



March 18, 2016

Dear Members of the CAP Implementation Working Group:

The City of San Diego's Climate Action Plan (CAP) presents tremendous opportunities to create measurable gains toward achieving our goals for reducing greenhouse gas emissions. Circulate San Diego is excited to be part of the team working on the implementation of this groundbreaking plan.

One of the five core strategies outlined in the CAP focuses on "Bicycling, Walking, Transit, and Land Use." This strategy outlines a broad range of activities that aim to reduce vehicle miles traveled (VMT) and improve transportation choices as mechanisms to reduce GHGs.¹

Circulate San Diego recommends the below tasks be undertaken to implement the land use and transportation elements of the City of San Diego's Climate Action Plan. These tasks are not intended to be exhaustive of what the City should do, or for what the CAP Implementation Working Group should recommend. However, they represent a number of key strategies necessary to implement the CAP. It is our hope that they will be useful to our shared efforts.

CAP Action 3.1: Implement the General Plan's Mobility Element and City of Villages Strategy

CAP Target: *Achieve mass transit mode share of 12% by 2020 and 25% by 2035 in Transit Priority Areas (TPAs).*

Proposed Task 1: Update Community Plans to add land use intensity near transit, and at the very least not to down-zone Community Plans.²

Proposed Task 2: Update CEQA Level of Service thresholds to be based on vehicle miles traveled (VTM), not level of service (LOS), as required by SB 743.³

Proposed Task 3: Work with SANDAG to update Regional Traffic Impact Study Guidelines to be tied with VMT, not LOS, and provide exemplary guidelines the City of San Diego can choose to use in accordance with SB 743.⁴

¹ Circulate San Diego and Climate Action Campaign, *New Climate for Transportation* (2015), available at http://www.circulatesd.org/new_climate_for_transportation.

² Circulate San Diego, *Policy Letter: The General Plan and Climate Action Plan Preclude Down-Zones of Neighborhoods* (February 16, 2016), available at http://www.circulatesd.org/down-zones_not_permitted.

³ Circulate San Diego, *Smart Mobility for Smart Growth* (2016), available at <http://www.circulatesd.org/sb743>.

Proposed Task 4: Planning Department staff should complete a CAP Consistency Checklist for all future Community Plan Updates to ensure these updates implement the CAP at the neighborhood scale. The City of San Diego should also publish or attach these checklists as backups to docket items on City Council agenda items.⁵

Proposed Task 4: Adopt an ordinance that requires any expenditure, or inclusion of road widening in future or updated plans, be evaluated for consistency with the CAP. The City should also re-evaluate road widening projects undergoing design. Such projects contribute to dangerous conditions for other modes, induce more driving, and increase costs for maintenance. These projects can be re-evaluated against CAP goals and transportation networks designed to implement SB 743 and reduce VMT.⁶

CAP Action 3.2: Implement Pedestrian Improvements (Pedestrian Plan)

CAP Target: *Achieve walking commuter mode share of 4% by 2020 and 7% by 2035 in TPAs.*

Proposed Task 1: Pedestrian mode shares require both actual safety and the perception of safety to encourage more walking. Prioritize funding to implement Vision Zero with adequate engineering, education, and enforcement.⁷

Proposed Task 2: Adopt the Downtown Mobility Plan and prioritize funding in the CIP budget to improve pedestrian facilities in downtown.⁸

CAP Action 3.3: Implement the Bicycle Master Plan

CAP Target: *Achieve 6% bicycle commuter mode share by 2020 and 18% mode share by 2035 in TPAs.*

Proposed Task 1: Bicycle mode shares require both actual safety and the perception of safety to encourage more bicycling. Prioritize funding in the 2017 budget to implement Vision Zero with adequate engineering, education, and enforcement.⁹

⁴ *Id.*

⁵ Circulate San Diego, Policy Letter: San Diego Climate Action Plan Draft PEIR Comments (September 29, 2015), available at http://www.circulatesd.org/policy_letter_san_diego_climate_action_plan_draft_peir_comments.

⁶ *Supra* note 3; Circulate San Diego, Policy Letter: Road Widening Not Consistent With CAP, Vision Zero (January 27, 2016), available at http://www.circulatesd.org/road_widening_not_consistent_with_cap_vision_zero.

⁷ Circulate San Diego, Vision Zero Report (June 22, 2015), available at <http://www.circulatesd.org/visionzerosd>; Funding for implementing the Vision Zero engineering needs will require adequate allocations in the Fiscal Year 2017 budget, and beyond. Circulate San Diego, Policy Letter: Vision Zero Priorities for FY2017 Budget (February 26, 2016), available at http://www.circulatesd.org/vision_zero_priorities_for_fy2017_budget.

⁸ Circulate San Diego, Policy Letter: Support Downtown Mobility, Protected Bike Lanes (March 12, 2016), available at http://www.circulatesd.org/support_protected_bike_lanes_in_downtown_san_diego.

Proposed Task 2: Adopt the Downtown Mobility Plan to improve bicycle facilities in downtown.¹⁰

CAP Action 3.5: Implement a Roundabouts Master Plan

CAP Target: *Install roundabouts at 15 intersections by 2020 and an additional 20 intersections by 2035.*

Proposed Task 1: Traffic calming from roundabouts is key to improving the safety of our roads for all users. Develop a screening criteria of prioritization of where specific roundabouts will be constructed. Prioritize adequate funding in the 2017 budget and subsequent budgets to implement construction of 15 roundabouts by 2020.

CAP Action 3.6: Implement Transit-Oriented Development within TPAs

CAP Target: *Reduce average vehicle commute distance by two miles through implementation of the General Plan City of Villages Strategy by 2035.*

Proposed Task 1: Update Community Plans to add land use intensity near transit, and at the very least not to down-zone Community Plans.¹¹

Proposed Task 2: Update CEQA Level of Service thresholds to be based on vehicle miles traveled, not level of service, as required by SB 743.¹²

Proposed Task3: Implement city-wide code changes that remove barriers to development for projects near transit, including with unbundled parking, lower parking requirements near transit, and density bonus reform.¹³

Sincerely,



Colin Parent
Policy Counsel, Circulate San Diego

⁹ *Supra* note 7.

¹⁰ *Supra* note 8.

¹¹ *Supra* note 2.

¹² *Supra* note 3.

¹³ Many such policies were suggested by Mayor Faulconer's Transition Advisory Committee Recommendations, published June 12, 2014, available at <http://www.sandiego.gov/mayor/pdf/transitionadvisoryreport.pdf>.