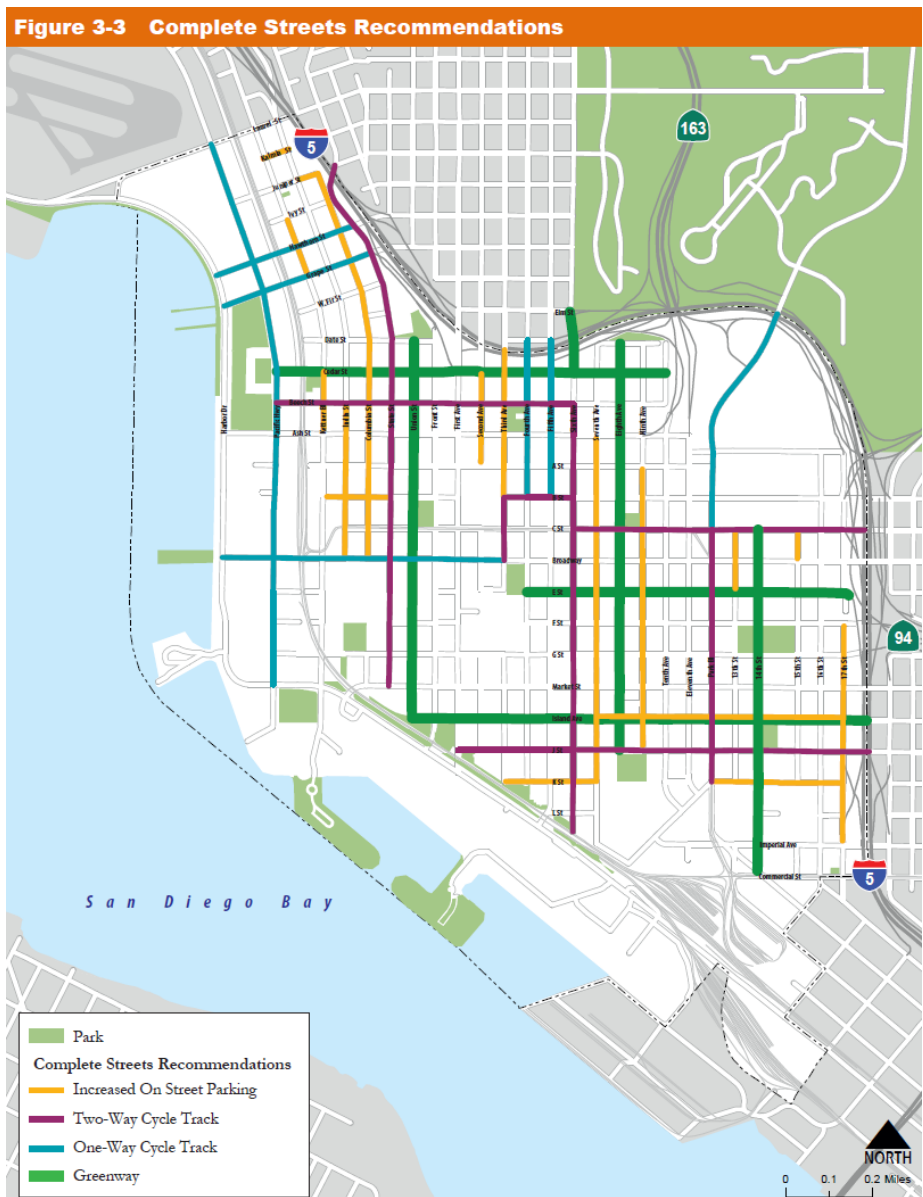


MEET San Diego, CA



DOWNTOWN MOBILITY VISION
An integrated transportation network of Greenways, sidewalks, bikeways, transit services, roadways and freeways that provides for the safety of all travelers – including the elderly, youth and disabled – both within Downtown and to surrounding communities. It is a transportation network that provides convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. It is a transportation network that supports community health and well-being, promotes a strong economy, and also builds social capital.

Downtown Cycle Tracks
One-way: 3.8 Lane Miles
Two-way 10.8 Lane Miles

Downtown San Diego Mobility Plan

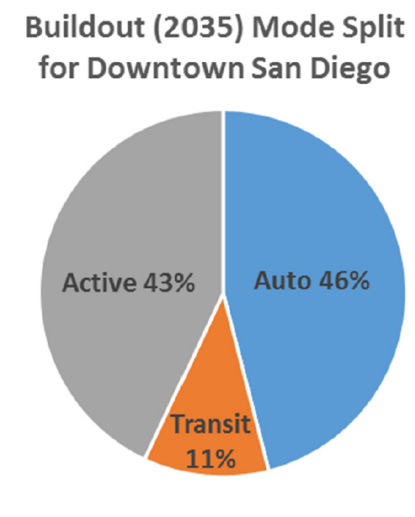
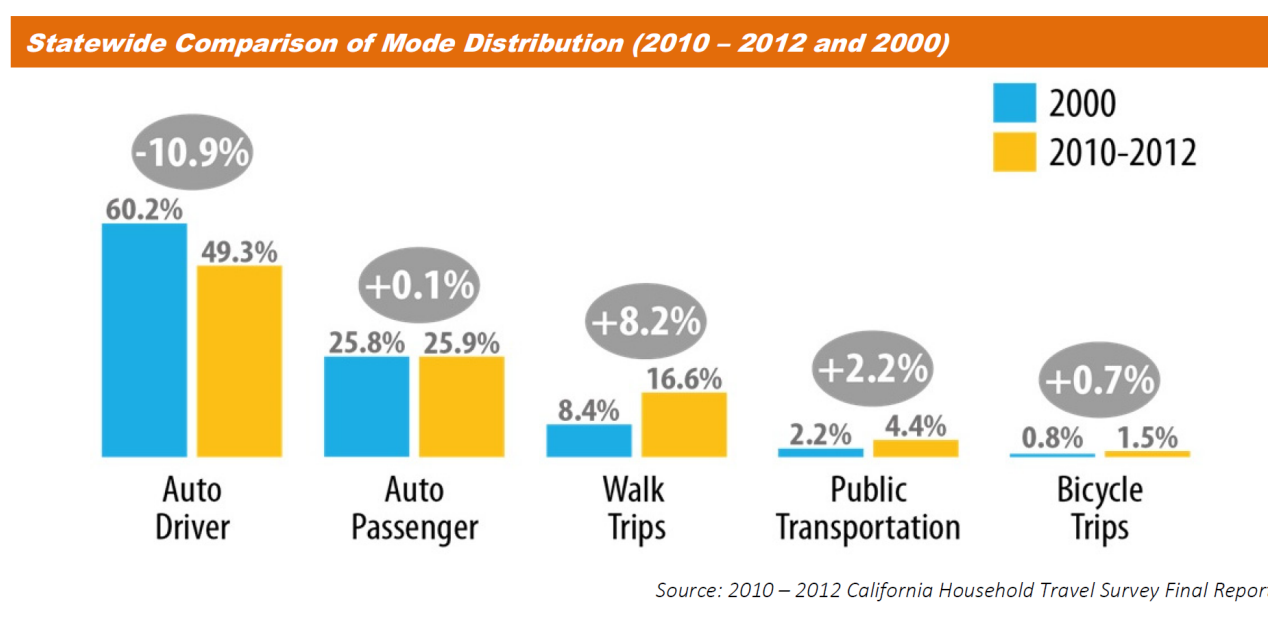
June 2016

Timeline of Recent State Legislative Actions Supporting Multimodal Planning

- 2006** AB 32 - Global Warming Solutions Act: Requires cities and counties to plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.
- 2008** AB 1358 - Complete Streets Act: Requires cities and counties to plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.
- 2009** Senate Bill (SB) 375 - Sustainable Communities and Climate Protection Act: Requires Metropolitan Planning Organizations to include sustainable communities strategies in their regional transportation plans for purposes of reducing GHG emissions.
- 2009** Deputy Directive (DD) 64-R1 - Complete Streets - Integrating the Transportation System: Requires the accessibility, mobility and safety needs of bicycle, pedestrian and transit travel to be met in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.
- 2009** SB 391 - California Transportation Plan: Requires Caltrans to update the California Transportation Plan (CTP) every 5 years. CTP required to demonstrate how GHG reduction goals will be met and to identify statewide integrated multimodal transportation system.
- 2013** SB 743 - Changes to California Environmental Quality Act for Transit Oriented Development: California Environmental Quality Act revised to establish criteria for determining transportation impacts of projects within transit priority areas emphasizing reduction of GHG emissions. Criteria would no longer consider automobile traffic delay measures to be a significant impact.
- 2014** SB 99 - Active Transportation Program: Establishes Active Transportation Program (ATP) within Caltrans; aims to encourage increased use of active modes of transportation. ATP disburses funds for both infrastructure and non-infrastructure active transportation projects.
- 2014** DD 64-R2 - Complete Streets - Integrating the Transportation System: Reaffirms Caltrans commitment to DD 64-R1 (2008) Complete Streets policies.
- 2014** Caltrans endorses NACTO Urban Street Design Guide & Urban Bikeway Design Guide: NACTO guidelines allows the State and municipalities better flexibility in multimodal street design.

Table 3-1 Network Miles by Street Typology

Street Typology	Network Miles	% of Total Network Miles
Greenways	5.5	9.8%
Cycleways	9.3	16.5%
Transitways	6.8	12.1%
Autoways	12.9	23.0%
Multi-Functional Streets	21.7	38.6%



- CLIMATE ACTION PLAN TARGETS**
- Some of the CAP's targets include the following:
- Achieve mass transit mode share of 12% by 2020 and 25% by 2035 in Transit Priority Areas.
 - Achieve walking commuter mode share of 3% by 2020 and 7% by 2035 in Transit Priority Areas.
 - Achieve 6% bicycle commuter mode share by 2020 and 18% mode share by 2035 in Transit Priority Areas.
 - Reduce average vehicle commute distance by two miles through implementation of the General Plan City of Villages Strategy by 2035.

Table 13-4 Planning Level Cost Estimation

Improvement Type	Cost (in Millions)
Greenways	\$25.75
Pedestrian Improvements	\$7.22
Bicycle Improvements	\$10.50
Roadway Improvements	\$19.32
Total Cost	\$62.79

Resurface/Repurpose

50 Miles of New and Improved Bikeways Per Year



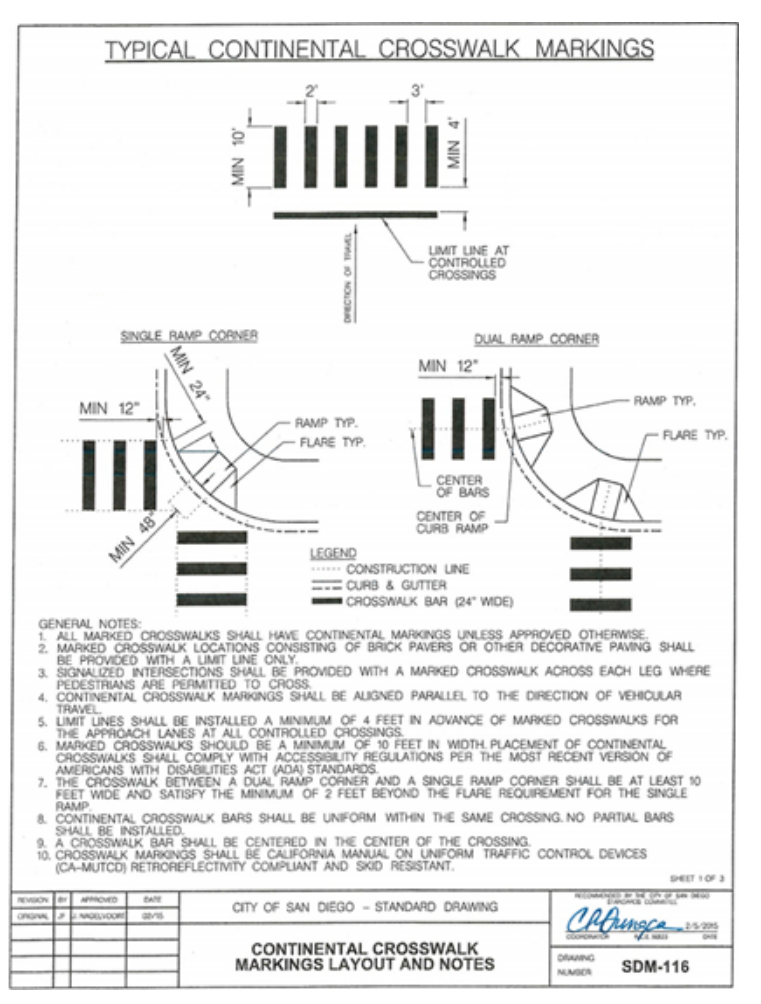
Vision Zero

New Crosswalk Policy

CROSSING TREATMENTS

Crossing Distance	Roadway ADT (vehicles per day)				
	< 1,500	1,501 - 5,000	5,001 - 12,000	12,001 - 15,000	> 15,000
< 40'	A	B	B	C	C, D
40' to 52'	A	B	C	C, D	D
> 52'	A	B, C	C, D	D	D

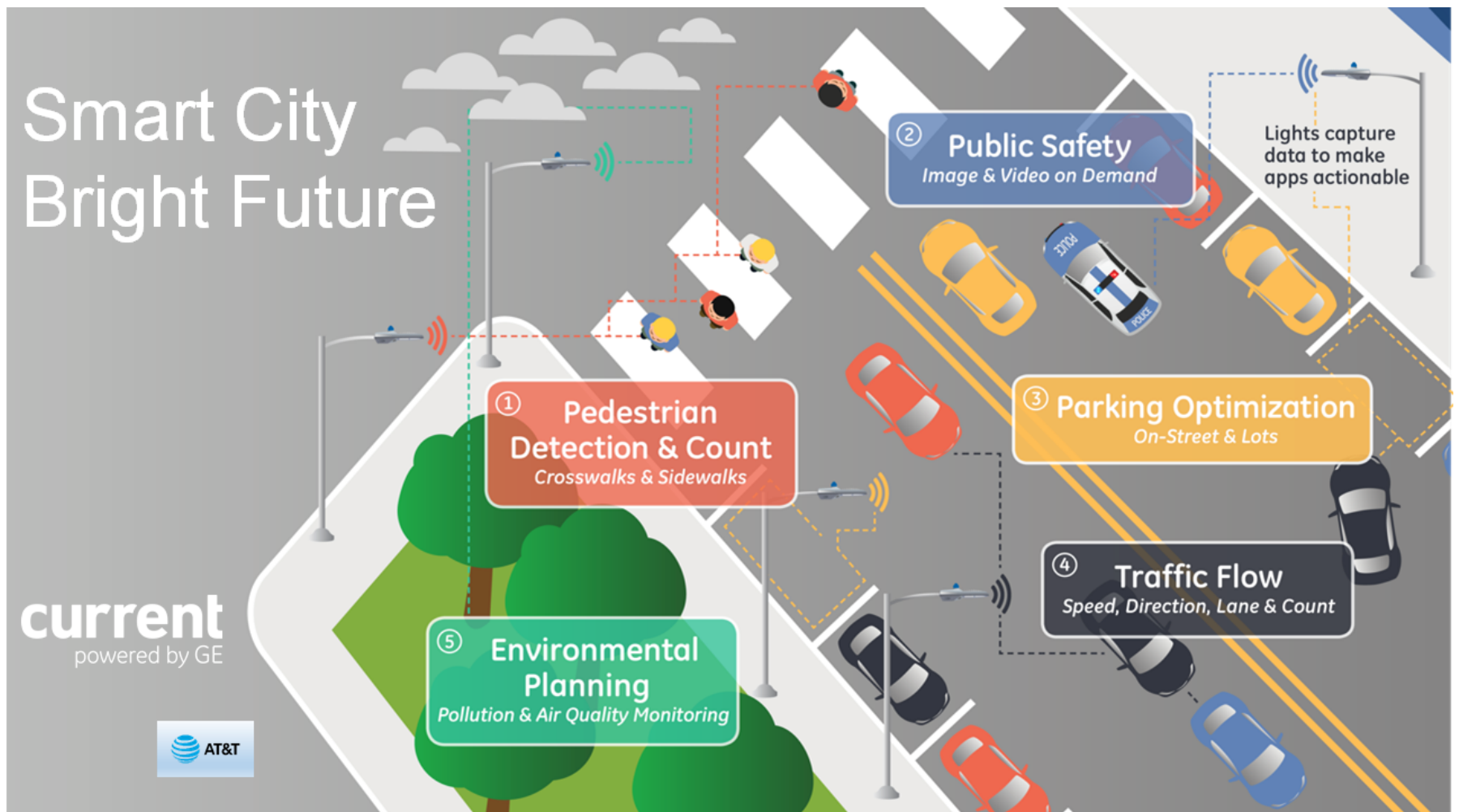
A	Standard Signage Only
B	One Additional Treatment
C	Two Additional Treatments
D	Signal or Combination of Treatments



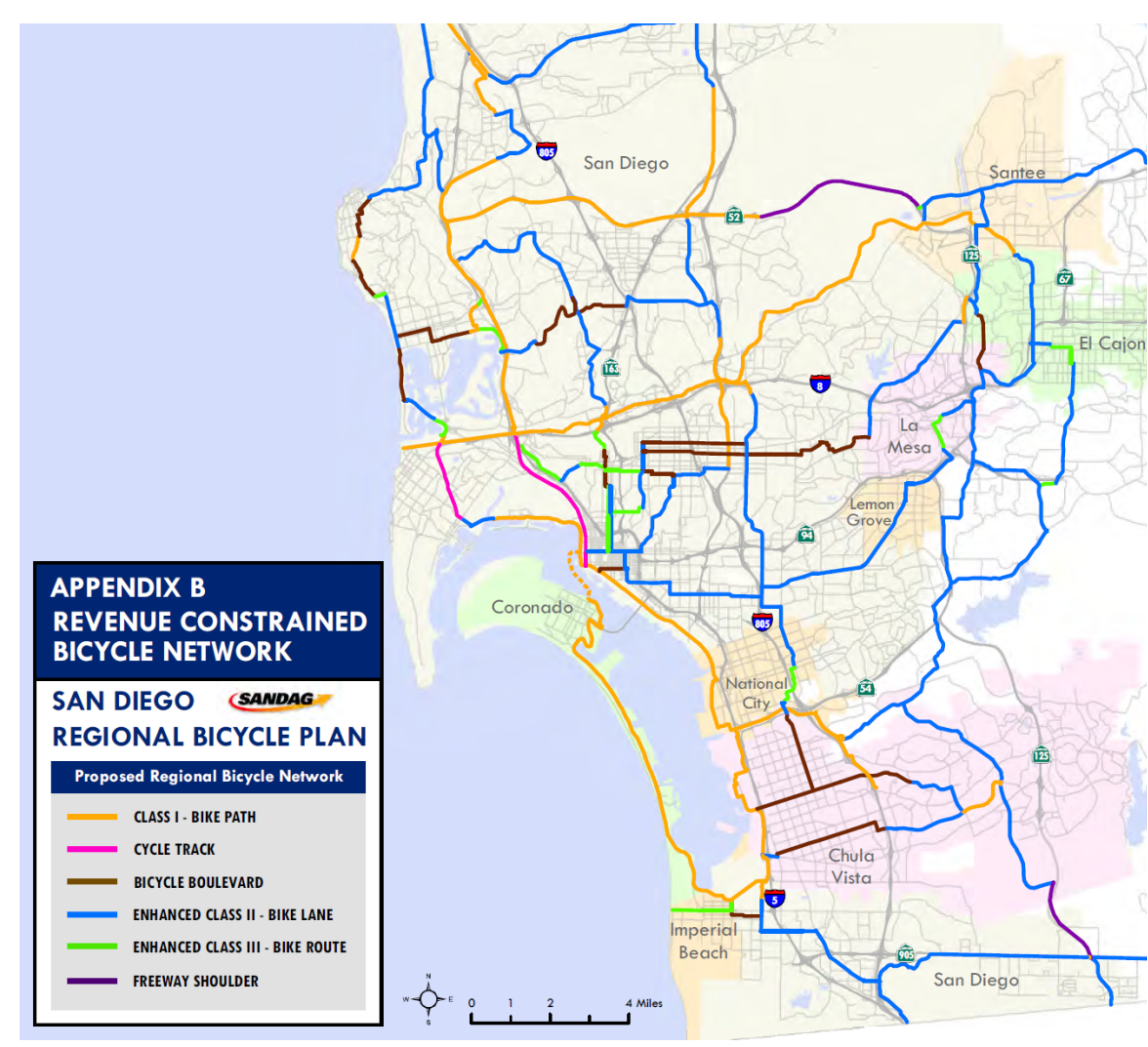
Green Zones & Diets



\$30M Smart/LED Street Light Program



\$200M Early Action Program



Regional Bikeway Projects

Introduction

Adopted December 2015

Keep San Diego Moving

2013 Project Video

View Video

View San Diego Regional Bike Plan

Share the Road from AAA Public Affairs

CLIMATE ACTION PLAN

Adopted December 2015

50% GHG Reduction

