

Growing Non-Motorized Infrastructure: The Role of Advocacy in the San Diego Region



The San Diego Region



Bike & Pedestrian Funding Programs

1972

- Transportation Development Act –
0.005% sales tax
\$2.5 million in 2008
- Bicycle Facilities Advisory Committee

San Diego County Bicycle Advocacy



- Established in 1988
- 1,100 current members
- 12 affiliated bicycle clubs

Bike & Pedestrian Funding Programs

- Transportation Development Act –
\$2.5 million per year

1989

- *TransNet* local transportation sales tax program –
½ cent sales tax
20-year program
\$1 million per year for bicycle projects and
programs

TransNet \$14 billion over 40 years

Major Highway and Transit Projects	\$4.65
Local Streets and Roads (Formula Funds)	\$3.95
Transit Services	\$2.24
New BRT/Rail Operations	\$1.10
Environmental Mitigation	\$0.85
Smart Growth Incentives (2%)	\$0.28
Bike, Pedestrian & Neighborhood Safety (2%)	\$0.28
Administration, Oversight, Financing	\$0.65
Total	\$14.00

Bike & Pedestrian Funding Programs

- Transportation Development Act – \$2.3 million in 2009
- *TransNet* Bicycle, Pedestrian and Neighborhood Safety Program – 2% (\$5 million in 2009)
- *TransNet* Smart Growth Incentive Program – 2% (\$5 million in 2009)

TransNet Complete Streets Provision

All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance **shall** accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

Regional Bicycle Plan



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