

Executive Summary

The City of San Diego’s proposed Climate Action Plan¹ (CAP) commits the City to change the way people get to work. Not only is transportation important for economic development, lifestyle, and social equity, it is a crucial component to reducing the risks from climate change.

The purpose of the CAP is to reduce greenhouse gas emissions (GHGs) in the City of San Diego and to protect our quality of life.

One of five key strategies in the CAP is to reduce GHGs from car trips by encouraging more commuters in San Diego to rely on transit, walking, and bicycling in the future. In order for the City of San Diego to meet its climate goals, the City Council and Mayor must:

- (1) Implement a variety of policies, infrastructure projects, and programs at the city level to make non-car transportation choices both safe and easy to use, and
- (2) Ensure that the San Diego Association of Governments (SANDAG), implements a Regional Plan that provides sufficient resources for transit, walking, and bicycling to meet the City of San Diego’s climate goals.

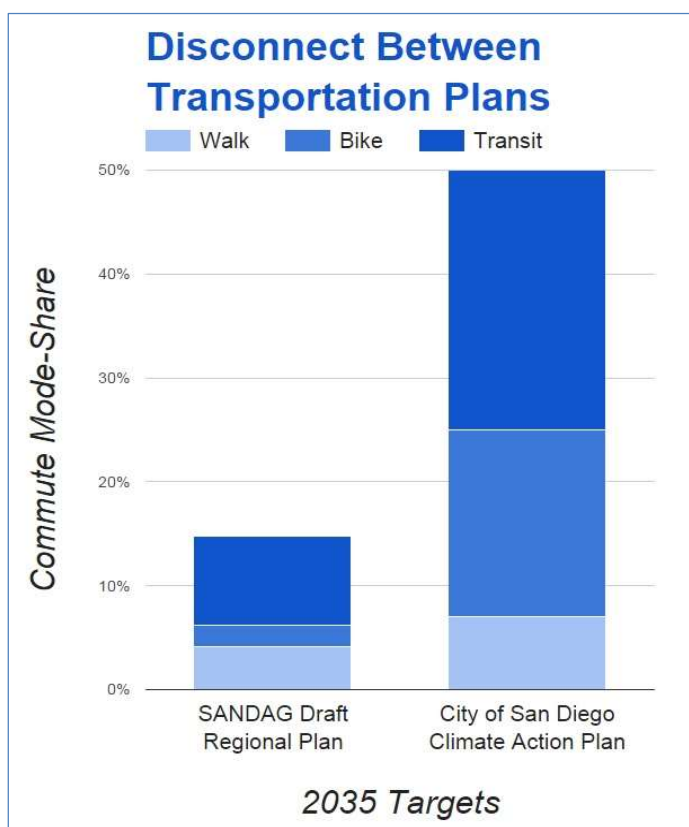
Some of the mobility strategies outlined in the CAP must be implemented at the regional level by SANDAG—not by the City alone. However, San Diego Forward: The Regional Plan, SANDAG’s long range transportation plan, projects transit, walking, and bicycling levels far smaller in the City of San Diego than what is called for by the CAP.

The City of San Diego’s climate goals call for 50 percent of commuters living near transit to bicycle, walk, or take transit to work. However, according to SANDAG’s own data, their plans will result in less than 15 percent for those same areas in the City of San Diego.

It is mathematically impossible for the City of San Diego to achieve its transit and active transportation goals with the transportation network SANDAG is currently planning.

SANDAG’s own projections show that it is mathematically impossible for the City of San Diego to achieve its transit and active transportation goals with the transportation network SANDAG is currently planning.

The City of San Diego must use the influence of its SANDAG Board members to ensure the region prioritizes sufficient funding to meet the transit and active transportation goals of the CAP.



Commute mode-share projections for San Diego Transit Priority Areas ²			
	2012	2035	
Source	SANDAG Data	SANDAG Projection	Climate Action Plan Goals
Transit	5.1%	8.6%	25%
Walk	4.2%	4.1%	7%
Bicycle	1.9%	2.1%	18%