are adjacent to schools or parks. However, the City is open to community input about priority locations. The current timing of installation is unknown.

COMMUNITY'S CURRENT MOBILITY PRIORITIES & VISION

Through the participatory planning workshops and pop-ups, the community shared their current mobility priorities through the stories they told about their experiences getting around their neighborhoods. The next section includes these community priorities categorized under the potential agency that has the responsibility and jurisdiction to address the community priorities.

PRIORITIES

MTS and SANDAG

- The 916/917 bus does not run on Sundays, cutting off the Emerald Hills neighborhood from access to the rest of the neighborhood and beyond. The community would like to see service on Sunday restored.
- MTS is currently building a repair/storage facility in the Southeastern community that will have both e-buses and fossil fuel-powered buses. The community does not want pollution or increased traffic from buses impacting the neighborhood. They would like the e-buses stationed at the facility to service the Southeastern Neighborhoods because the neighborhood with the greatest impact should receive the greatest benefit.
- Many shared the need for affordable or free public transit.
- Overall better accessibility (i.e., ramps, elevators, etc.) at key transit hubs is needed to support those who may not be able-bodied.

Status and Next Steps

MTS is currently engaging the community through a social equity listening tour. These community priorities will be integrated into the recommendations for MTS. The social equity listening tour will immediately inform $3 million this fiscal year for implementation and long-term future policies, priorities, and investments at MTS.

City of San Diego

- One of the most stated priorities is safe routes to school for Gompers Prep Academy. 47th and Hilltop is an incredibly dangerous intersection for students and staff, as many have been hit by cars, particularly in the hours before and after school. The following transportation treatments are supported by the community:

  - 47th/Hilltop: Scramble crosswalk to mitigate crowded crossings before and after school and improve the timing of lights;
  - 47th: More school zone signage, speed radar display, narrow lanes, and other traffic calming methods to address speeding cars;
  - 47th: Wider sidewalks to bus stops are needed as there is not enough space for students to get on and off the bus or walk south on 47th street;
  - 47th/Hilltop: Bulb-outs to prevent cars from cutting the right corner and hitting pedestrians;
  - Hilltop towards Escuela: Speed table crosswalk to slow speeding cars and provide for designated safe crossings;
  - Remove food trucks to make it easier and safer for parents to pick up students; and
  - 47th: Potential midway crosswalks with medians to ensure safer crossings (existing signals are very far from each other).

- In front of the Project New Village community garden on Market and Denby, cars still do not stop for pedestrians and are still speeding despite the crosswalk and flashing beacon that was installed a few years ago. Slowing traffic through street design and potentially placing a median island refuge could make crossing safer.
- There is no sidewalk on Woodman between Cielo and Skyline, which forces people to walk through the mud when it rains.
- There is an overall lack of basic bike infrastructure and road upkeep to make biking less dangerous and difficult. The community would like the City to develop bike infrastructure on key corridors to transit hubs, schools, parks, grocery stores, and libraries; and be mindful of parking for elders or others for which biking is not an option.
- There is an overall lack of bike racks. The community would like to have bike racks installed at key locations such as stores, libraries, parks, etc.
- The lack of adequate lighting overall in Southeastern communities is an area of concern for residents. Prioritizing lighting at night near key transit hubs, parks, and schools could improve the quality of life and safety for many residents.

Status and Next Steps

The Pueblo Planning team met with key City staff to ask if any of the current priorities identified by the community are on their capital improvements project (CIP) list, where they may be in the process of implementation, and their estimated costs. Pueblo Planning discovered that all the specific priorities identified by the community were not on the CIP list, which means they are not on the City's radar and there are currently no plans to move them forward or do cost estimates.

Although the current fiscal year City budget allocated $700,000 to safe streets improvements at 47th/Hilltop, the list of proposed improvements (see page 14) do not include the specific improvements requested by the community (see page 18). The budget also includes $800,000 for 16 street lights throughout Southeastern. The Mayor's office expressed that there will be an opportunity to inform where these streetlights are placed and that the community should share priority locations with their office.

Market and Denby is currently not on the CIP list for this fiscal year's budget. However, the Mayor's office shared that they could try to coordinate some traffic calming measures as part of the resurfacing after the water main replacement. The Mayor's office is open to exploring options but it might be helpful to bring in Transportation and Engineering and Capital Projects staff to discuss potential improvements the community would be interested in and then determine how the City can get that in motion.

Ongoing community advocacy with the council members and the mayor's office is needed in order to ensure these community priorities move forward.

Streetlights and Surveillance

Lighting is an important element to ensure safe and accessible mobility. Community members consistently stated that a lack of street lighting limits their ability to move safely in their community, particularly because they are not seen by motorists when walking or biking. Even though this was one of the main priorities listed by the community, some shared trepidation with the increase of lighting in the community due to potential surveillance from smart streetlights that have cameras. **Therefore, the community prefers new streetlights that do not have cameras or the ability to be used as a tool of surveillance in the community.**

The City of San Diego installed more than 3,000 smart streetlights in 2016, primarily in low-income communities of color, and in 2018 SDPD started using the smart streetlights' surveillance video. As a result of community concern and advocacy, in 2020 the cameras became off-limits to police. Local efforts on transparency regarding surveillance have been led by a group of community leaders called TRUST — Transparent and Responsible Use of Surveillance Technology.[1]

In the summer of 2022 the City council moved forward with an ordinance that will add oversight to the use of surveillance technology. The rules of the new ordinance state that police must tell overseers who they share information with and why. Councilmembers added an amendment to exclude police officers on task forces from revealing what they're using surveillance technology for and an amendment that put a cap on how much money people whose privacy rights were violated could sue for.[2] Monica Montgomery Steppe, who has been spearheading the new legislation since early 2020, stated "Technology is imperative in the way that we conduct city business, but that does not mean we get a blank check."[3]

1 https://www.sandiegouniontribune.com/news/politics/story/2022-04-05/backlash-against-secret-streetlightsurveillance-cameras-prompts-san-diego-to-create-new-privacy-board

2 https://www.nbcsandiego.com/news/local/san-diego-police-will-be-allowed-access-to-streetlight-surveillance-footage-but-not-without-being-vetted/2997405/

3 https://www.sandiegouniontribune.com/news/politics/story/2022-04-05/backlash-against-secret-streetlightsurveillance-cameras-prompts-san-diego-to-create-new-privacy-board
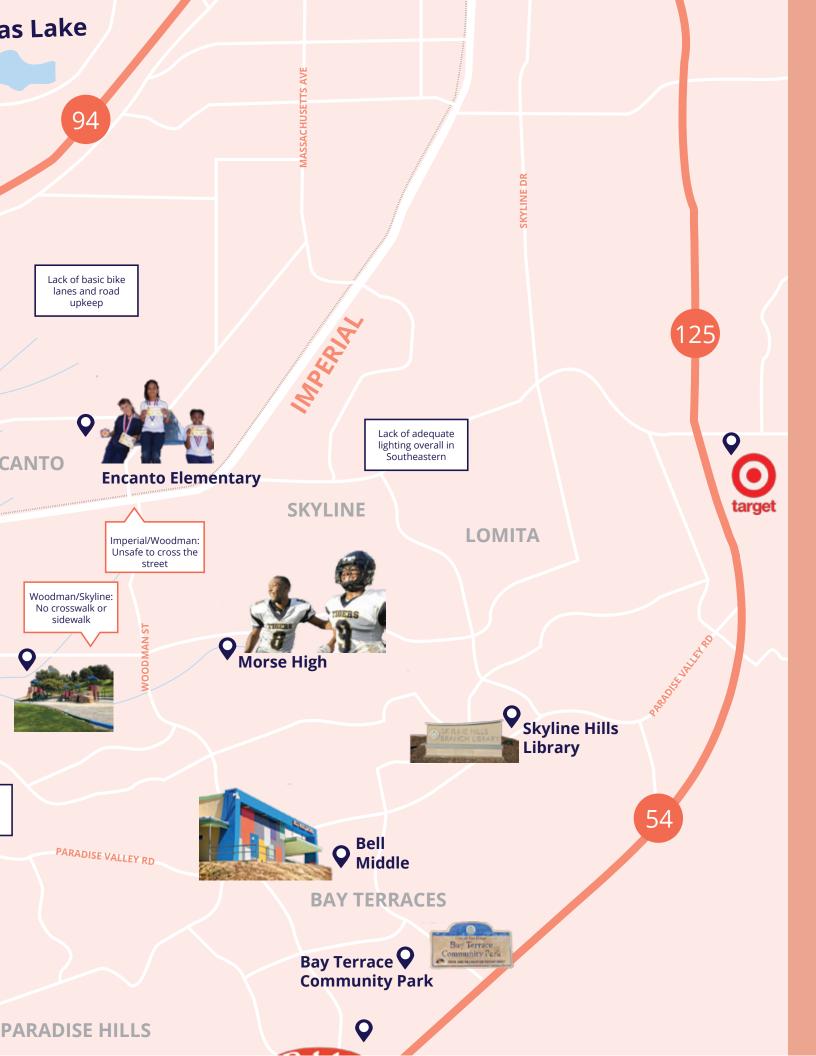
CALTRANS

- Crossing by foot or bike near freeway on-ramps or off-ramps is unsafe because cars are going fast and there are no well-marked crosswalks or flashing lights. Community members shared a need for traffic calming measures and well-marked crossings, particularly at the 94 Fwy and 47th, the 94 freeway and Euclid, and the 805 freeway and Market.
- The 94 Freeway off-ramp is not securely closed off so many unhoused people are utilizing that area for shelter. This raises concerns for some Millennial Tech Middle School students and staff.

Status and Next Steps

As part of this planning process, the planning team did not meet with Caltrans to discuss the freeway on and offramps, but it is recommended that as ongoing advocacy efforts continue, community members and CBO staff meet with Caltrans and the City of San Diego to advocate for these improvements.

Cholla

FAIRMOUNT AVE

EUC

OAK PARK

54TH

On-ramps + off-ramps are unsafe to cross by foot or bike

15

RIDGEVIEW/ WEBSTER

Old 94 Freeway off-ramp not securly closed off; unhoused utilizing area

916/917 does not run on Sundays

EMERALD HILLS

Concerns about parking + traffic due to new development

Safe Routes to School: 47th + Hilltop

60TH ST

Malcolm X Library

ENG

HILLTOP

Market St: Cars speeding, not stopping for pedestrians

Gompers

47TH ST

Construction here makes it difficult to get to school

MARKET

Project New Village / Mt Hope Communty Garden

Better accessibility at key transit hubs

IMPERIAL

OCEAN VIEW BLVD

Lincoln High

SKYLINE DR

VALENCIA PARK

805

Affordable public transit

EUCLID

61ST ST

DIVISION ST

MTS is making a repair/storage facility

NORTHGATE MARKET

Chollas Creek

Lack of bike racks in the community

Paradise Valley Hospital

as Lake

94

MASSACHUSETTS AVE

SKYLINE DR

IMPERIAL

125

Lack of basic bike
lanes and road
upkeep

Lack of adequate
lighting overall in
Southeastern

Encanto Elementary

CANTO

SKYLINE

LOMITA

target

Imperial/Woodman:
Unsafe to cross the
street

Woodman/Skyline:
No crosswalk or
sidewalk

WOODMAN ST

Morse High

PARADISE VALLEY RD

**Skyline Hills
Library**

54

PARADISE VALLEY RD

**Bell
Middle**

BAY TERRACES

**Bay Terrace
Community Park**

PARADISE HILLS

VISION

Electric Bicycles

- E-bike ownership can be difficult due to cost. Providing programs for affordable E-bike ownership can help make them accessible to low-wealth households.
- Current E-Bike ownership programs are difficult to access and punitive if a person does not meet the strict mileage requirements. An E-Bike program that is accessible would not require a certain amount of mileage to keep the bike, would not require the owner to have insurance, would be retrofitted to meet the needs of the person (i.e., baskets to carry groceries or other items), come with good locks, and would be available for the entire family instead of just one member of the family.

> ### *Community Story*
> *One story the planning team heard was about someone who got their e-bike repossessed in the 9th month of a 12-month program because they could not meet the strict mileage requirements.*
> *They were using the e-bike quite frequently but did not meet the requirements primarily because their family members did not have access to e-bikes so they could not ride together. The experience of having the e-bike repossessed was a very traumatic experience for the individual.*

- Different types of sharable e-bikes (free and community based) that accommodate different types of uses (i.e., baskets and racks for grocery shopping) and abilities (i.e., e-adult tricycles) are needed. Due to the topography of Southeastern, these e-bikes need to be high quality and have enough power to make it up the hills.

Electric Vehicles

- Access to free and community-based e-vehicle sharing at key locations throughout the neighborhood (schools, libraries, parks, stores, community-based organizations, etc.).
- Programs for affordable e-vehicles for purchase.

Transit

- Free hyper-local e-shuttle service (similar to the FRED downtown) that takes people from the neighborhoods to key community hubs (schools, libraries, parks, regional transit stops, stores, etc) while ensuring both digital (app-based) and non-digital (phone-based) accessibility.
- Bus shelters with comfortable seating that are solar-powered with wifi, electrical outlets, trash and recycling bins, large screens with community and transit information, and call buttons to be able to connect with MTS customer service.
- Electric public transit buses.
- Electric school buses.

Jobs & Workforce Development

- Community Benefits Agreement (CBAs) for services and transportation infrastructure in the community ensure that local residents have access to good-paying jobs or are receiving the contracts to provide the services.

Infrastructure & Placekeeping

- Transportation hubs at key bus stops and trolley stops (i.e., Market and Euclid) where people can access scooters, EV cars, and e-bikes to support the last mile of travel.
- Electric-vehicle and e-bike charging stations at key public locations (stores, parks, gas stations, libraries, schools, transit hubs, etc.).
- Access to solar to mitigate costs of charging e-cars and other mobility options
- Electric vehicle charging stations on neighborhood streets, particularly in places where there are no driveways and require people to park on the street.
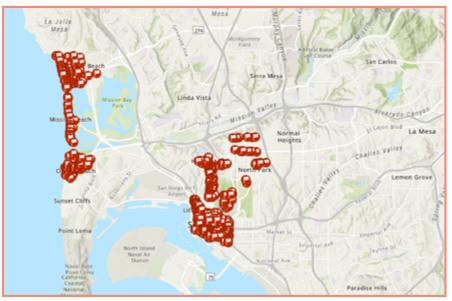- Electric-vehicle charging stations at every apartment complex.

- Planting trees for shade along main walking corridors and planting fruit trees (free food) near key bus stops.
- Art by local artists on staircases, walls, and bus stops. Transportation is more than just getting from point A to point B, it is also about joy and being able to rest and sit in a beautiful place.

Status and Next Steps

SANDAG is currently in the process of developing e-bike programs, an e-vehicle charging rebate program, and developing community charging stations. Lastly, SANDAG is releasing a Request for Proposal (RFP) in the fall for a flexible fleet pilot program. There is an opportunity for CBOs and community members to help shape these programs.

The City of San Diego has recently confirmed vendors for its e-bike and e-scooter sharing program. The chosen vendors must have a plan and program to address equity in terms of pricing, affordability programs, different types of e-scooters, and e-bikes for various abilities and needs, locations, etc. The City does not have any required equity provisions. As a result, equity is being defined and determined by the industry. Additionally, the City requires designated parking locations for e-bikes and scooters. Currently, there is no designated parking in Southeastern, City Heights, Greater Logan Heights, and Barrio Logan (all low-income communities of color). The lack of designated parking locations in these areas means that the communities with the greatest concentration of low-income residents of color do not have access to e-bike and e-scooter sharing mobility options. This is a transportation injustice. There is an opportunity for CBOs and community members to directly engage the industry and City to help shape what an equitable rollout should be and where parking for e-bikes and scooters should be located.

Source: San Diego Maps

Funding Possibilities to Implement the Community's Vision

Clean Mobility Projects and Community Transportation Needs Assessments

Clean Mobility Options

The Clean Mobility Options Pilot Program (CMO) provides funding for two types of projects: clean mobility projects and community transportation needs assessments.

CMO awards up to $1 million vouchers to develop and launch zero-emission mobility projects, such as bikesharing and ride-on-demand services, that fill a community's transportation gaps and provide access to key destinations. This includes two separate set-asides: $2 million for eligible tribal governments and $10 million for applicants that were previously awarded Community Transportation Needs Assessment funding.

CMO awards up to $100,000 vouchers to conduct "Community Transportation Needs Assessments" that help under-resourced communities identify and develop community-driven solutions that address their unique transportation needs. This includes a set-aside for eligible tribal governments totaling $200,000.

E-Bike Ownership

Pedal Ahead San Diego

The California Air Resources Board (CARB) has made a preliminary announcement that the finalist to administer the e-bike program statewide is Pedal Ahead San Diego. The process of finalizing and contracting the Program will probably continue throughout fall 2022 and program rollout is not expected until at least early 2023. Program design is still underway, but the program is likely to have income limits at 400% FPL. Current draft proposals offer a base voucher of $750 with addons for cargo bikes and for those with even lower income levels or who live in a zip code within an air quality Disadvantaged Community (DAC).

Affordable E-vehicles Ownership

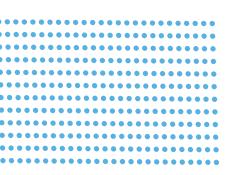*Clean Cars 4 All San Diego (coming soon)*

Clean Cars 4 All is a program that focuses on providing incentives through California Climate Investments to lower-income California drivers to scrap their older, high-polluting car and replace it with a zero- or near-zero emission replacement. The program aims to focus the benefits of the program to low-income and disadvantaged communities and has a heavy emphasis on consumer protections, education of the new technologies, and coordination with other clean transportation programs.

Clean Vehicle Assistance Program

The Clean Vehicle Assistance Program provides grants and affordable financing to help income-qualified Californians purchase or lease a new or used hybrid or electric vehicle. Their goal is to make clean vehicles accessible and affordable to all who qualify. The Clean Vehicle Assistance Program is funded by California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in disadvantaged communities.

Clean Vehicle Rebate Project

The Clean Vehicle Rebate Project (CVRP) promotes clean vehicle adoption in California by offering rebates from $1,000 to $7,000 for the purchase or lease of new, eligible zero-emission vehicles, including electric, plug-in hybrid electric and fuel cell vehicles.
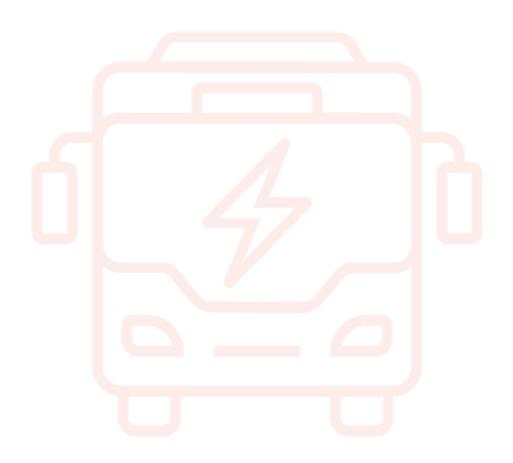
Charging Infrastructure & Clean Energy Access

GRID Alternatives Energy for All program

Providing community members access to solar can mitigate the costs of charging e-cars and other mobility options. GRID reduces household electricity costs by up to 90% by providing no-cost solar systems to homeowners that qualify as low-income. Each installation is also an opportunity for community members and job trainees to get hands-on experience with solar power.
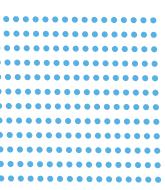
CalEvip

The California Electric Vehicle Infrastructure Project (CALeVIP) offers incentives for the purchase and installation of electric vehicle charging infrastructure at publicly accessible sites throughout California. This can support the implementation of electric-vehicle charging stations at apartment complexes.

Community Vision Collage

PARTICIPATORY BUDGETING

In partnership with CBOs, Pueblo Planning coordinated a participatory budgeting process by providing technical assistance and the development of materials to help facilitate the process. Community members who engaged in the process were able to determine how to use **$100,000** to implement a pilot mobility project.

PARTICIPATORY BUDGETING FRAMEWORK

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Goals of the Participatory Budgeting process

Community-based organization partners shared that while creating opportunities for widespread participation was essential, it was also extremely important that this process built trust in the community. Additionally, they shared that in the past there had been very extractive planning methods in their community and that the community did not want a repeat of previous planning efforts. Therefore, it was important for the participatory budgeting process to promote respect and a new beginning to what planning could be in the community, and show that something was actually going to be done and that the community was heard.

Voting Eligibilty

The project team wanted to ensure that the voting process was accessible for everyone. Therefore, all ages were welcome to participate and anyone who lives, volunteers, goes to school or works in Southeastern was able to participate. Additionally, because the boundaries have been moved several times in the neighborhood's history and people have varying relationships and understanding of place, the boundaries of Southeastern were defined by the individual casting the ballot. Lastly, no verification of eligibility was required. However, to ensure an honor system was in place, voters needed to provide a name to prevent duplication of votes.

Education & Outreach

Introducing a new way of doing things can be challenging, and some community members were more comfortable with change than others. Therefore, it was important to make sure there was ample time to answer people's questions and concerns throughout the participatory budgeting process. Education and outreach was essential to the participatory budgeting voting process as this was the first time many community members had heard about this process. As such, a variety of methods were used to reach out to the community and provide education. Some methods that were utilized include:

- Newsletters (digital via email);
- Sharing information via the Council Members' newsletter;
- Tabling at community events;
- Community Pop-up Teach-in;
- Interactive website;
- Involving other organizations and businesses in the process of learning and distributing information on the project and voting process;
- Door knocking and passing out flyers; and
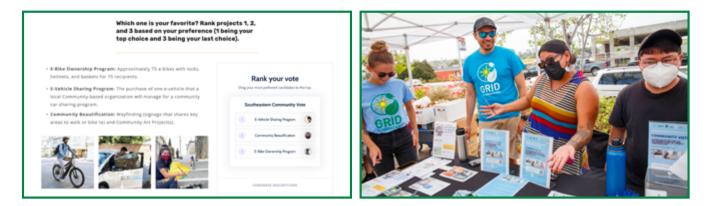- Sharing on social media

Ballot Design

Community-based organization partners shared that it was important to be mindful of the ballot design, specifically in regards to accessibility and inclusivity. Additionally, it was expressed that it was important that the ballots do not look like traditional ballots because some community members could think they were ineligible to vote if they saw something more formal or traditional. As such, ballots were informative but fun (cartoon or comic-like), color-coded, image-based for visual learners, and accessible through the use of simple and minimal words. It was also shared that it was important for the ballots to be culturally diverse and therefore include different languages (Spanish, English, Lao, Tagalog, Hmong, and Vietnamese) given the diversity in the Southeastern area.

Voting Opportunities

CBO partners shared that it was important to give several opportunities for community members to vote both online and in-person, and they recommended having physical ballots at key locations, including churches, schools, libraries, and community-based organizations for in-person voting, as well as a dedicated website for online voting. CBO partners also shared that the voting process needed to be available for multiple days (at least a week) to provide time for voting education. Therefore, voting was held during a three and a half week voting period.

Projects

A budget of $100,000 will be available for one of the following community-identified priorities:

- ⭘ E-Bike Ownership Program [60-100 bikes, locks, & helmets ($700-1500 for baseline commuter e-bike)];

- ⭘ EV Purchase to provide to a local CBO to manage a community car-sharing program ($30-35k for 1 EV/ $60-65 Funding for managing the program); or

- ⭘ Wayfinding and Community Art Project(s).

Method of Voting

A rank choice voting method was used, in which community members were able to rank the options they were voting on in a sequence of first or second (or third, etc.) on their respective ballots. This method was selected to help eliminate the feeling that community members could only have one option that was important to them.

Sharing Final Results

CBO partners recommended having a community celebration event dedicated to sharing the final results of the voting process. This was a first-time process for many community members and it was important to celebrate the community's involvement in this participatory budgeting process and encourage continued involvement. CBO partners shared that it would also be important to publicize the event (possibly with a press conference) and make sure the event was interactive, inclusive, and communal (food, drinks, merriment, etc.). Additionally, CBO partners expressed that it was essential to show a win for the people who participated.

Implementation & Ongoing Communication

CBO partners expressed the importance of ensuring continued communication and real-time updates on the project as it progressed, both in-person and virtually. CBO partners shared that libraries, neighborhood councils, and social media platforms were key locations to share information, and where community members could find updates on the implementation progress of the participatory budgeting process and city plans. Additionally, CBO partners shared that it would be beneficial to have a dedicated project website that was used for the participatory budgeting education and voting process, and that reflected the ongoing status and completion of the project. It was determined that the website would need to be updated and maintained by GRID Alternatives or partnering community-based organizations.

OUTCOMES OF THE PARTICIPATORY BUDGETING PROCESS

After the participatory budgeting framework was co-developed by community-based organization (CBO) partners, the planning team coordinated with CBO partners to provide the necessary materials to execute the voting process. The planning team distributed a locked voting box to each CBO partner, hard copy, and digital voting ballots in various languages spoken in Southeastern (English, Spanish, Lao, Tagalog, Hmong, and Vietnamese), a QR Code for online voting, physical information sheets, and linkage to the information website. Each CBO partner was responsible for determining the location for their designated voting box and outreaching to community members to vote.

Additionally, CBO partners had shared that it was important to include educational opportunities as part of the voting process. As such, the planning team coordinated with CBO Partners and organized an in-person pop-up event at the Malcolm X Library during the UC San Diego CREATE and the Southeast San Diego Science & Art Expo, which had close to 1,400 attendees. There, the planning team shared information about the Community Mobility Roadmap and participatory budgeting process, and information on the voting process with community members. The planning team also provided guidance for those unfamiliar with rank voting or a participatory budgeting process in general.

The voting process was open for three and a half weeks. After the voting process was finalized, the planning team collected all of the ballot boxes from the CBO Partners and calculated all of the votes completed in person and online. After calculating the ranked votes, the planning team identified that the community voted for **Community Beautification: Wayfinding (signage that shares key areas to walk or bike to) and Community Art Project(s)** as their number one priority. The San Diego GRID Alternatives office will be tasked with working with the local community on implementation.

WINNER WINNER WINNER
WINNER WINNER WINNER

COMMUNITY BEAUTIFICATION

CHALLENGES

There were a number of challenges with implementing a participatory budgeting process. The primary challenge was the inability to include community priorities that required public agency involvement in implementation due to the lack of buy-in and partnership of key public agencies that have jurisdiction over the implementation (i.e., charging station placements, bus shelters, bulbouts, etc.)s. Additionally, $100,000 is not a significant amount of funding for transportation projects. Therefore, many priority projects were eliminated from the final voting process due to lack of feasibility to implement with such a limited budget and lack of public agencies wanting to move projects forward.

CONCLUSION

The Community Mobility Roadmap and Participatory Budgeting process has been a new experience for many community members in Southeastern San Diego. Prior to engaging community members, the planning team did thorough research and was informed by community members and community-based organization partners. In acknowledgement of the community's historical experience of extractive planning, the planning team focused on building upon previous planning efforts rather than duplicating efforts, providing an open, safe, and collaborative space to co-develop a mobility vision process with community members, successfully advocating for $1.5 million to advance community priorities, and following through with the implementation of a transportation pilot project chosen by the community.

Throughout the project, multi-generational community members all throughout Southeastern expressed a holistic vision for mobility. Advocacy efforts in coordination with CBO partners resulted in successfully obtaining $1.5 million in the City of San Diego's budget to go toward implementing some of the community's main priorities that were shared during the engagement process. The City of San Diego budget included $700,000 for 47th Street and Hilltop's Drive Safe Streets (adjacent to Gompers Preparatory Academy); and $800,000 for street lights placed near parks, schools, and key transit stops in Southeastern District 4. Additionally, $100,000 of the planning process budget was set aside for a pilot mobility project to be selected by the community through a participatory budgeting process (the first time this process occurred in the County). Accordingly, the community voted to prioritize implementing a community beautification and wayfinding pilot project.

Though successfully advocating for $1.5 million in transportation investment into priorities identified by the community is something to celebrate, it is important to acknowledge that due to decades of disinvestment, the community's mobility needs are much greater than what $1.5 million can begin to address. This further highlights the need for ongoing capacity building of Community-Based Organizations to continue advocating for equitable infrastructure investments in Southeastern that match community priorities. Even so, many community members and community-based organization partners shared that the participatory budgeting process has been a positive start for Southeastern San Diego and a good example of how planning can build relationships, be reparative, and be respectfully responsive to the community priorities.