

Inclusive Public Engagement Guide

Mobility Board | Information Item #4

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City Planning Department | Public Engagement

Where does the City's Community Input Currently Come From?



Current Challenges

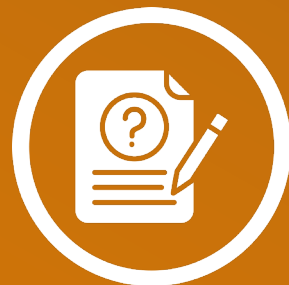
Not all demographic sectors of the city are meaningfully represented



Input opportunities may not be accessible: meeting locations, techniques and language barriers



Negative operational impacts (knowledge gap, inefficiencies) without coherent engagement standards for all staff



Community members & nonprofit partners frustrated



Why create an Inclusive Public Engagement Guide?



To increase the participation of underrepresented groups and communities at City-led engagement events



To ensure that City decisions are informed by community needs and desires

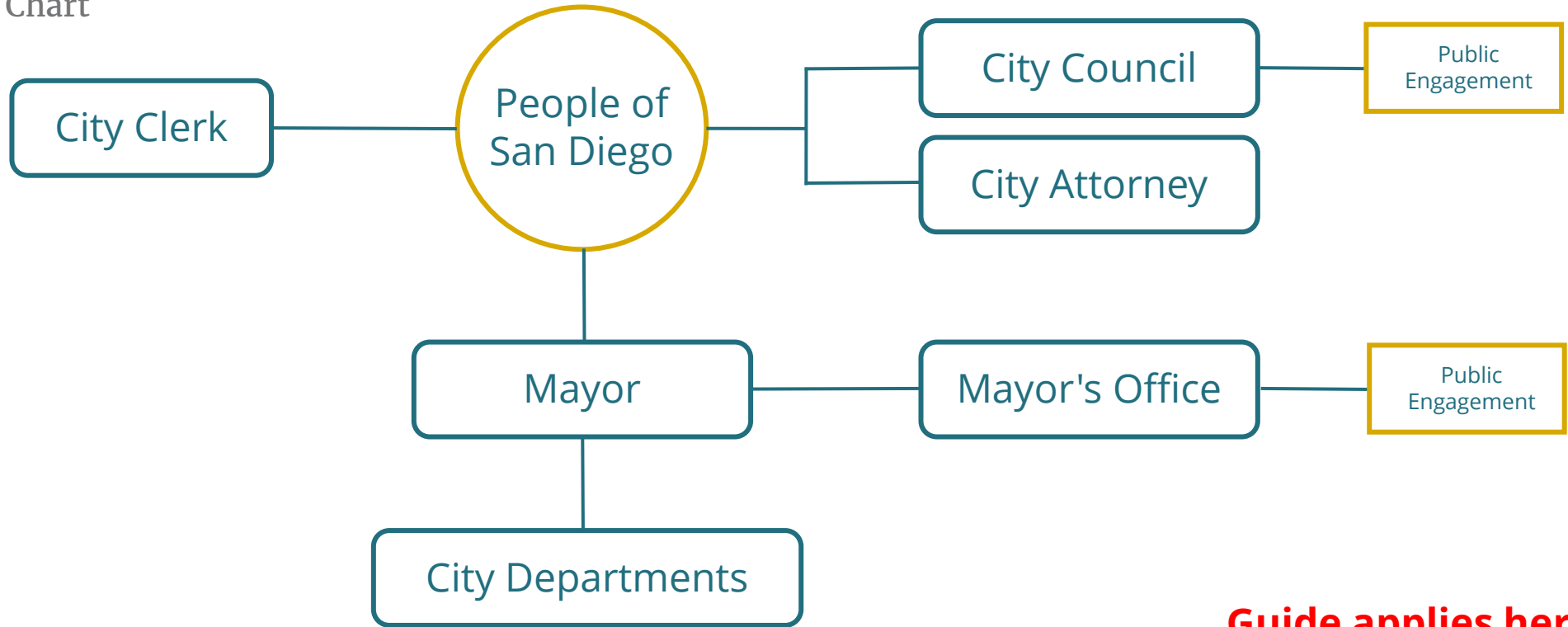


To develop inclusive and accessible outreach and engagement techniques for all City Departments

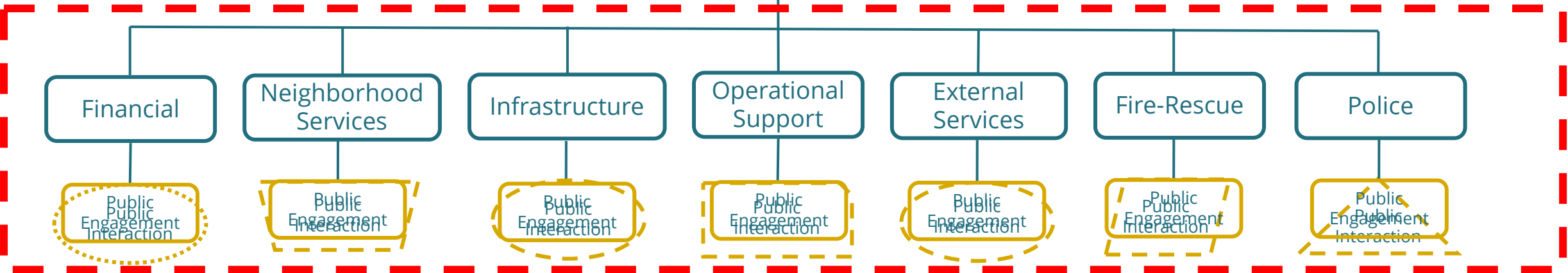


To build trust between the City and community members

Citywide Organizational Chart



Guide applies here



What will it cover?

Public Participation in San Diego:
Past & Present Challenges



Underrepresented
groups and communities



Inclusive Public
Engagement Principles
& Techniques



Engagement Follow-Up



Metrics of Success



Areas of Improvement &
General Best Practices



Draft Inclusive Engagement Principles

Inclusion



Respect for Community Knowledge



Transparency



Clear Communication



Build True Relationships



Commitment to Good Process

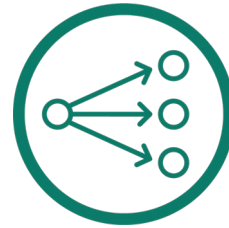


Purposes for Public Engagement



Sharing Information

Increasing awareness and educating



Collecting Input

Direct input from individuals or groups of individuals without meeting.



Bringing People Together

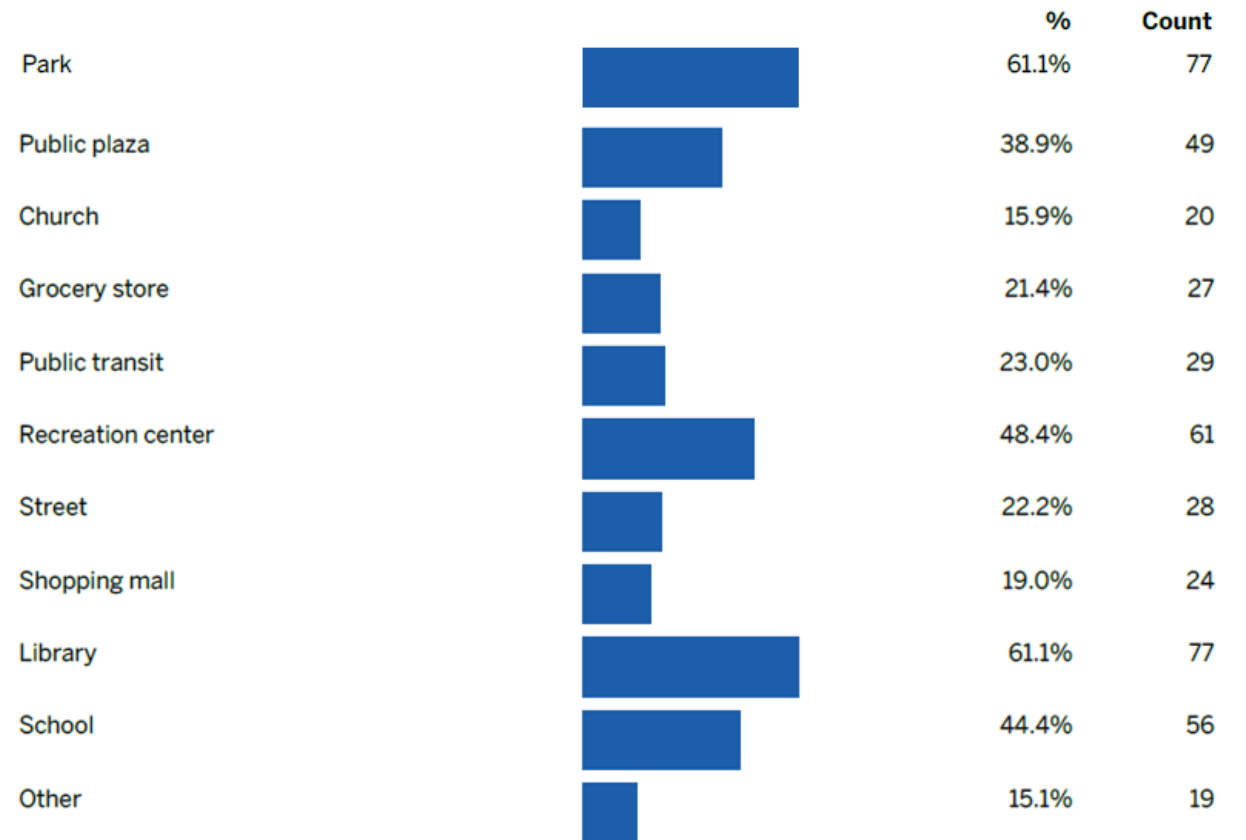
Open public forums and specialized facilitation techniques for meetings of larger groups of people.

Online Survey Feedback: Engagement Preferences



Where to engage?

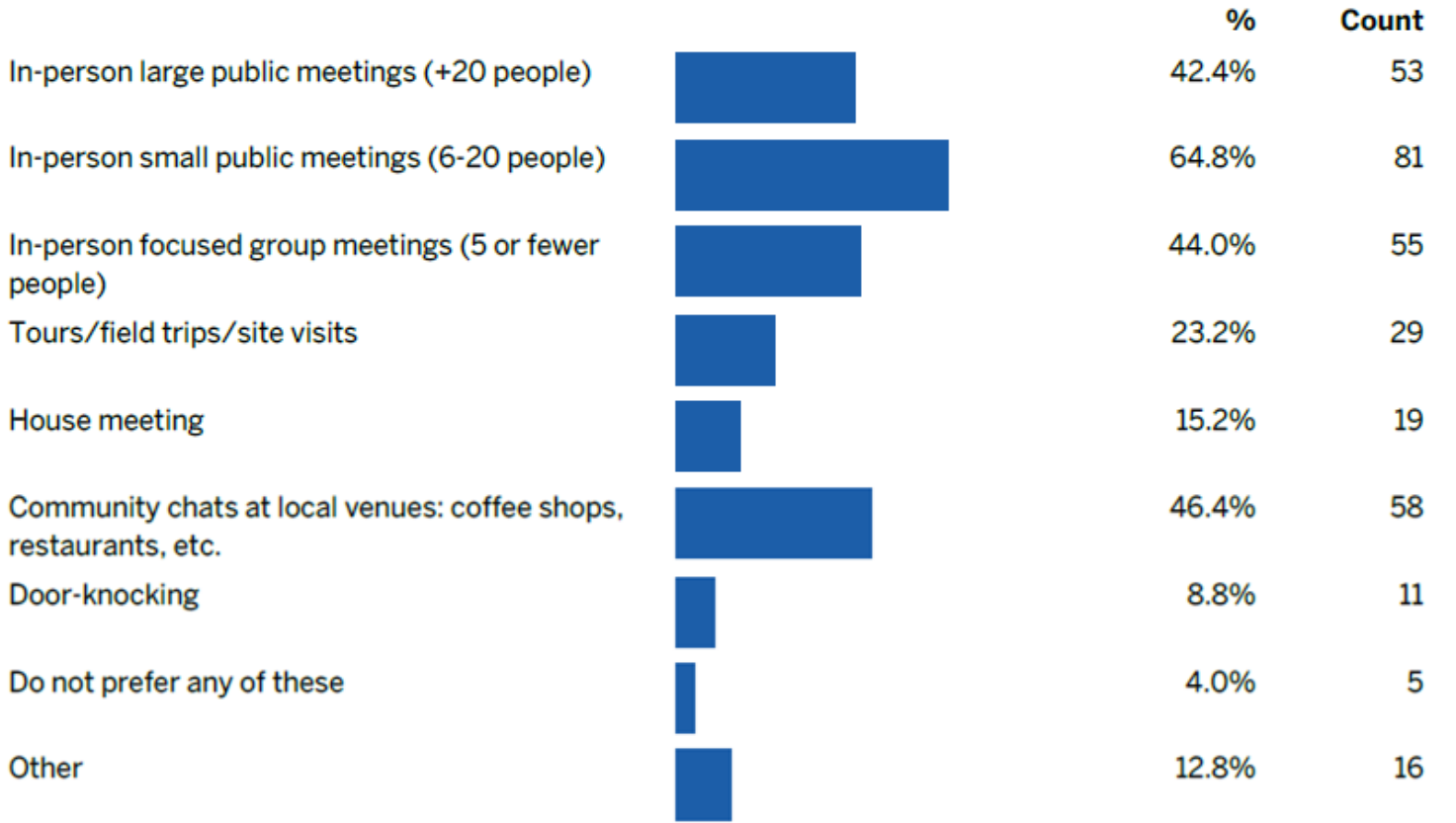
If the City were to host a pop-up event to share information about City initiatives and collect public feedback, which location(s) are most convenient for you? (Select all your preferred options.)





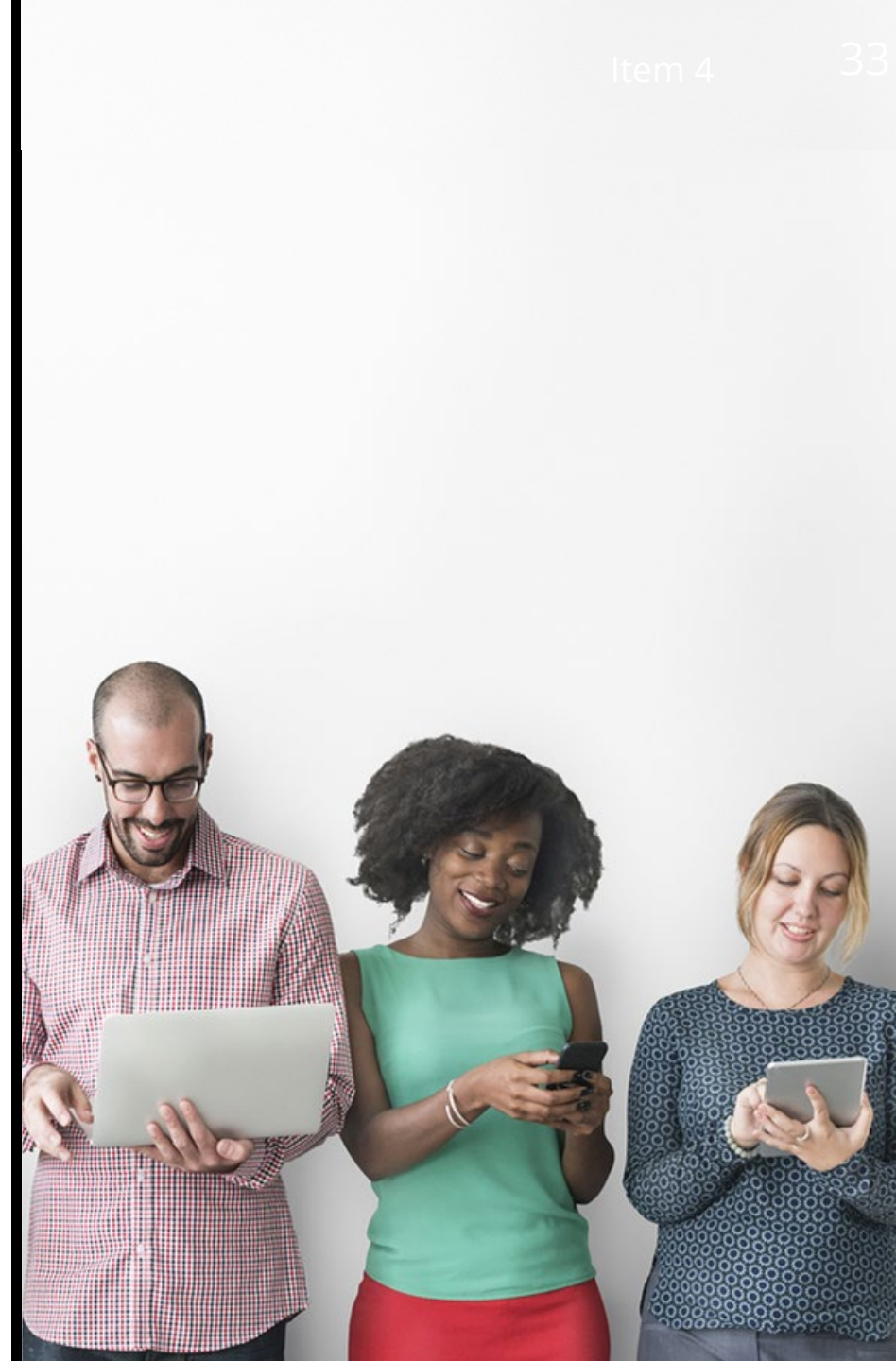
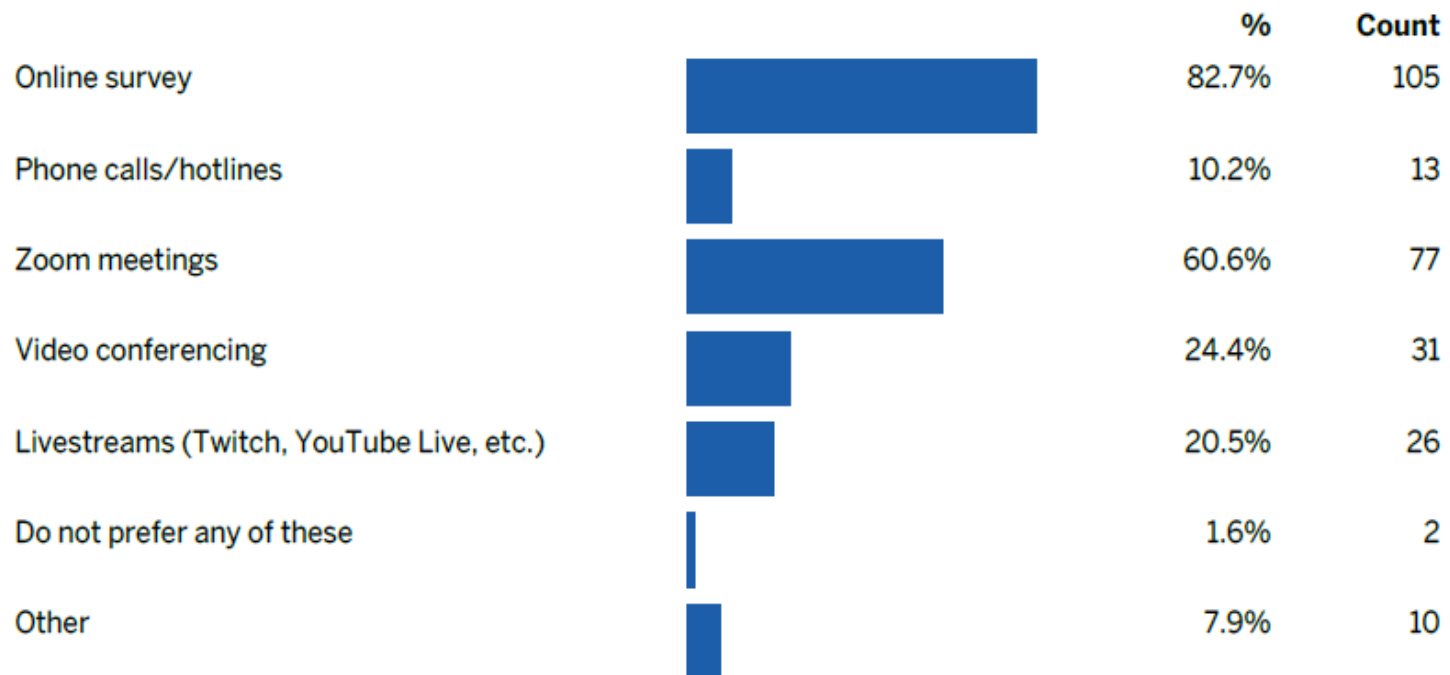
In-person Engagement

In which ways would you be most likely to provide your IN-PERSON input to the City? (Select all your preferred options.)

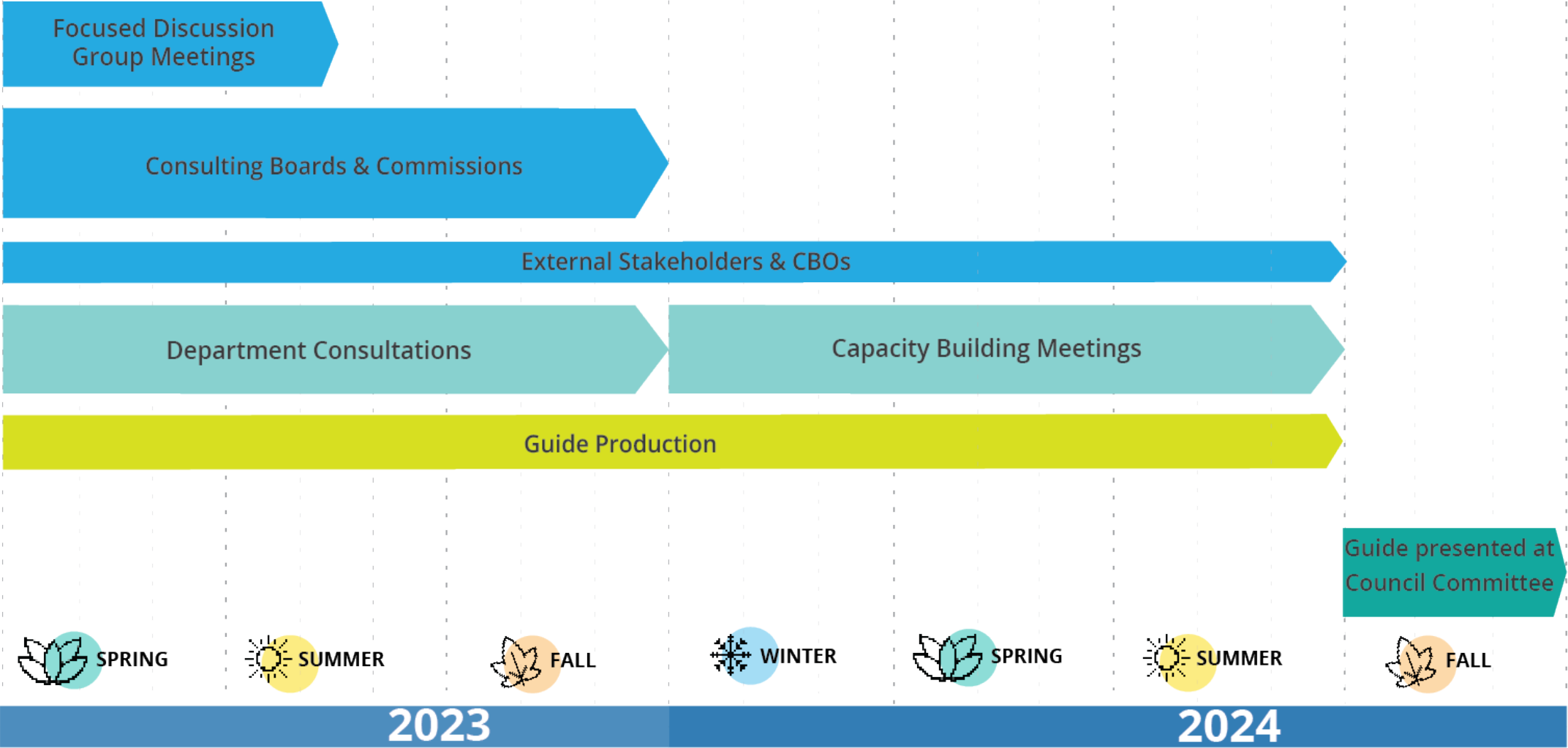


Virtual Engagement

In which ways would you be most likely to provide your VIRTUAL/ONLINE input to the City? (Select all your preferred options.)



Timeline and major milestones



Questions

Item 4

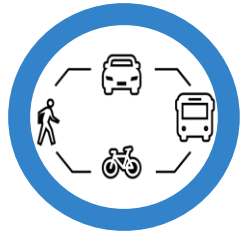
- Please take our survey and stay informed about the project!
sandiego.gov/engagement
- Feel free to e-mail us your questions and comments at
engagement@sandiego.gov

Thank You!

Department of Sustainability & Mobility

Complete Streets Council Policy

September 6, 2023
Mobility Board



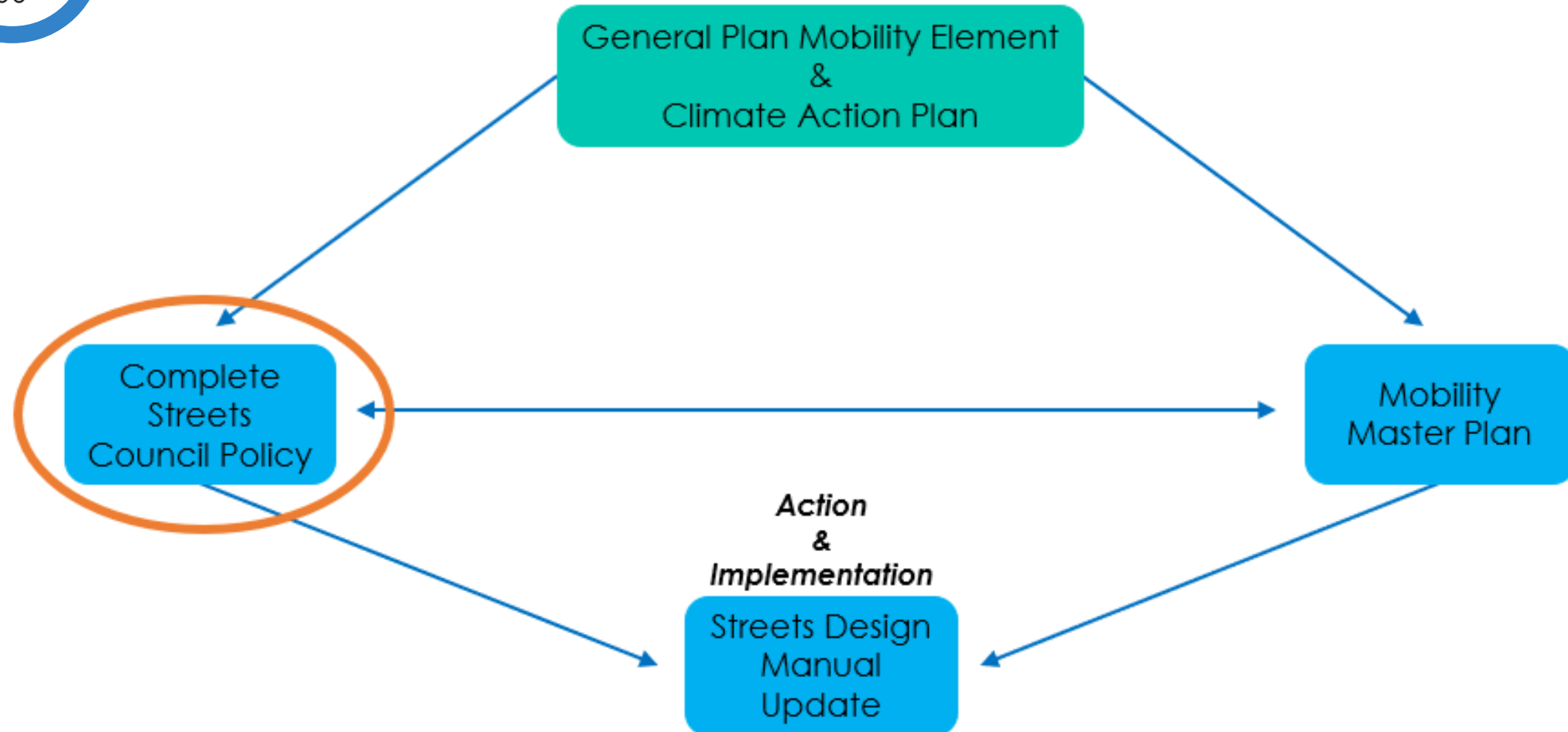
Why do we need Complete Streets?

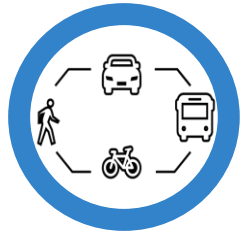
- Provide more transportation options
- Reduce VMT and GHG
- Supporting other efforts, including:
 - Strategic Plan
 - General Plan Mobility Element
 - Climate Action Plan
 - Mobility Master Plan
 - Vision Zero Strategic Plan
 - Street Design Manual





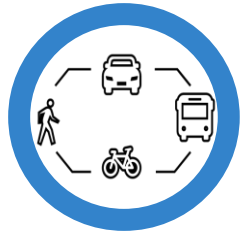
Council Policy's Relationship to Other Efforts





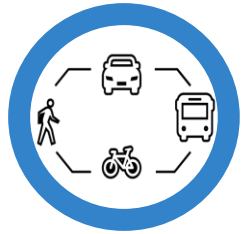
Feedback Received

- Active Transportation & Infrastructure (ATI) Committee
- Advisory Boards
 - Accessibility Advisory Board
 - Community Forest Advisory Board
 - Mobility Board
- Multiple City Departments
- Advocacy Organizations



What did we hear?

- Policy
 - Clarify when the Policy applies at the project-level
- Definitions
 - Refine context sensitive design
 - Clarify multi-use facilities and right-of-way
- Scope
 - Reinforce application to both public and private projects
 - Clarify applicability of maintenance and repair projects



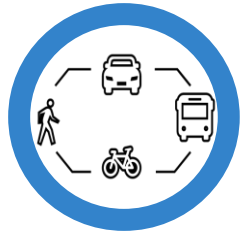
What did we hear?

- Implementation
 - Governance group activities
 - Reference best practices
 - Clarify example treatments and projects
 - Include tree canopy and green streets components
 - Clarify public engagement and advisory board roles
- Exceptions
 - Clarify and specify exception criteria



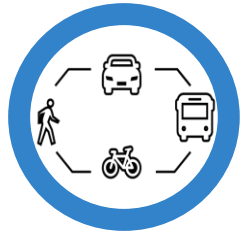
Key Edits to the Draft Council Policy

- Policy
 - Added all project phases to ensure broad application
- Definitions
 - Added multi-use path to the definitions
 - Refined project and treatment examples
- Scope
 - Clarified direct Policy application to public and private projects
 - Refined application to maintenance projects



Key Edits to the Draft Council Policy

- Implementation
 - Referenced governance group processes and tools (e.g., checklist)
 - Included best practices (e.g., NACTO design guides)
 - Added specific traffic calming measures
 - Included tree canopy and green streets components
 - Provided public engagement opportunities
- Exceptions
 - Added exception criteria including public safety and emergency repairs



BikeSD Feedback

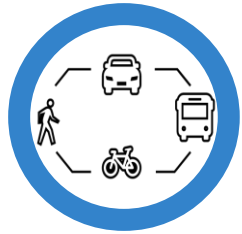
1. Policy enforcement via an ordinance

- Input has been considered and no change to the policy
- The update to the Proposed Street Design Manual following will include Municipal Code Amendment (Ordinance)

2. NACTO design standards in Street Design Manual

- Comments relate to the Street Design Manual; Input will be incorporated in the Street Design Manual Update
- Updated language has been added to Council Policy to reference NACTO and other design practices:

"Update the City's Street Design Manual to align with the principles of this policy. The Street Design Manual is a comprehensive resource with guidelines and standards to inform the design of the public right-of-way. In doing so, the City should make use of current best practices and guidelines (e.g., National Association of City Transportation Officials (NACTO) Urban Street Design Guide, Urban Bikeway Design Guide, Designing for All Ages & Abilities Contextual Guidance, and Transit Street Design Guide) to implement Complete Streets in projects."



BikeSD Feedback (continued)

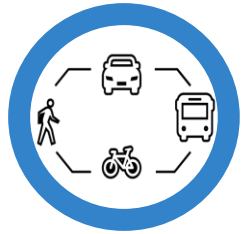
3. Checklist and Exceptions

- No changes proposed; Public hearing on exceptions is not practical or feasible due to the annual programming of funding and improvements
- Implementation Tool to be developed as a next step
- Working on refining the applicability and examples of possible exceptions based on public input and interdepartmental coordination

4. Context sensitive design and neighborhood unique "character"

- Updated language to clarify:

"Context Sensitive Design: Design that is flexible and seeks to balance the need to move people efficiently with outcomes specific to each neighborhood's unique context, including topography, roadway alignments, sight distances, and historical resources."



BikeSD Feedback (continued)

5. Emergency response

- No specific changes to prioritization and consideration of emergency response; City essential service is to provide for the health, safety and welfare;

6. Slurry seal exemption

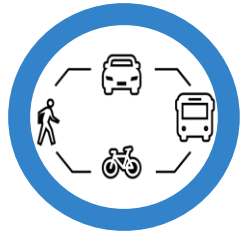
- Language is being refined for clarification of applicability to full-width resurfacing to include quick-build solutions

7. Use of temporary design / quick build elements in capital projects

- Quick-build solutions are part of the tools available to quickly improve safety and mobility options responsively;
- Language is being refined to clarify quick-build solutions where there are limited construction practices

8. Private development encroachment

- Existing development requirement; Requirements to be further updated as a next step
- Updated language has been added to include quick build installation during construction work in the right-of-way



Complete Streets Policy – Next Steps

- Mobility Board
- ATI Committee
- City Attorney Review
- Council Adoption
- Implementation



Department of Sustainability & Mobility

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