

Department of Sustainability & Mobility

Mobility Master Plan

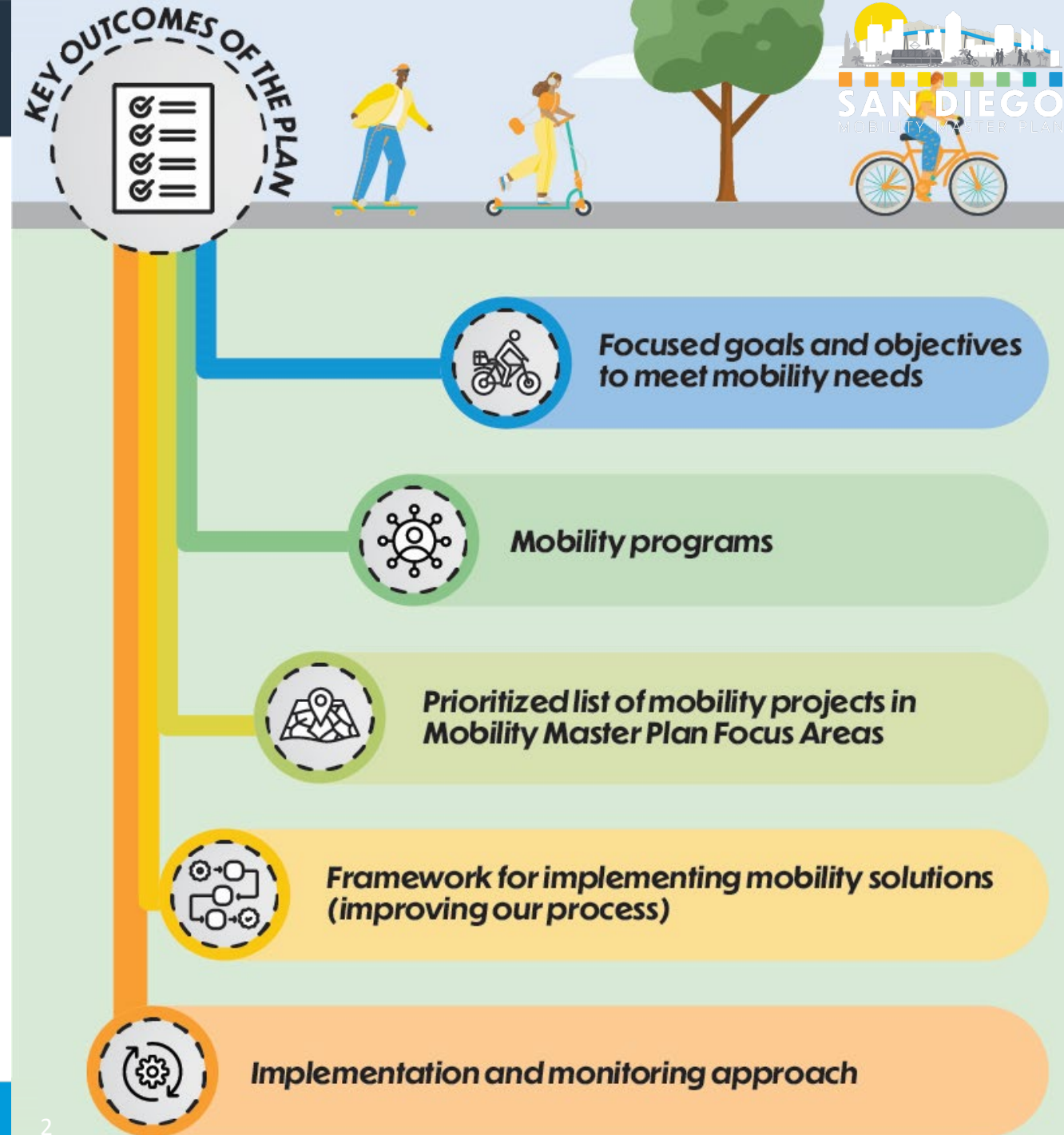
January 24, 2024

DSD Technical Advisory Ad Hoc Committee



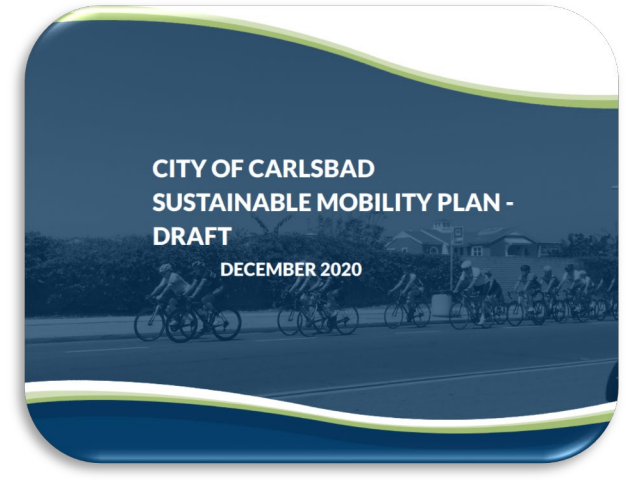
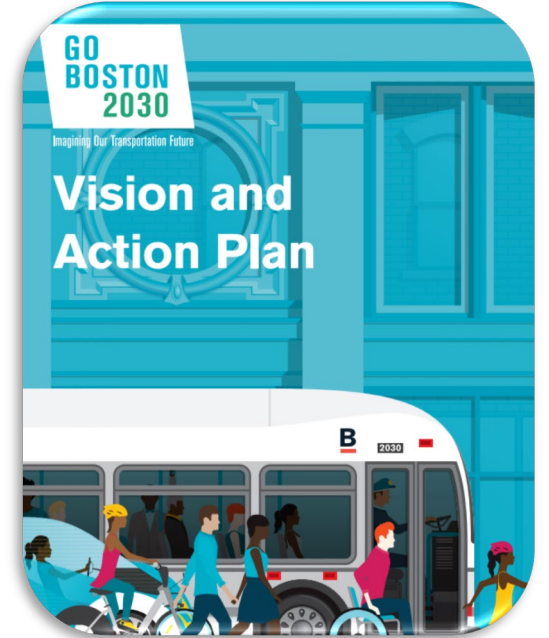
Mobility Master Plan

- City's comprehensive mobility plan
- Create a balanced, equitable and sustainable mobility system for the City
- Support investments in areas with the greatest needs
- Promote Vision Zero
- Advance the Climate Action Plan



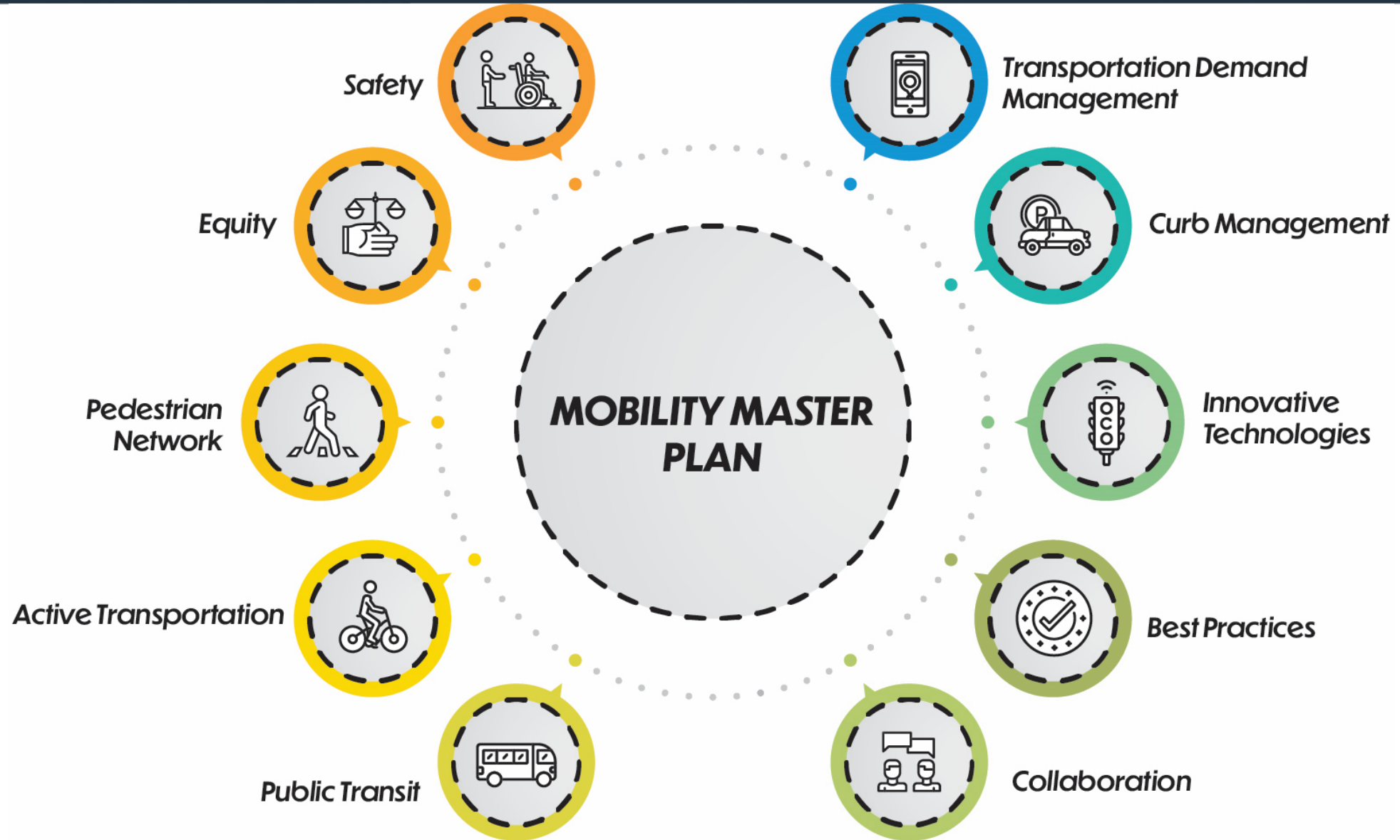


Other Cities



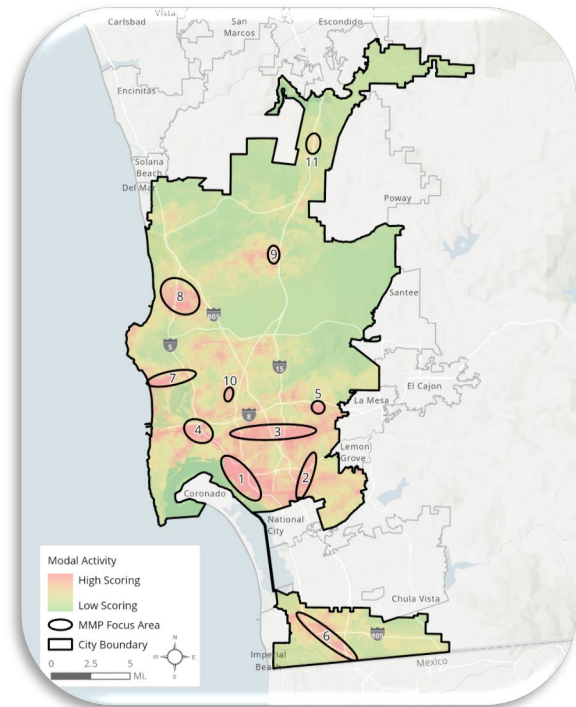




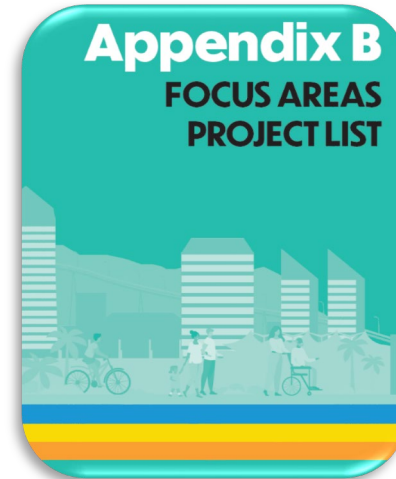
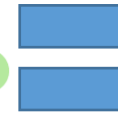
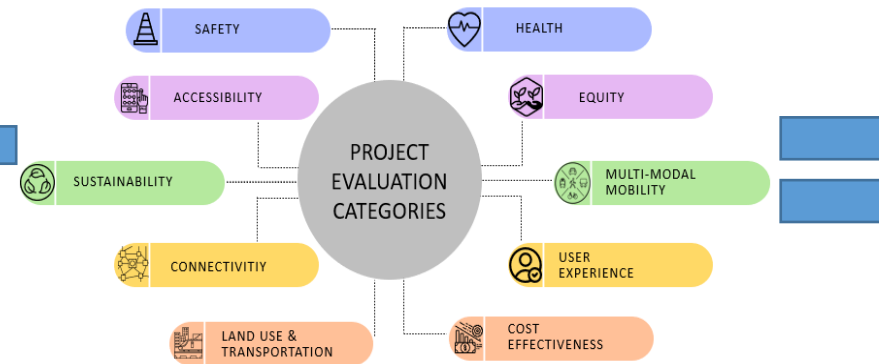




Mobility Projects



What projects are within those high need geographies?



Project Evaluation Criteria

Safety

- ❖ Does the project improve safety? (800-14)
- ❖ Is the project in geographic proximity to areas of severe and fatal collisions?

Health & Access

- ❖ Does this project improve livability/health near crucial public infrastructure? (800-14)

Sustainability & Multi-Modal Mobility

- ❖ Does the project advance the Climate Action Plan goal of net zero greenhouse gas emissions by 2035? (800-14)
- ❖ Does the project reduce auto-dependency and promote other modes of transportation? (800-14)

Equity

- ❖ Does the project improve transportation access for people of all ages and abilities? (800-14)

Connectivity & User Experience

- ❖ Does the project fill a gap in and/or enhance the transportation system?

Supporting Future Growth

- ❖ Is the project within a Sustainable Development Area?

Cost effectiveness

- ❖ Is the project cost effective?



Mobility Programs

- Shared mobility
 - Bike share, car share, micromobility charging and services, neighborhood shuttles
- Commuter programs
 - Employer outreach, carpool programs
- Financial incentives
 - Transit fare subsidies, multimodal discounts, equity programs
- Digital infrastructure
 - Mobile traveler information, Mobility as a Service, consolidated payment platforms
- System management
 - Parking management, delivery zones, data and communications, slow streets, bike parking

Slow Streets

Slow Streets foster safer, more accessible, and pedestrian-friendly environments and encourage non-motorized transportation on neighborhood local streets. Along retail corridors, the additional seating areas for visitors and patrons of surrounding businesses that can be created when slow streets are implemented foster a bustling pedestrian atmosphere. Under the City's Slow Streets Program, bollards were installed in May 2023 at intersections along Fifth Avenue in the Gaslamp Quarter, restricting through vehicular traffic during business hours and transforming the street into small pedestrian-centered plazas. A feasibility study will be completed by the end of 2023 to evaluate other proposed improvements along Fifth Avenue. Exploring possible conversions of streets in other neighborhoods can promote greater mobility and safety across San Diego.



Cyclist/surfer using the Slow Street in Pacific Beach
Source: City of San Diego, 2023

PROGRAM IN ACTION

The City of Oakland, CA, is developing a planning framework and a set of design considerations for the implementation of permanent Slow Streets. Building on the existing Bicycle Plan and Five-Year Paving Plan, in February 2023 the City announced that it planned to identify potential locations along approximately 50 miles of the bicycle boulevard network that were suitable for conversions to Slow Streets. This program would entail installing a combination of pavement markings; guide, warning, and regulatory signs; and barricades to promote non-motorized mobility options. Details of the City's plan can be found at: <https://www.oaklandca.gov/projects/oakland-slow-street>



Road Closure in Oakland
Source: The Oaklandside, 2020

CITYWIDE SYSTEM MANAGEMENT



PROGRAM HIGHLIGHTS

-  **Estimated Initiation Timeframe**
1-3 years
-  **Implementation Cost**
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-  **Potential Funding Sources**
 - » Federal grants
 - » Community Parking District funds
-  **Leading Department**
Transportation
-  **Collaborating Entities**
Other City departments
-  **Relevance to Mobility Master Plan Goals**
Goals 3, 4, 7
-  **Relevance to Climate Action Plan Policies**
Policies 3.1SA-13, 3.1SA-22, 3.5SA-2
-  **Incorporating Community Engagement**
The community identified lack of safety for pedestrians and cyclists as a key challenge to their mobility needs. Slow Streets will create safe and comfortable environments for walking or rolling, cycling, and other micromobility modes.



Implementation

- Implementation Approach Consistent with Council Policy 800-14
- Near-Term Implementation Actions (0-5 Years)

Examples:

- Establish Mobility Governance Group
- Develop a Comprehensive Data Mapping and Project Dashboard

- Long-Term Implementation Actions (By 2035)

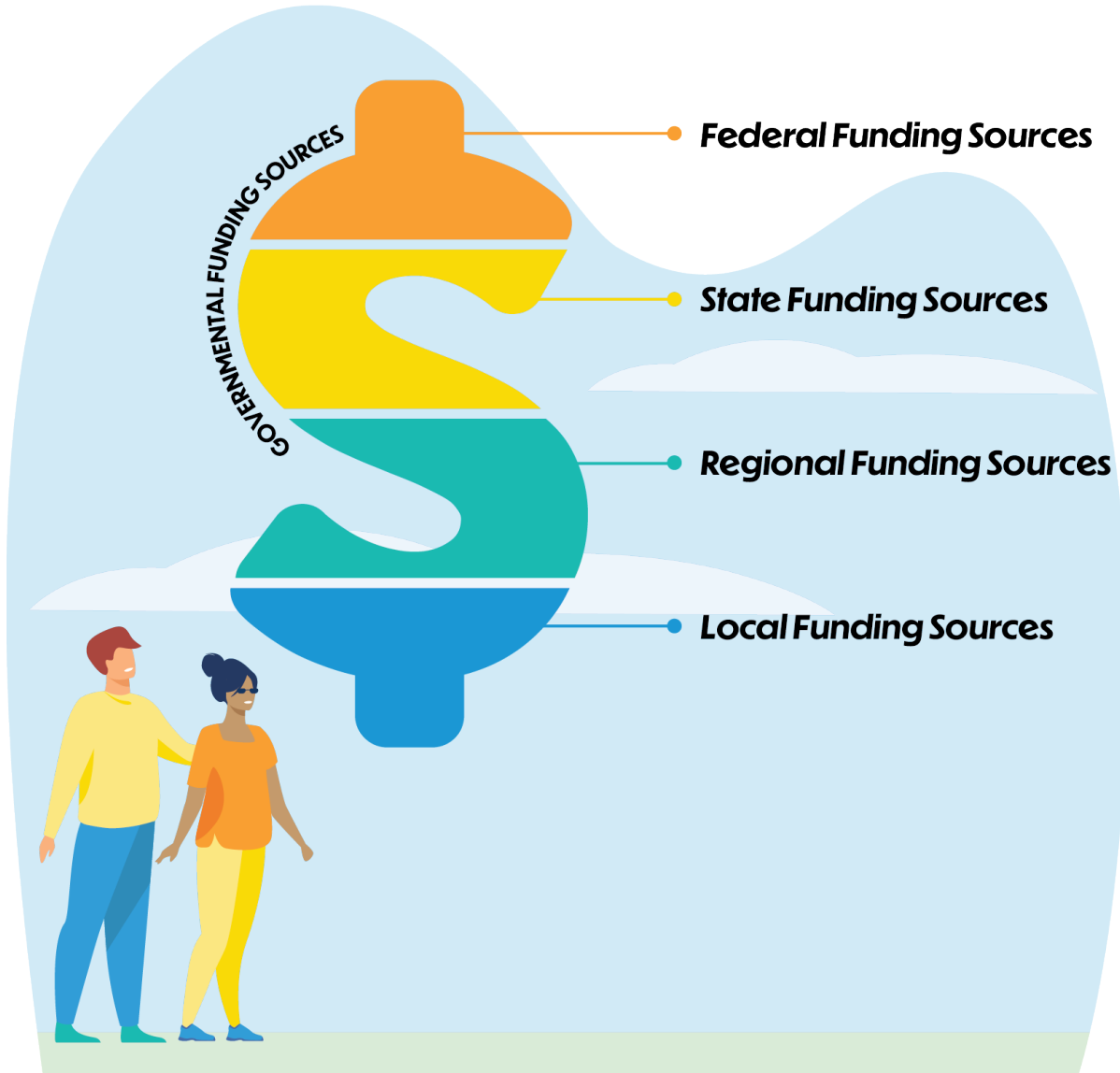
Examples:

- Expand incentive programs
- Evaluate future technologies and role within the City's transportation system
- Incorporate climate resilience into long-range mobility planning



Systems Performance Monitoring

- Commute Mode Share (American Community Survey)
- Fatalities and Serious Injuries (City of San Diego)
- Vehicle Miles Traveled (Caltrans Performance Measurement System)
- Commute Travel Times (American Community Survey)
- Annual Transit Boardings (National Transit Database)
- Bike Lane Miles (City of San Diego)
- First-mile/Last-mile Projects Completed (City of San Diego)



- Menu of implementation funding sources
- Resource to City staff
- Commitment to develop a mobility funding strategy



- ☐ October 2023: Draft plan release
- ☐ Public review period
 - ☐ Available at: www.sandiego.gov/sustainability-mobility/mobility/mobility-master-plan
- ☐ February – March 2024: Community outreach
- ☐ Spring 2024: Plan adoption hearings begin
- ☐ Establish a 4-year update process

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