



Our Mission:  
“To create excellent mobility choices and  
vibrant, healthy places.”

# 5 ways we will improve the San Diego Region:



1. Challenge the notion that the cars are the only way to go.
2. Change the conversation about transportation norms.
3. Increase options for people to live in opportunity rich areas where they can live, work learn and play in a smaller footprint.
4. Make it safer for children and adults to walk and bike to school.
5. Make it easier for people to get around San Diego without a car.

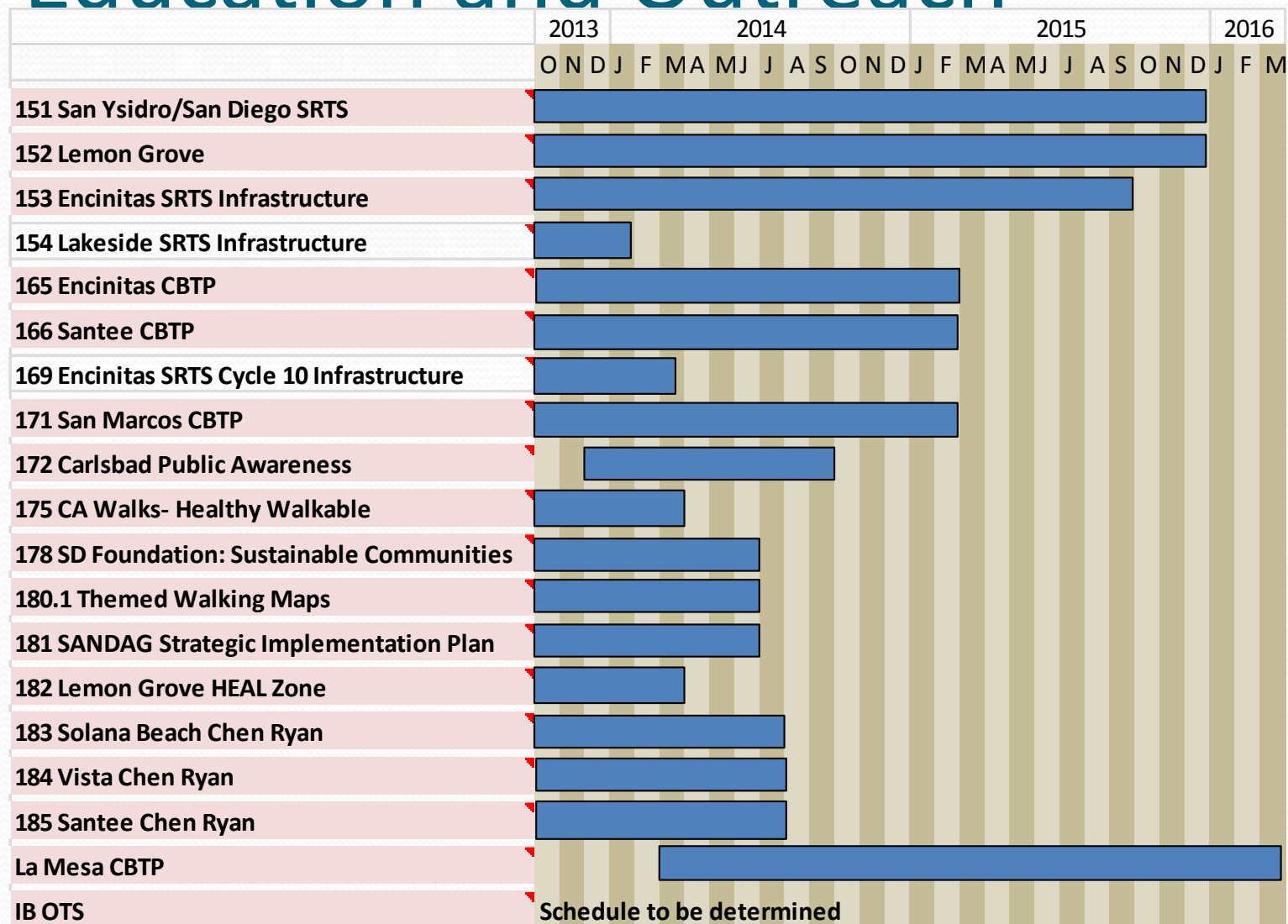


# Circulate SD's Goals

- Champion human-scale land use, transportation, and placemaking strategies in the San Diego region.
- Connect neighborhoods and people with a multimodal transportation network that is appealing, convenient, and safe.
- Increase funding and policies that support active transportation and healthy, sustainable neighborhoods.



# Education and Outreach

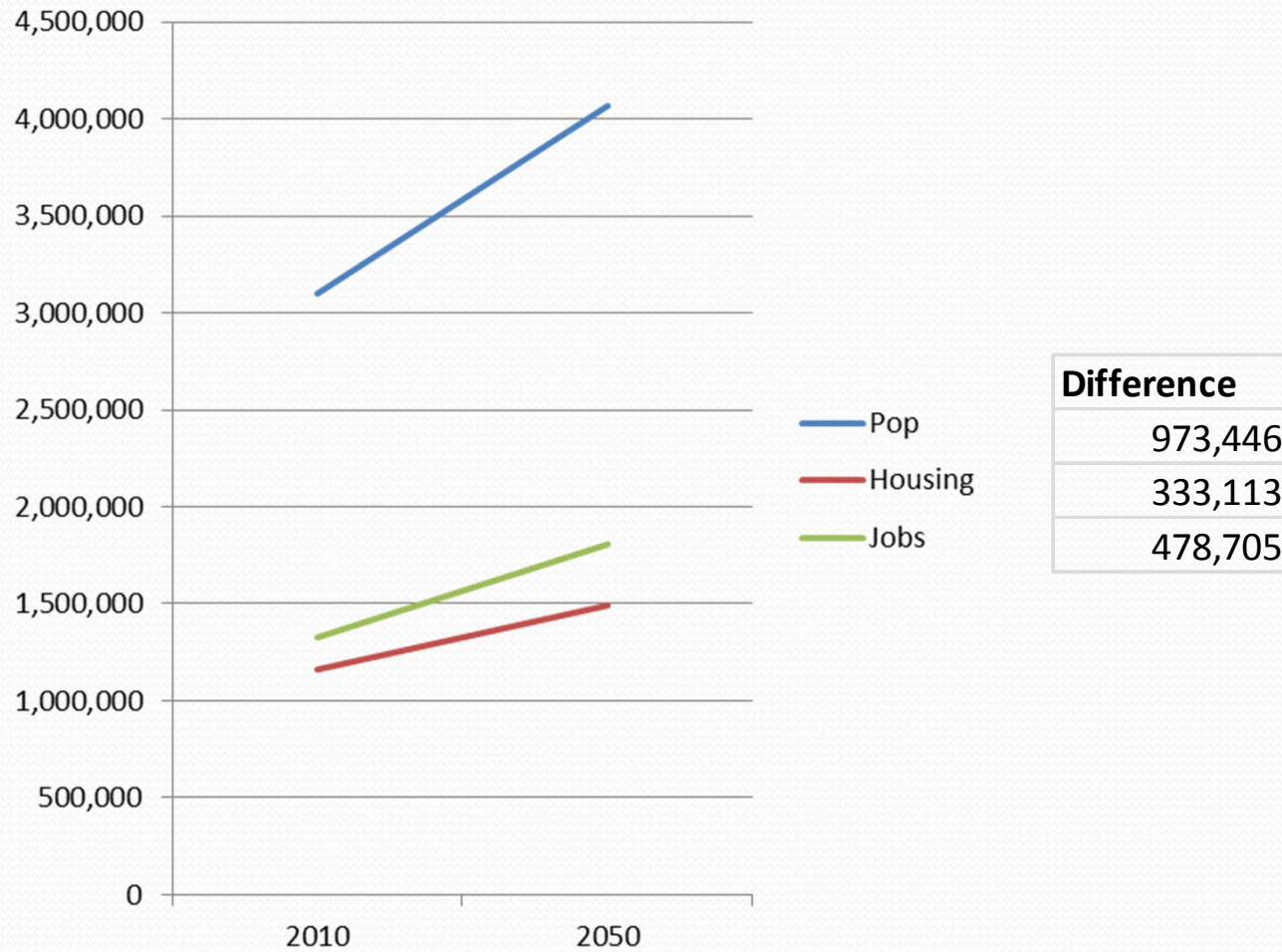




# Our work includes:

- Education and Outreach
  - Safe Routes to Schools
  - Complete Streets
  - Active Transportation
  - TOD Specific Plan Community Engagement
- Policy and Advocacy Issues
  - Funding, Plans and Prioritization for
    - Pedestrian and Bicycle Plans, Policies and Programs
    - Transit and Multi-Modal options
  - Mixed Use, Transit Oriented Development
  - Parking Regulations

# Regional Growth- Recent Forecast







# Indicators for success

## Old Paradigm

### ❖ Old

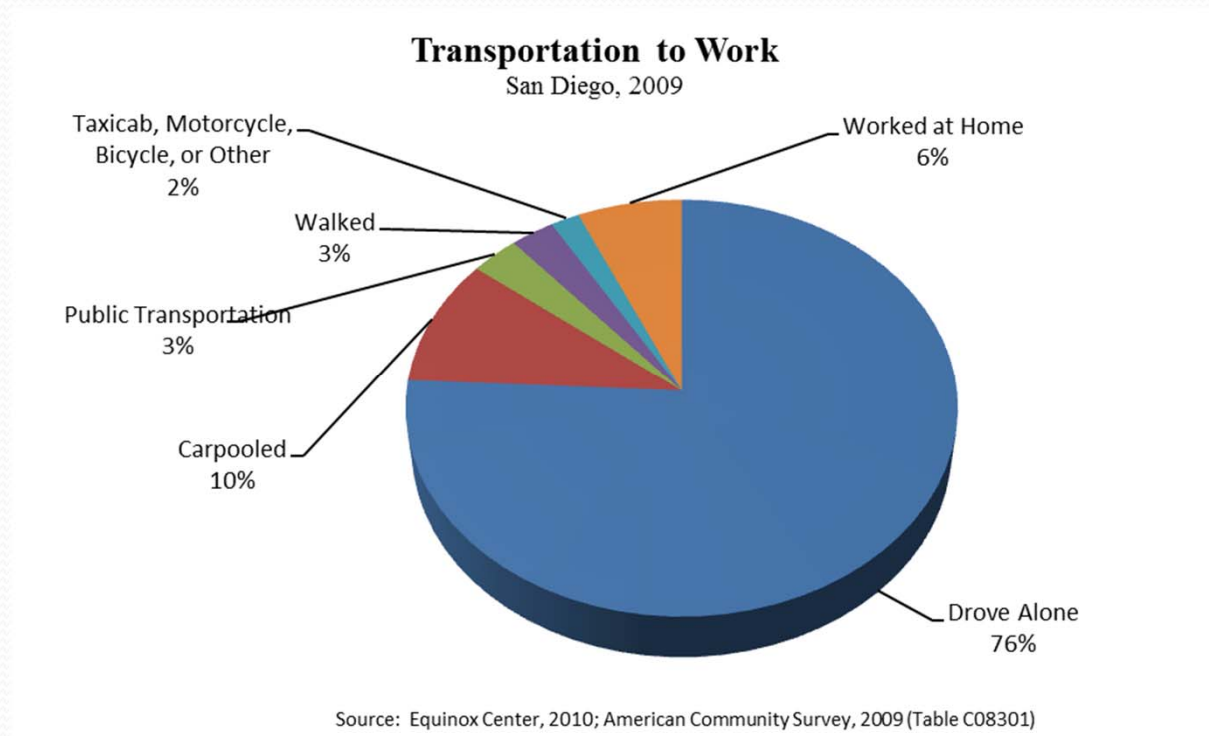
- Congestion
- Vehicle Miles Traveled
- Miles of Freeway Lanes

## New conversation

### ● New

- Access to opportunity
- Reduced Vehicle Miles Traveled per capita
- Public Health Outcomes
- Environmental Quality
  - Habitat Conservation
  - Water Conservation
  - Air Quality
  - Long term GhG reductions

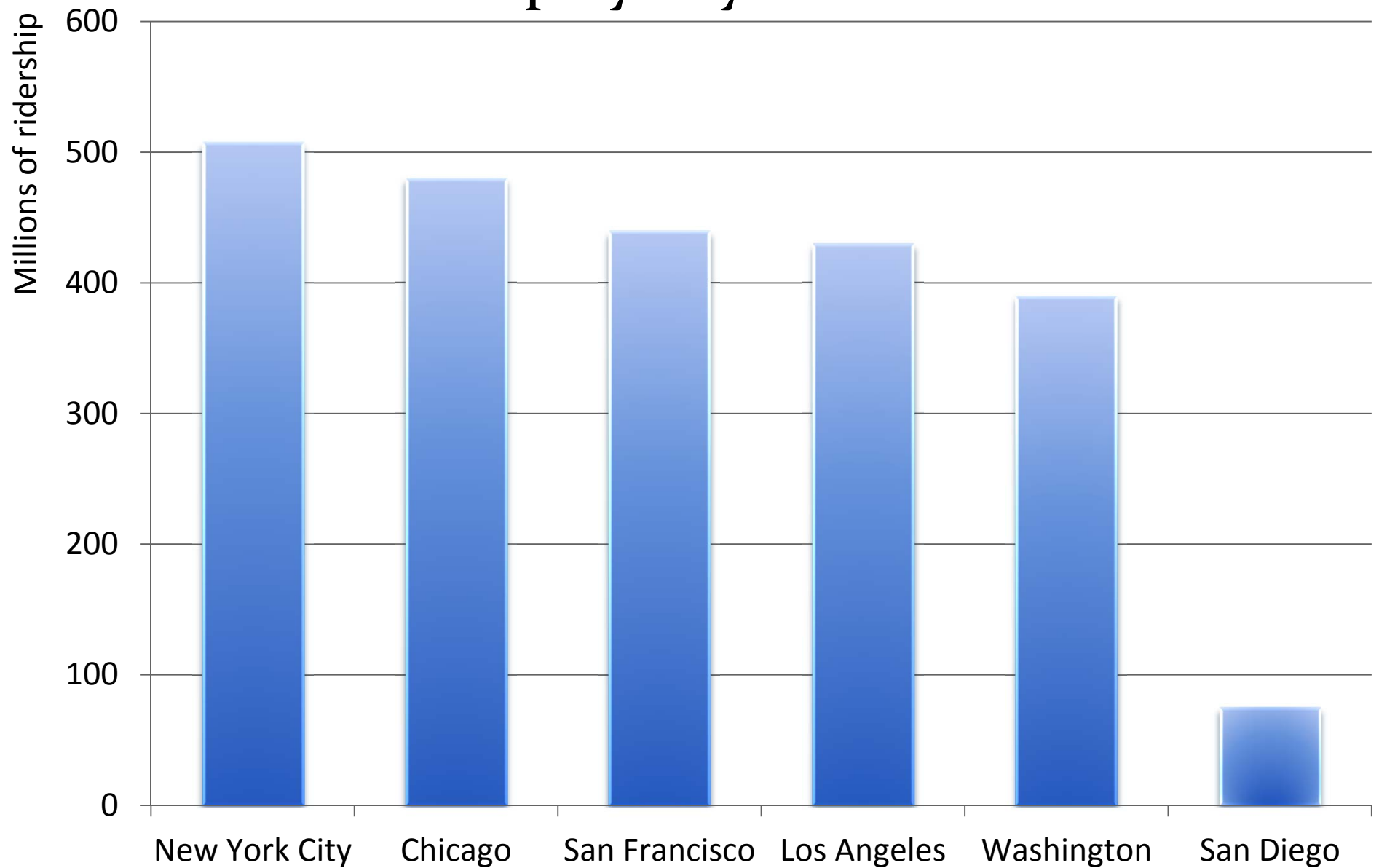
# San Diego's Transportation Pie



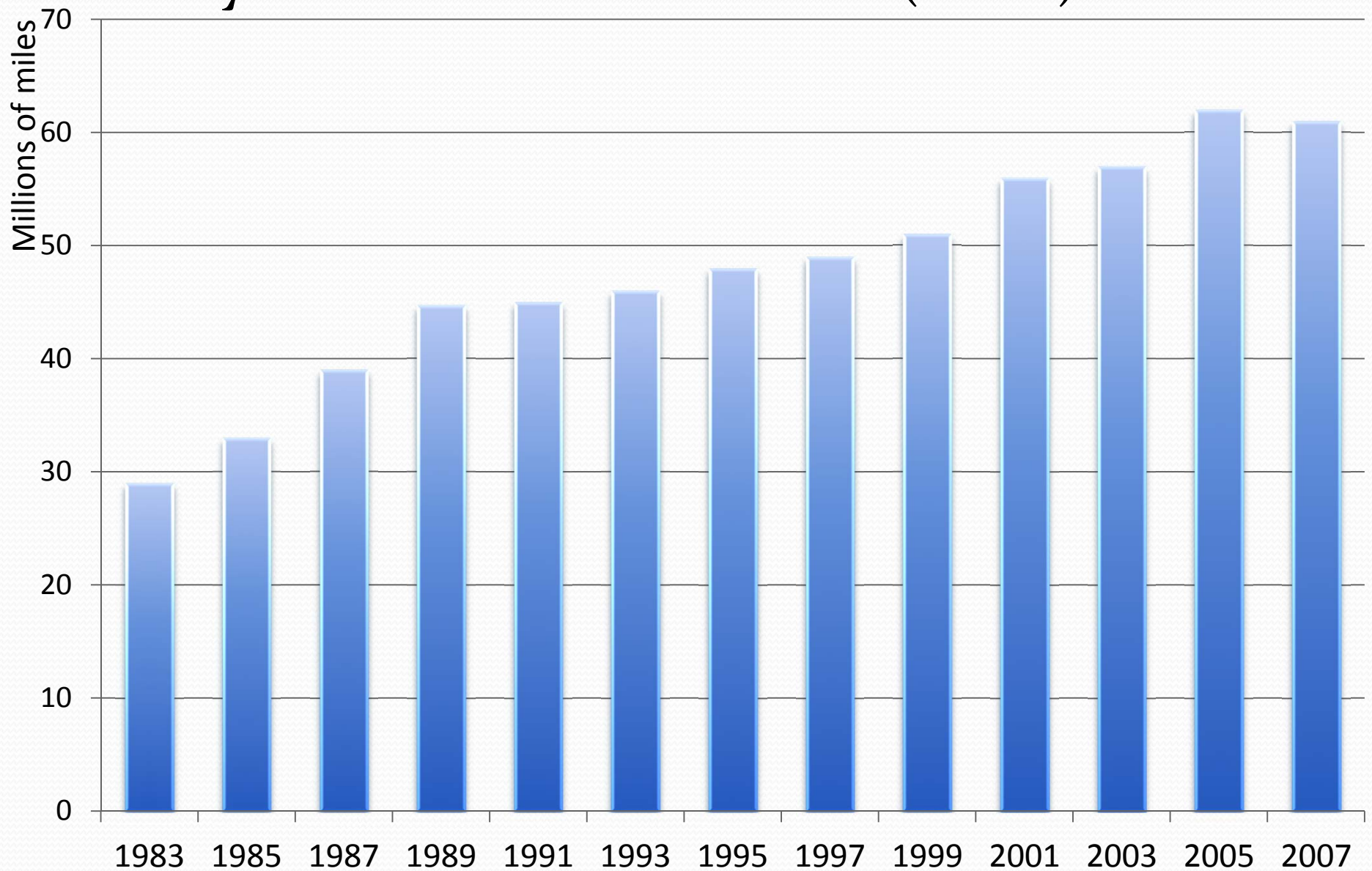




# Transit ridership by city



# Daily Vehicle Miles Travelled (VMT)





# Quality of Life for Cars?

By 2050 only 14% of  
work/higher education locations will be  
reachable within 30 minutes via transit

Yet 70% or more of such locations  
will continue to be accessible  
in 30 minutes by car



# Economic Incentive to reduce VMT

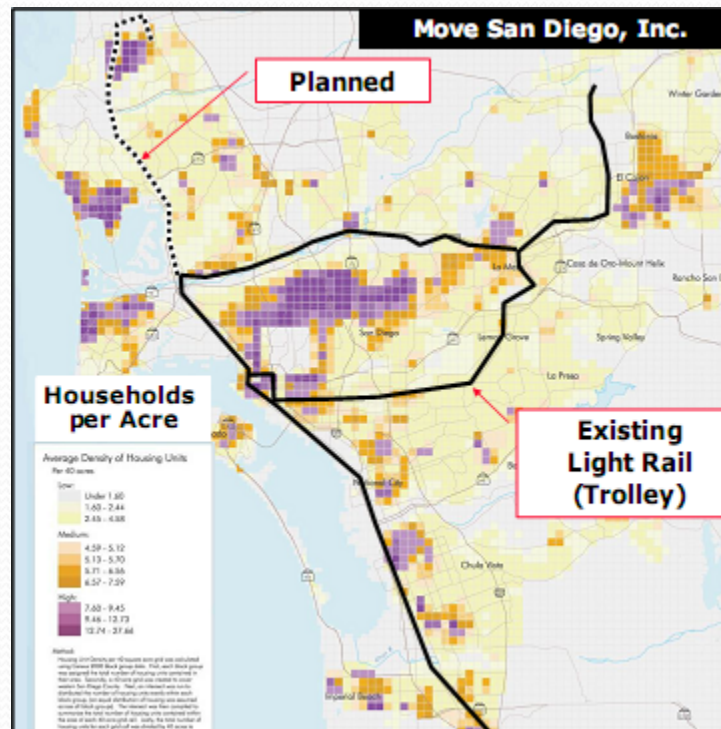
**20.5** Average commute miles per day for  
top ten percent of large U.S. metros

**23.7** Average daily miles for  
San Diego area commute

**3.4B** Miles per year saved if San Diego  
reduced commute by 3.2 miles per day

Transportation costs  
saved if San Diego  
reduced commute  
by 3.2 miles per day **\$1.35B**

# Connect Transit to the People!





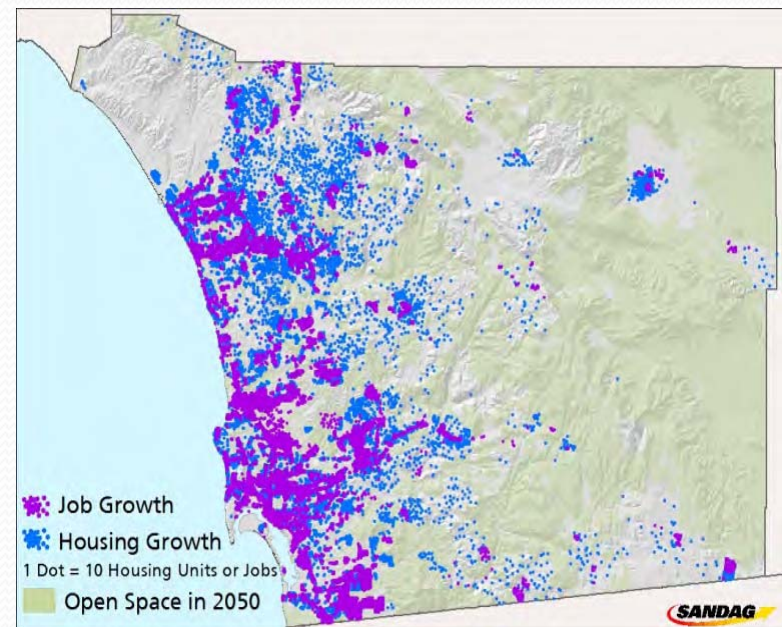
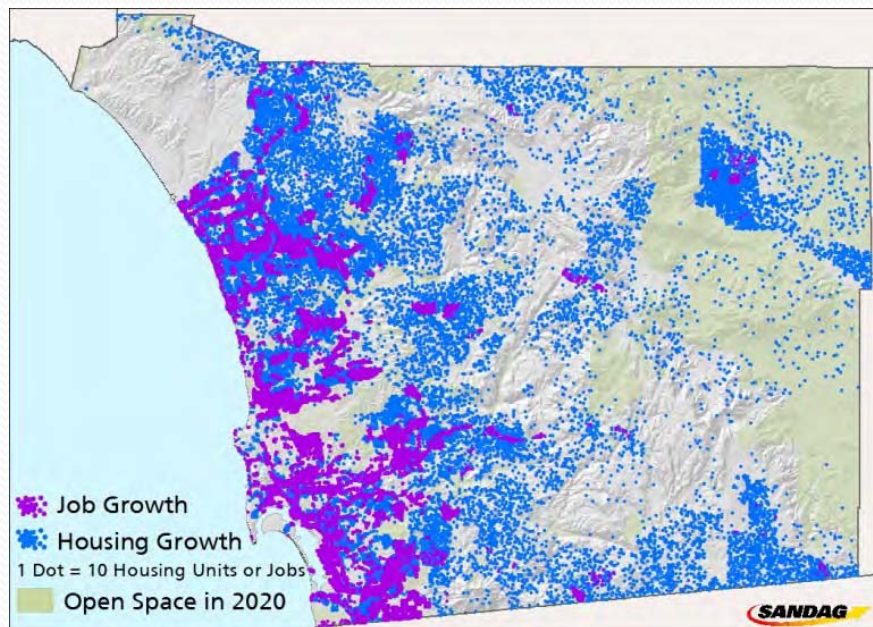


# Opportunities for Change

- **Regional Plan Update in Progress, SD FORWARD**
  - Programs \$200 Billion in Regional Transportation investments from now to 2050
- **Regional Plan New focus on Land Use:**
  - Will accommodate 300,000+ infill units near transit
  - Does NOT revisit highway project capacity needs based on new land uses. Is that smart?
  - New Policies
    - Transit Oriented Development Incentives
    - Complete Streets Requirements



# Compact Development Plans

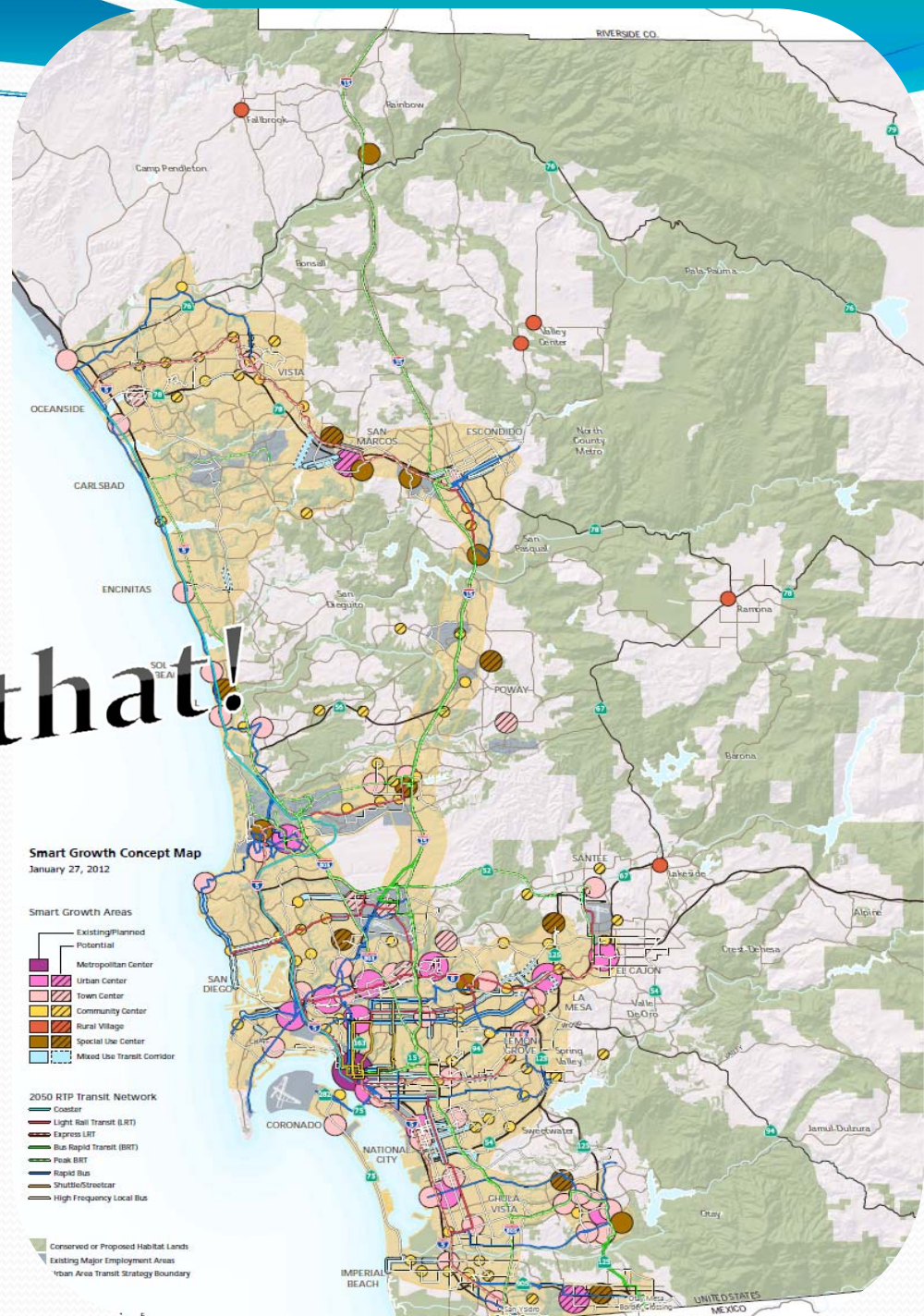





- **Public Health as a Core Value**
  - Obesity, Diabetes, Asthma= BUILT ENVIRONMENT
  - Active Transportation, +
  - Smart Growth= SOLUTIONS
- **New Models and Forecasting**
  - Show co-benefits of smart growth
- **Regional Land Use Scenarios**
  - Determined Transit Oriented, Compact development necessary to reduce GhG emissions from transportation



# Prioritize that!





- 
- **Link Local Infrastructure with Regional Plan**
    - How would this change project priorities?
    - Example MTC Resolution 3434 (no transit expansion without appropriate TOD zoning)
    - Focus on implementation
  - **Link Infrastructure to Smart Growth Areas**
    - SGOA's need a Market Readiness Assessment
    - Overlay with Transit investments
    - Model potential Vehicle Miles Traveled reductions



## Integrated Regional Plan Opportunities

- **Achieve Regulatory Streamlining**
  - State, regional, and local governments must recognize that infill benefits outweigh its impacts and re-examine the true cost of sprawl and reduce infill impact fees, exactions, and mitigations.
  - Political Will is critical
- **Regulatory impediments**
  - Outdated zoning require variances for zoning, parking, setbacks, height, etc. based on decades-old models that promote sprawl
  - Arduous permitting process includes multiple levels of review
  - “Level of Service” actually reduces walkability by forcing road widenings