REPORT TO THE PLANNING COMMISSION

DATE ISSUED: May 3, 2016 REPORT NO. PC-16-028

ATTENTION: **Planning Commission, Agenda of May 12, 2016**
Docket of June 13/14, 2016

SUBJECT: DOWNTOWN SAN DIEGO MOBILITY PLAN AND AMENDMENTS TO THE DOWNTOWN COMMUNITY PLAN. PROCESS 5

REFERENCE: http://www.downtownsdmobility.com

SUMMARY

Issue: Should the Planning Commission recommend **Approval** to the City Council of the Downtown San Diego Mobility Plan ("Mobility Plan") and associated amendments to the Downtown Community Plan (DCP) Chapter 7 to replace the Transportation Chapter 7 with a new Mobility Chapter 7?

Staff Recommendation: Staff recommends that the Planning Commission recommend to the City Council **Approval** of the Mobility Plan and amendments to the DCP.

Planning Commission Actions:

1. Recommend to the City Council **Certification** of Final Supplemental Environmental Impact Report (FSEIR) for the Mobility Plan, San Diego California, SCH #2014121002 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP);
2. Recommend to the City Council **Approval** of a resolution amending the DCP by replacing the Transportation Chapter 7 with a new Mobility Chapter 7 and replacing the MMRP in Appendix A with the new SEIR MMRP; and
3. Recommend to the City Council **Adoption** of the Mobility Plan.

Environmental Review: A Program Final Environmental Impact Report SCH No. 2003041001 was certified by the City Council in 2006 for the DCP (2006 PEIR). While the Mobility Plan is consistent with the goals and policies of the DCP to provide enhanced pedestrian, bicycle, open space, and parking facilities, the proposed street network changes and facilities have been evaluated in a Supplemental Environmental Impact Report (SEIR) consistent with the California Environmental Quality Act (CEQA). A Notice of Preparation was issued on December 2, 2014 and a Scoping Meeting was held on December 16, 2014. The Draft SEIR was distributed for a 45-day public review period from January 26 to March 11, 2016. Comment letters were received from public agencies, organizations, and individuals. The comment letters and responses are included in Appendix B of the Final SEIR.

As described in the Final SEIR, this SEIR contains only the information necessary to make the 2006 PEIR adequate, which includes updating analyses for: land use and planning; transportation/access/parking; greenhouse gas (GHG) emissions; air quality; noise; and, hydrology/water quality. It should be noted that the Mobility Plan and amendments do not propose land use regulation changes nor alter the build-out projections of the 2006 DCP. The SEIR identified new potential impacts to Transportation and Circulation and mitigation measures were identified which reduce the significant impacts; however, not all impacts were mitigated to below a level of significance. Therefore, draft Findings of Fact and a Statement of Overriding Considerations have been prepared for consideration and adoption by the City Council which can be found in Appendix C of the SEIR.

Fiscal Impact Statement: Implementation of all recommended pedestrian, bicycle, vehicular, and parking improvements within the Mobility Plan would cost an estimated $62.5 million. However, the improvements range from short-term (2-10 years) to long-term (10-30 years) projects and will be implemented as funding becomes available with consideration of other desired public improvements within the Downtown area.

Code Enforcement Impact: Not applicable.

Housing Impact Statement: Not applicable.

OTHER RECOMMENDATIONS

Smart Growth & Land Use Committee: One April 27, 2016, the City of San Diego Smart Growth & Land Use Committee voted 3-0 (Chair Zapf, Committee members Gloria and Sherman) to recommend to the City Council approval of the Mobility Plan and amendments to the DCP.

Civic San Diego Board Recommendation: On March 23, 2016, the Civic San Diego ("CivicSD") Board voted 7-0-1 to recommend to the City Council the approval of the Mobility Plan and amendments to the DCP, subject to deleting the proposed Cycleway on State Street north of Beech Street and replacing it with a Cycleway on Kettner Boulevard between Beech Street and Laurel Street in the Little Italy neighborhood.

Downtown Community Planning Council (DCPC) Recommendation: On March 16, 2015 the DCPC considered the Mobility Plan and DCP Amendment and passed two motions, as follows:

First Motion: (approved 16-1):
Approval of the plan recommending:

1) Once the Mobility Plan is implemented, it will be reviewed every three years for revisions. This includes:
    a. The City will assign a Civic San Diego ("CivicSD") or a City department to oversee the effectiveness of the Mobility Plan.
    b. The assigned department will evaluate every bike lane regarding the amount of usage and evaluate any safety concerns. The department will write-up

recommendations for changes to the plan and submit the recommended changes to CivicSD and then City Council for approval.

2) The Mobility Plan will include, wherever possible by City of San Diego Traffic & Engineering, conversions from parallel parking spaces to angled or head-in parking spaces to increase parking needs; and
3) The same number of parking spaces will be replaced in the neighborhood where parking spaces are lost as a result of the implementation of the mobility plan.
   a. Specifically to Little Italy parking, replacement will be based on the plan and amendments that were submitted to DPMG and CivicSD Board; roughly 135+ parking spaces.
   b. All parking conversions in Little Italy, whether associated with the proposed bike lanes or not, will be wrapped into the Mobility Plan for neighborhood-wide approval and implementation by City Council.

Second Motion: (approved 9-8):
Approval of the plan with the following conditions:

1) That State and West Beech streets, the residential/school/church corridors, be removed from the plan as a viable location for a Class IV protected bike lane and amended in the document to be represented as a Class III sharrow bike lanes.
   a. In lieu of State Street, consider parallel parking on both sides of Kettner Boulevard with the Class IV protected bike lane on the east side, with the proposed loss of parking mitigated in the neighborhood-wide conversion.
   b. In lieu of West Beech Street, consider a Class VI protected bike lane on the north side of West Ash Street and proposed loss of parking mitigated in the neighborhood-wide conversion.
2) Look at all travel surrounding Gaslamp for resolution with the Gaslamp Quarter Association; and
3) Work with EVA & EVRG to review the implementation process, specifically:
   a. How it is phased in; and,
   b. How parking is being addressed and how it affects businesses and residents.

Those opposed to the second motion expressed concerns about losing the viability of a complete Cycleway network as proposed in the Mobility Plan.

Downtown Parking Management Group (DPMG) Recommendation: On March 10, 2016 the DPMG voted 5-1 to support the Mobility Plan.

BACKGROUND

The Mobility Plan and associated DCP amendments are a result of a two-year planning effort to improve active transportation choices within the DCP area ("Downtown"). The Mobility Plan provides for a series of enhanced bicycle facilities ("Cycleways") and pedestrian facilities ("Greenways") that are evenly distributed throughout Downtown to provide mobility choices through complete networks and enhanced environments for bicycling and walking in Downtown. The Mobility Plan provides a balanced approach to accommodating efficient vehicular, cycling, and walking options while providing additional public parking opportunities throughout the Downtown area.

CivicSD began preparing the Mobility Plan with its consultant Chen Ryan and Associates (Consultant") in early 2014 to establish a master plan for policies, programs, and projects which will improve overall mobility throughout Downtown and provide connections to surrounding communities and the region's transportation network. The Mobility Plan project is funded jointly by the Downtown Parking District and an Active Transportation Program Grant awarded by the San Diego Association of Governments (SANDAG). The goals of the project were as follows:

1. Develop a comprehensive street plan to accommodate all modes of travel.
2. Connect key destination points, public parks, and surrounding communities.
3. Identify key streets for enhanced pedestrian and bicycle facilities.
4. Utilize the existing rights-of-way for non-vehicular modes of travel, place-making and additional parking resources.
5. Identify short-term projects and funding.
6. Complete environmental review under the California Environmental Quality Act (CEQA) for the plan to allow for timely implementation of the plan.

A Technical Advisory Group (TAG) was formed with key agency stakeholders including staff members from the City of San Diego, SANDAG, and MTS in order to provide feedback as the Mobility Plan was crafted.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS

Stakeholder interviews were conducted early in the planning process with City of San Diego ("City") planners, Downtown neighborhood groups and organizations, active transportation advocates, and property owners in order to identify needs, concerns, and priorities for the planning effort. The consultant team also conducted on-the-street surveys to engage people who live and work in Downtown.

A project specific website was created at www.downtownsdmobility.com to provide information on the project and similar planning efforts around the country, including videos of potential facilities which could be proposed in Downtown; to allow sign-ups for periodic updates to the planning effort; and, to receive public input on the planning effort. In addition, all materials and presentations from the workshops were posted to the website.

Three public workshops were held to solicit input from the public on the following dates:

- May 27, 2014
- October 7, 2014
- February 23, 2016

Presentation materials and summaries of the three workshops and other public outreach are available for review on the project website and in Chapter 2 of the Mobility Plan. On January 26, 2016, CivicSD released the following documents for an official 45-day public review period:

- Draft Mobility Plan
- Draft DCP Amendments
- Draft Supplemental Environmental Impact Report (SEIR)

The availability of these documents was noticed in the paper, an e-mail blast was sent out to CivicSD's over 3,000 subscribers, and letters were mailed to every property owner, homeowners' association, and street level business along any street with a proposed Greenway or Cycleway (totaling over 3,000).

After release of the draft Mobility Plan and associated documents, CivicSD staff offered to make presentations to various community groups and organizations. To date, staff has met with or made presentations to representatives of the following groups:

- East Village Association (EVA)
- East Village Residents Group (EVRG)
- Downtown San Diego Partnership (DSDP)
- Building Industry Association (BIA)
- Little Italy Association (LIA)
- City Accessibility Advisory Board
- Building Owners and Managers Association (BOMA)
- San Diego County Bike Coalition
- Commercial Real Estate Development Association (NAIOP)

Presentation workshops were also held with the following groups:

- DCPC
- Downtown Parking Management Group (DPMG)
- CivicSD Board of Directors
- Planning Commission

Other Recommendations: Attached are comments received from various organizations including neighborhood groups, active transportation advocacy groups, and other entities. A number of other groups and organizations have received presentations but they have not yet submitted formal comments yet. The official public review period for the Draft Supplemental Environmental Impact Report (SEIR) ended on March 11, 2016 and all public comments have been compiled and responded to in the FSEIR posted on the Mobility Plan website at: http://www.downtownsdmobility.com.

DISCUSSION

Early on in the development of the Mobility Plan the following assumptions, goals and policies were developed to guide the development of the plan:

1. Recognize and maintain a network of "Autoways" that provided for the efficient movement of passenger vehicles and commercial trucks to traverse Downtown to accommodate commuters, visitors, and commercial deliveries throughout Downtown.
2. Recognize and maintain a network of "Transitways" to provide for an efficient and robust transit network to encourage commuters and visitors to use the various transit systems including the Trolley, Rapid Bus, and local bus systems.
3. Develop recommendations for a network of safe, enhanced bicycle facilities that provide a complete network of "Cycleways" to connect all Downtown neighborhoods as well as surrounding neighborhoods.
4. Develop a network of enhanced pedestrian promenades, linear parks, or "Greenways" to provide connections to existing and future public parks and major destinations that

provide for leisurely pedestrian strolls, respites from busier streets, and place-making open space opportunities.

5. Wherever feasible, provide for additional on-street parking and other public parking resources to replace parking spaces which may be lost to any of the above facilities and to provide for additional parking resources for commercial and residential uses.
6. Identify projects which could be implemented in the short term with the least amount of cost by working within existing curb-to-curb dimensions and roadway facilities.

The Mobility Plan lays out a vision for a layered transportation network that accommodates several modes of travel on most streets but emphasizes one or more modes. A series of networks were developed to provide for balanced, evenly distributed facilities to accommodate all modes of travel in to and around Downtown. The following is a brief summary of each of the street classifications:

Autoways

These streets are recognized as the main vehicular streets within Downtown and provide for the efficient vehicular movement into, and around, Downtown. They include the freeway couplets serving Interstate 5, State Route 163, and State Route 94 as well as Pacific Highway, Park Boulevard, Harbor Drive and Broadway and Market Street. These streets serve as the main commuter routes as well as connections into surrounding neighborhoods. For the most part, the Mobility Plan does not propose major changes to these streets as the continued operation of these streets as the main routes for vehicles allows for the repurposing of other streets to provide enhanced bicycle, pedestrian, and parking infrastructure. The Mobility Plan does recommend the enhancement of pedestrian safety measures where feasible including the use of continental sidewalks, corner bulb-outs, and pedestrian count-down signals.

The Mobility Plan does recommend a series of road diets (removal of the third travel lane), lane diets (narrowing of existing travel lanes), street closures to vehicular traffic (conversion of single lane eastbound C Street between Sixth and Tenth avenues and single lane southbound Park Boulevard between E and K streets) to accommodate the Greenways and Cycleways. In addition, the Mobility Plan recommends the conversion of Third Avenue, E Street, and Eighth and Ninth avenues from one-way to two-way vehicular movements to provide traffic calming and to eliminate conversions in directional travel along various segments of these roadways.

Transitways

The Mobility Plan recognizes existing, and planned, transit improvements identified in San Diego Forward, the regional transportation plan adopted by the San Diego Association of Governments (SANDAG) in October, 2015. Transit facilities include the Amtrak and Coaster commuter rail; the San Diego Trolley light rail system; the newly opened Rapid Bus corridors; and, local bus services. Future transit services include the conversion of the Mid-City Rapid Bus from San Diego State University into Downtown along El Cajon Boulevard and Park Boulevard to a Trolley extension. Staff worked with SANDAG and MTS as part of the TAG to ensure that the proposed enhanced bicycle, pedestrian, and parking facilities did not interfere with the various transit facilities within the Downtown area and the Mobility Plan has been revised to ensure consistency with these agencies' planning and operations.

Greenways

The DCP adopted in 2006 recognized six streets as "Green Streets" that would connect public parks and other destination points with expanded sidewalk widths and enhanced landscaping. In 2010 CivicSD commenced the Public Open Space Implementation Plan (POSIP), later known as the "One Park" plan. However, funding for the plan was lost with dissolution of redevelopment agencies and tax increment financing and the planning effort was terminated. A key idea that was generated during this planning effort was the idea to reclaim underutilized public rights-of-way (estimated to constitute 40% of the land area in Downtown) and convert portions of the right-of-way to additional pedestrian and place-making opportunities. The Mobility Plan continues this effort by proposing a series of Greenways where the existing Green Streets would contain enhanced pedestrian oriented facilities, such as pedestrian promenades and linear parks.

The proposed Greenways would convert one of three travel lanes (or narrow existing travel lane widths) and a parking lane on one side of a street into a widened, approximately 30-foot wide pedestrian promenade. In 2013, CivicSD received a SANDAG Smart Growth Incentive Program Grant to prepare the 14th Street Pedestrian Promenade Master Plan for which planning is underway for the Greenway that will connect City College to Barrio Logan, traversing the East Village and connecting to the recently completed Fault Line Park and the future East Village Green park under design. In 2015 CivicSD received another SANDAG SGIP Grant to provide for the construction of a demonstration block on 14th Street between Broadway and E Street. Also in 2015, another SANDAG SGIP Grant was awarded to CivicSD to study the feasibility and conceptual design of the Sixth Avenue Pedestrian Promenade connecting Downtown to Balboa Park.

Due to the costs of construction associated with these pedestrian promenades, it is envisioned that these Greenways would be constructed in phases over a period of time, either as public works projects or by adjacent developments which see their value as both an open space/landscape amenity for the development and neighborhood, as well as a stormwater infiltration facility for the development's requirements under the City's stormwater regulations. Due to the emerging East Village development pattern and the SANDAG grants received to date, the Mobility Plan lists the 14th Street and E Street Greenways as Near-Term Projects (2-10 or more year build-out time frames). The remaining Greenway corridors are listed as Long-Term projects that may take 10-30 years to achieve, depending on funding and localized neighborhood design criteria. However, segments of any of the Greenways could be constructed anytime given the CEQA clearance provided by the Mobility Plan SEIR.

There has been some concern expressed about the Greenways with respect to the maintenance and attractive nuisances associated with the transient population Downtown. The Greenways are anticipated to provide underground stormwater retention facilities in them which would be maintained by the Streets and Stormwater Department, while the surface improvements would be maintained by either the Park and Recreation Department or the adjoining property owner depending on the circumstances of their construction. Additionally, maintenance services may be able to be provided by the Clean and Safe program similar to the Broadway and Market Street medians.

Cycleways

One of the main goals of the Mobility Plan was to study and propose a series of enhanced bicycle facilities that would create safe facilities in which to travel around Downtown as well as connect to surrounding communities. A number of bicycle studies are underway in adjoining communities, including but not limited to the SANDAG Uptown Bikeway and Pershing Bikeway studies; the City's Southeast, Uptown, and Midway community plan updates and mobility elements.

Staff and the consultant team studied a variety of different bicycle facilities and the Mobility Plan proposes a series of one-way and two-way Cycleways to create a comprehensive, navigable, and safe network connecting all of Downtown's neighborhoods and surrounding communities. Cycleways, or also commonly referred to as cycle tracks and protected bike lanes, are bike lanes that generally have a vertical physical barrier between moving vehicles and the bicycle facility. The Cycleways proposed for Downtown achieve this by moving the parking lane on one side of the street away from the curb, either by eliminating a third travel lane or narrowing the existing two travel lanes, to allow for a one-way or two-way cycle track that lies between the parked cars and the existing street curb adjacent to the sidewalk. These facilities, especially two-way cycle tracks, were selected for the following reasons:

- The retained and relocated parking lane allows for protection of bicyclists from moving vehicles.
- The typical cross-section of a Downtown street is 51-52 feet curb to curb, allowing for the installation of Cycleways without removing parking on either side of the street in most cases.
- Two-way Cycleways allow for contra-flow travel.
- A network of two-way Cycleways allow for other streets to be utilized for Greenways and additional on-street parking through the use of angled or perpendicular parking spaces.

The Mobility Plan advocates for the installation of the Cycleway network as one complete network within a short period of time, rather than one street at a time over many years. This should significantly increase bicycle ridership since riders will be able to reach all neighborhoods instead of just along one corridor. It also helps in "branding" and education efforts so that the public can become aware of the Cycleways, learn how to respond to them, and encourage their utilization.

One of the main areas of public comment is to suggest other streets be developed with Cycleways rather than those streets proposed in the Mobility Plan. Staff and the consultant team evaluated every street in the Downtown area over the past two years and selected those proposed for the following reasons:

- They provide straight connections through neighborhoods for the longest distance wherever feasible.
- They connect multiple neighborhoods and destination points.
- They are relatively equally spaced out within Downtown so that any destination is within a few blocks of a Cycleway.
- They connect to proposed facilities in surrounding communities.

- They minimize the loss of parking by retaining a parking lane on both sides of the street.
- They have lower traffic volumes and speeds.

While every street does not meet all these criteria, they are the best candidates for the Cycleways in that they meet the majority of the criteria better than nearby streets. In order to encourage an increase in bicycling in the Downtown area, a comprehensive and well distributed network is essential.

Street Conversions

The following two streets have unique issues due to the proposed closure of sections of the street to vehicular traffic:

Park Boulevard – the provision of a well-designed, landscaped path connecting Balboa Park to San Diego Bay has been a long term goal of the City for over 100 years, and in the early 2000's the "Park to Bay" link was designed and constructed along the newly renamed Park Boulevard (formerly 12th Avenue) from C Street south to K Street by removing the easterly northbound travel lane and constructing an expanded sidewalk area with decorative paving and a double row of trees to provide an enhanced pedestrian experience. In addition, the Trolley track corridor was reconstructed and a single southbound travel lane was preserved. South of K Street, Park Boulevard was reconstructed as part of the Petco Park project, creating a four lane diagonal street with landscaped medians and widened sidewalks. During the development of the Mobility Plan, public input at the workshops and through the website promoted the idea of converting the single southbound lane to a two-way bicycle corridor from C Street to K Street. However, transit buses utilize Park Boulevard between C and Broadway and a SRO Hotel lies mid-block between Broadway and C Street with underground parking with its only access to this southbound lane.

As a result, the Cycleway is proposed to be installed along the easterly sidewalk (between the two rows of trees) from C Street to E Street. South of E Street, the Mobility Plan proposes that the single lane southbound roadway be converted to two-way Cycleway to Library Circle where the diagonal begins. From Library Circle to Harbor Drive, only a Class 3 facility fits within the roadway constraints. There are no businesses with on-street parking located along the stretch of roadway proposed for closure except for the block between Market Street and Island Avenue adjacent to the Trolley Station. Three businesses lie along this frontage which also contains parallel parking spaces and loading areas. Staff recognized the impact of closing the street in this block and met with the landlord of these spaces and the owner of the City Dog business, who have expressed concern about deliveries and customer loading. After considering different options, staff has proposed that this block continue to allow for southbound vehicular travel with parking through the provision of a cross-section that includes the following from the westerly edge of the street:

- Standard 14 foot sidewalk (requires relocation of the existing curb two feet to the west; however, this will not require the relocation of street trees, street lights, or other facilities since the sidewalk in this location is currently 16 feet.
- 8-foot parking /loading lane.
- 10-foot travel lane with southbound sharrow markings for bicycle travel.
- 2-foot buffer with vertical candles.
- 5 foot contra-flow northbound protected bike lane.

This design results in southbound bike traffic going from a protected Cycleway to a Class 3 sharrow for one block and then back into a protected Cycleway south of Island Avenue; however, it continues to allow for customer parking and loading in front of existing businesses that have been at this location for over ten years through difficult challenges with the adjoining Trolley station.

C Street – similar to Park Boulevard, the Mobility Plan proposes the closure of C Street to vehicles between Sixth Avenue (where a single eastbound travel lane starts east of the Trolley Station) and Tenth Avenue. While the C Street Cycleway would continue eastward to 19th Street and connect to the proposed Pershing Street Bikeway up into North Park, east of Tenth Avenue the roadway also allows for 1-2 vehicular travel lanes. Along this stretch lie two driveways. The first serves the parking garage south of the Merrill Lynch building between Seventh and Eighth avenues. However, main access to this parking garage is from Seventh and Eighth avenues and the C Street driveway only serves as an exit for seven parking spaces, as it was once a drive-thru bank teller location. The building owner, Emmes, purchased the building in 2014 and staff met with the Emmes representatives about a variety of proposed upgrades to this building and others which had been purchased by the company (707 Broadway, One Columbia and Two Columbia). Staff informed the owner of the Mobility Plan and the potential of the C Street Cycleway to gauge how it would fit into the owner's plans about upgrading the retail spaces along this frontage. Emmes objected to the driveway closure and expressed its desire to lease the corner space with a drive-through component (such as a coffee shop). The lease space remains vacant today and is being marketed as a drive-through opportunity despite the owner's knowledge of the current proposal for the last two years. Staff has met again with Emmes, and its legal representation, who have submitted the correspondence attached to this report. It is staff's opinion that the loss of the driveway does not impact this small retail space, which is just as viable with or without a drive-through lane, and the retail frontage along the entire block could be improved to increase its market value, possibly relating to the enhanced bicycle infrastructure. Staff evaluated a design solution similar to that proposed for Park Boulevard between Market and Island (discussed above), but the dimensions in this area would require the reduction in the sidewalk width from 16 to 10.5 feet and require relocation of the street trees, street lighting/traffic signals and catenary poles for the Trolley, which would be a significant project cost. Staff has also received correspondence from the California Public Utilities Commission staff which recommends that C Street be closed on this block to reduce collisions between vehicles and the Trolley which have occurred at both of these intersections. Since the benefits of keeping the driveway exit open to the adjoining property owner, Emmes, are minimal from staff's opinion, staff is recommending that the street closure remain as the Mobility Plan.

The second driveway serves a surface parking lot of a small strip center at the northwest corner of C Street and Tenth Avenue. The parking lot contains approximately 17 parking stalls and also contains a driveway along Tenth Avenue which could serve the parking spaces if the C Street driveway was closed without losing parking.

Little Italy

Most of the controversy regarding the proposed Mobility Plan has been focused in the Little Italy neighborhood. The Little Italy Association (LIA) and the Little Italy Residents' Association (LIRA) have both stated their opposition to the Cycleways on Beech and State streets, advocating instead for Pacific Highway and Ash Street on the periphery of the neighborhood.

Pacific Highway is proposed for one-way cycle tracks in the Mobility Plan. However, staff does not support the relocation of the Beech Street Cycleway to Ash Street for the following reasons:

1. Much higher volume of vehicular traffic.
2. Multiple high-volume turning movements, including dual turn lanes.
3. Higher vehicular speeds.
4. Connects at the east end with SR 163 and not another neighborhood.
5. A travel lane cannot be removed due to potential congestion.
6. Removal of parking on both sides of the street, resulting in a loss of 114 parking spaces.

While the Beech Street Cycleway would require the loss of 38 existing parking spaces due to the conversion from angled to parallel spaces on the north side of the street, increases in parking on other nearby streets through the addition of angled spaces results in a net increase for the neighborhood. Although advocated by the Little Italy neighborhood, as well as the Cortez Hill Active Resident's Group (CHARG), staff and the Consultant do not support the Ash Street Cycleway alternative due to the above design challenges and additional loss of on-street parking.

LIA and LIRA also oppose the State Street Cycleway, which also has opposition from the Our Lady of the Rosary Church and the Washington Elementary School principal (both facilities are located along State Street at Date Street). The church has expressed concerns over the loss of curbside parking for weddings and funerals as well as potential confusion for elderly parishioners driving to the church. An alternative design along this block would maintain curbside parking similar to the buffered bike lanes along Fourth and Fifth avenues in Uptown. The existing curbside drop-off zones in front of the school are maintained in the current Mobility Plan design. Due these concerns, however, the CivicSD Board recommended that the State Street Cycleway north of Beech Street be relocated to Kettner Boulevard. Attachment D includes two potential alternative networks if State Street were deleted from the network north of Beech Street. The following is a summary of the advantages and disadvantages of the three alternatives:

	State Street (proposed Mobility Plan)	Kettner Boulevard (CivicSD Board recommendation)	Pacific Highway (LIA/LIRA recommendation)
Connections	Provides continuous straight path from Market Street to Reynard Way (S. Mission Hills)	Connects southbound Kettner Boulevard (north of Laurel Street) into Downtown	No connections north of Beech Street within neighborhood; riders diverted to Pacific Highway
Frontages	Residential; Washington Elementary School; Our Lady of the Rosary Church	Many new restaurants Arts District Residential	Residential Hotels
Impacts to Existing Parking	No impact (loss of 28 potential angled spaces)	Loss of 57 spaces due to conversion of angled to parallel spaces (replaced by 28 new spaces on State Street)	Gain of 28 spaces on State Street through conversion of parallel spaces to angled spaces
Net Gain/Loss	0	-29	+28

Staff continues to support the State Street Cycleway as the best location for this north/south connection, but could support the Kettner Boulevard alternative due to its proximity to numerous new businesses. It should be noted that notices of the potential alternative were sent out to property owners and businesses along this portion of Kettner Boulevard the week of April 11, 2016 once this option received support from the Civic Board and several business owners have spoken in opposition to reducing parking along this corridor. Any of these options can be chosen as the SEIR evaluated overall parking for the neighborhood and assumed all streets in the neighborhood would carry two lanes of vehicular traffic in addition to either enhanced pedestrian, bicycling, or parking facilities.

Parking

One of the main issues staff has heard from a variety of groups is concern over the estimated loss of on-street parking in the Downtown area. This was anticipated and a thorough parking analysis was conducted as part of the planning effort. The traffic analysis and SEIR assumed that most non-Autoway streets with three vehicular lanes could eliminate one of the three lanes to accommodate Cycleways, Greenways, and increased on-street parking. The Mobility Plan proposes to add up to 600 additional on-street parking spaces.

The Mobility Plan estimates that up to 331 on-street parking spaces could be lost for the implementation of the Cycleways and 242 parking spaces with construction of the 14th Street and E Street Greenways. A detailed map of Cycleway, Greenway, and parking improvements, an implementation schedule, and parking count table is provided in Attachment A. The following is the estimated net gain of public parking spaces during the following periods:

All proposed Cycleways except for Grape and Hawthorn (2-3 years)	+469
Two proposed Greenways along 14th Street and E Street (2-10 years)	+227

This shows an estimated gain of 469 public parking spaces in the first two to three years, with slow reductions in the total parking count as the 14th Street and E Street Greenways are constructed resulting in a net gain of 227 spaces at the end of the first ten years. The estimates in the Mobility Plan are considered conservative and have included the following assumptions for the loss of parking in this Near-Term:

1. Cycleways – a mid-block private driveway is located on each block face abutting a Cycleway, which reduces parking for sight-distance purposes. This is considered an average since some block faces will not contain a driveway but others may contain more than one.
2. Greenways – the estimates assume that no parking will be retained within the Greenways. However, this will likely not be the case as the conceptual design of the block fronting the Albertson's market on 14th Street in East Village would include 5-6 spaces in front of the market for passenger pick-up/drop off, as shown in the plan view and photo simulation in the Mobility Plan. The inclusion of parking on many blocks would likely occur, but are not counted in the estimates.
3. The entire length of the 14th Street and E Street greenways would be completed in the Near-Term of 2-10 years. However, these improvements are dependent on funding availability so parking losses would only occur incrementally over many years.

It is anticipated that if the plan is adopted by the City Council in June, the proposed parking increases will be implemented before, or concurrently with, the installation of the Cycleways (estimated to take 18-36 months). This is the consensus of the neighborhood groups and staff, and this policy has been incorporated into the Mobility Plan and will be included in the recommendations for approval by the City Council.

Likewise, in the long term (10-30 years) it is assumed that the additional Greenways along Cedar Street, Union Street and 8th Avenue would result in the total loss of parking spaces along one side of each street. Therefore, the estimated long-term parking losses of approximately 480 public parking spaces are considered a true worst-case scenario in that it assumes all of the Greenway projects are fully funded and constructed, that no new additional on-street parking is added, and that no new public parking facilities would be constructed. Where on-street parking is proposed to be increased in the Mobility Plan, the increases are assumed to be with an angled parking design rather than perpendicular (head-in) parking which has been implemented in Little Italy, North Park and other communities. On average, the re-striping of these streets for angled parking generally increase the amount of parking by 50%, while a perpendicular parking design increases the amount of parking up to 100%. Perpendicular parking may be approved on certain streets based on assumed vehicular speed and the amount of traffic on the street.

Significant opposition has been expressed to the Cycleways on State Street and Beech Street in the Little Italy neighborhood due to the loss of anticipated parking increases. The proposed Beech Street Cycleway would require that existing angled parking be converted to parallel spaces along the north side of Beech Street, resulting in an estimated reduction of 38 existing spaces on this street. However, the addition of angled spaces on Columbia Street and other streets in the neighborhood as proposed in the Mobility Plan will result in a net increase of on-street parking in the neighborhood by approximately 45 spaces. This figure does not include LIA's proposal to add perpendicular parking on some streets assumed to have angled parking in the Mobility Plan, nor the addition of perpendicular parking on Union (recently installed) and Cedar (proposed) streets. Both streets are designated Greenways in the Mobility Plan that supports the future installation of pedestrian promenades/linear parks along one side of the street with no parking. However, since these Greenways are in the Long-Term implementation phase and will be designed with major input from the neighborhood, staff believes that the perpendicular parking proposals on Union and Cedar streets are appropriate and would potentially add up to another 100 spaces for the neighborhood for the immediate future. These spaces are not assumed in the Mobility Plan counts as the assumptions were only for angled parking additions and did not include interim parking additions on Greenways. While the Mobility Plan does not increase on-street parking as much as has been proposed by the LIA since their proposals for angled parking on Beech (retained) and State (proposed) streets cannot be achieved with the proposed Cycleways, it should be noted that an apartment project under construction at India and Date streets will contain 50 privately owned public parking spaces and the County of San Diego recently opened its parking garage at Kettner Boulevard and Beech Cedar Street which offers 600 public parking spaces during evenings and on weekends.

The Mobility Plan does propose a balanced, comprehensive approach to improving bicycle, pedestrian, and parking facilities in all neighborhoods in order to reduce traffic congestion and meet the goals of the City's CAP and related State legislation. As noted in the Mobility Plan, CivicSD plans on commissioning a study in the next year to evaluate every street in the Downtown area in order to maximize the amount of on-street parking and eliminate or reduce

underutilized passenger or commercial loading zones or red curbs, and it is anticipated that implementation of the study's recommendations could significantly increase on-street parking beyond the estimated 600 spaces proposed in the Mobility Plan.

DCPC Recommendation

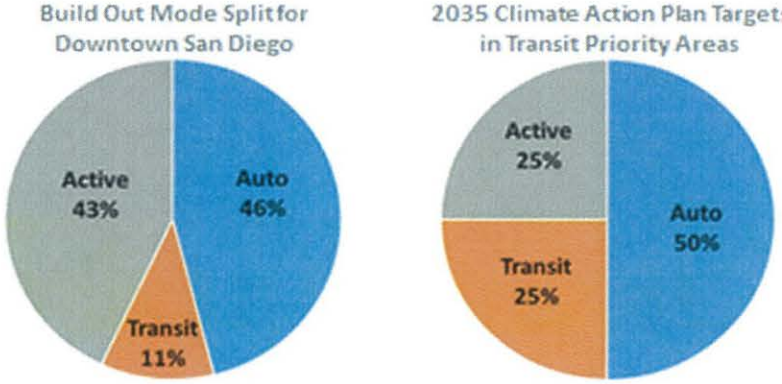
The item attracted an overflow crowd, with most speakers from the Little Italy neighborhood opposing the Mobility Plan's proposed Cycleways through the neighborhood and the resulting loss of potential on-street parking increases associated with the Little Italy Association's proposal for adding angled parking on all north/south streets and perpendicular parking ("head-in") parking on all east/west streets.

Since the release of the Draft Mobility Plan, staff has been talking with many groups and the consensus is that the proposed parking increases need to be completed before, or concurrently with, the Cycleway improvements in the near-term implementation of the plan. The first DCPC motion for implementation of parking is consistent with staff's recommendation, as is the monitoring of the Cycleways after installation.

The second part of the recommendation, approved on a split 9-8 vote, is not consistent with the staff recommendation for the reasons discussed above. The Kettner Boulevard option is discussed above, but LIA has stated that this option is only supported if the loss of the 29 existing on–street spaces are replaced in addition to the additional spaces proposed by LIA, which is infeasible due to the lack of additional street parking beyond that already proposed.

Consistency with the City's General Plan and Climate Action Plan: The City's General Plan strongly promotes the development of higher-density, compact mixed use neighborhoods linked by public transportation. Within those neighborhoods, active transportation choices are promoted through the development of safe and complete networks of pedestrian and bicycle facilities. The CAP, adopted in December, 2015, establishes aggressive goals towards Greenhouse Gas ("GHG") emissions with significant increases in transit and active transportation trips. Below is a comparison chart showing how the Mobility Plan compares to the CAP goals.

Comparison of Forecast Built Out Network (2035) Mode Share to 2035 Climate Action Plan (CAP) Goals for Transit Priority Areas



Studies in other cities confirm that enhanced bicycle facilities, especially cycle tracks, result in significant increases in bicycle ridership. Last summer the City of Calgary installed a similar network of cycle tracks in its Centre City area and has seen a 95% increase in daily bike trips and a reduction in bicycles utilizing public sidewalks from 17% to 3% of trips.

CONCLUSION

The Mobility Plan prepared by CivicSD and the Consultant proposes a comprehensive and balanced approach to various mobility modes of travel and creates a layered network of the Downtown street system. The Mobility Plan proposes enhanced bicycle, pedestrian, and parking infrastructure while maintaining efficient automobile and transit mobility. Staff has made presentations to a variety of community groups and organizations over the past few months. As the Mobility Plan increases active transportation choices while addressing parking needs in a balanced, comprehensive manner, staff is recommending its approval by the City Council.

Respectfully submitted,

Brad Richter
Assistant Vice President, Planning

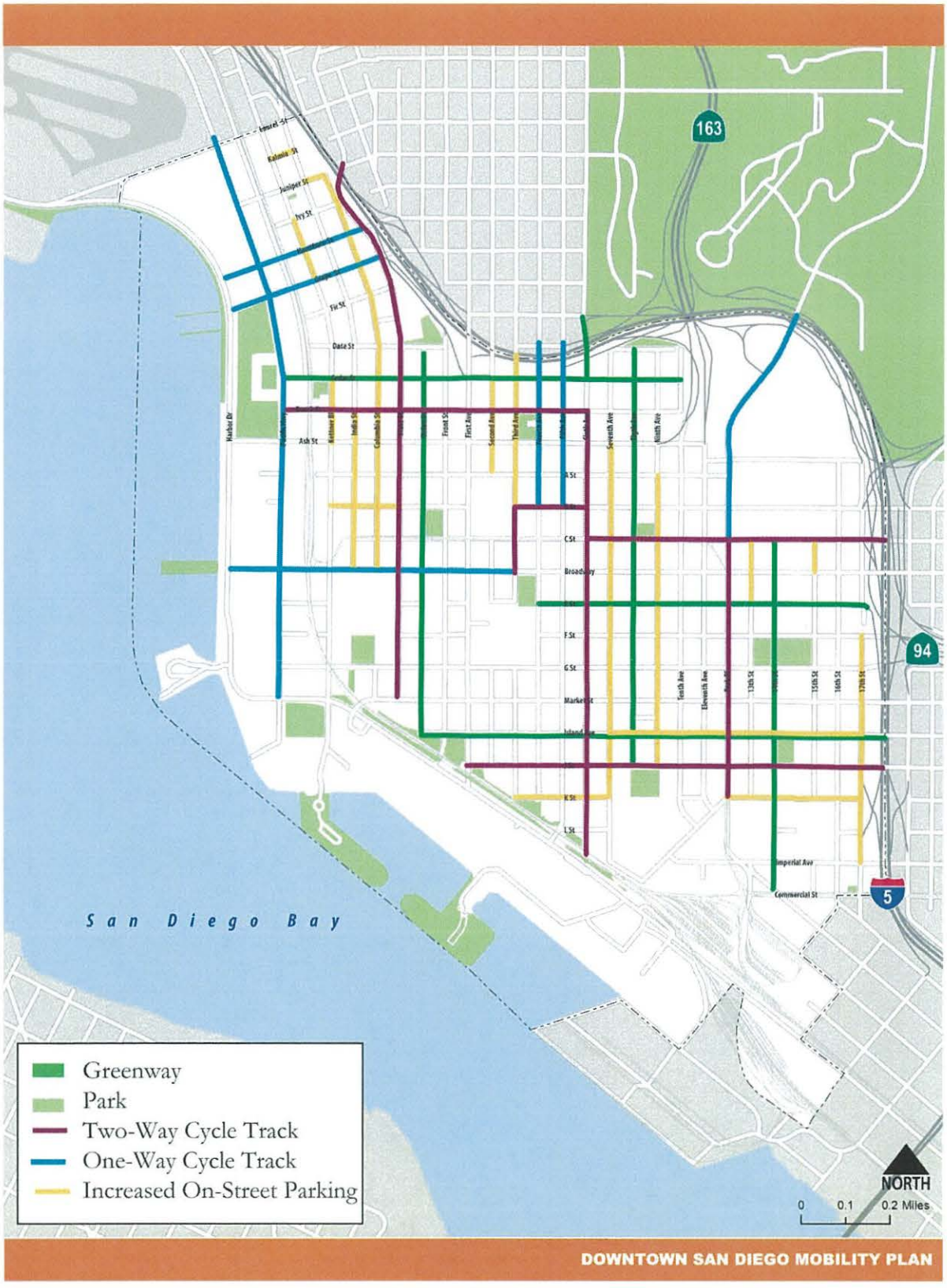
Concurred by:

Reese A. Jarrett
President

Attachments:
A. Mobility Plan Parking Analysis
B. Letters from Community Groups and Other Organizations
C. Draft Mobility Chapter for the DCP
D. Alternatives to the State Street Cycleway
Revised Draft Mobility Plan dated April 2016
Final SEIR #2014121002

S:\Staff Reports\Planning Commission\May 2016\Downtown San Diego Mobility Plan_PC 051216.Docx

Improvement	Spaces Lost/Gained
2-3 Years	
Cycleways	-331
Angled Parking Conversion	+600
East Village Green Parking Garage	+200
Net Loss/Gain	+469
3-10 Years	
14th St. and E St. Greenways	-242
Net Loss/Gain	+227
Long Term 10-30 Years	
Pedestrian Improvements	-196
Union St./Cedar St./8th Ave Greenways	-420
Grape/Hawthorn Cycleways	-88
Net Loss/Gain	-477


163
94
5
San Diego Bay
Greenway
Park
Two-Way Cycle Track
One-Way Cycle Track
Increased On-Street Parking
NORTH
0 0.1 0.2 Miles
DOWNTOWN SAN DIEGO MOBILITY PLAN

BICYCLE ADVISORY COMMITTEE

March 11, 2016

TO: Brad Richter, Civic SD

FR: Andy Hanshaw, Chair

RE: Comments on the Downtown San Diego Mobility Plan

Dear Mr. Richter,

Thank you for the opportunity to comment on the Draft Mobility Plan and associated Supplemental Environmental Impact Report. The City of San Diego Bicycle Advisory Committee is heartened to see the emphasis on mobility options in the plan, and is looking forward to their implementation as soon as possible.

The plan balances the needs of people moving around in the downtown area, whatever their mode choice. We are glad to see a move away from auto-centric design to streets that truly accommodate pedestrians, bicyclists, and transit as a part of the transportation mix. For too long we have focused too much of our energy on how to move cars, rather than on how to move people. While we know that automobile traffic will be with us for a long time, we believe that an emphasis on walking, bicycling, and transit will help us create healthy, safe communities, reduce vehicle miles traveled, and help us meet our federal air quality standards, our state mandated greenhouse gas emission reduction goals, and the goals of the recently adopted City of San Diego Climate Action Plan.

Many of the public comments we have heard revolve around the removal of on-street parking spaces to accommodate the needed infrastructure improvements for other modes. While we understand the concerns about parking, we believe that the loss of 731 on-street spaces (worst case) is a price worth paying to implement the bicycle and pedestrian circulation elements, for two reasons. One is the increase in safety for bicyclists and pedestrians with the new plan. Currently safety of pedestrians and bicyclists is an issue in the downtown core. The Citywide Pedestrian Collision Analysis City of San Diego Comprehensive Pedestrian Safety Study shows that Downtown San Diego has the highest number of pedestrian collisions of all San Diego neighborhoods – 305 crashes from 2008 to 2012. That's the highest number of any community in the City. Changing the infrastructure downtown for bicyclists and pedestrians is not just a matter of convenience – it's a matter of life and death.

The second reason is the total impact of this parking loss in miniscule compared to the increases in mode share from improving bicycling and walking infrastructure (731 out of 8918 on-street parking spaces, or 8%; 731 out of over 48,000 parking spaces on-street and off-street spaces open to the public,

or 1.5%). Historically, nearly 100% of the roadway space downtown has been allocated to automobiles. It's not too much to ask that 1.5% of the space dedicated to parking cars be given over to other modes, especially since we expect the increases in bicycle and pedestrian mode share (from today's 28% to a future 43% of total trips) to overshadow this loss of parking.

Comments on the Mobility Plan Bicycle Network

Overall the planned network is very good for cyclists, especially the inclusion of cycle tracks extensively through downtown. We know that better infrastructure means more people opting to ride instead of drive – Figure 5.6 in the Plan illustrates this very well.

We believe the network shown in the plan is the minimum required to be useful. Bicycle riders need a complete network to make their mode choice work, and including streets like State and 6th is important to getting more people on bikes. That having been said, the bike network would be even better with the inclusion of the following projects to fill in some of the gaps. Please consider including these projects in the Mobility Plan.

- Kettner Street south into Little Italy. This is a very important connection for bicyclists coming into Little Italy and downtown.
- The connection of the proposed cycle tracks on Hawthorne and Grape across I-5 to the east.
- A separated connection from F St to G St at Kettner, north of the Seaport Village Trolley stop.
- Connection of the J St cycle track to the Martin Luther King Jr. Promenade at the western end
- Filling the gap in the MLK Promenade between 5th and 6th streets
- Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection
- Connections to and through the Imperial Avenue Transit Center
- Connection through City College from 16th and C to the pedestrian/bicycle bridge across I-5
- J St connection to South East San Diego (the new draft of their community plan shows a connection on Island rather than J)
- Connection of SANDAG's Pershing Drive bikeway along C St into downtown.

We also appreciate the extensive work done to illustrate many intersections. We think these visualizations help people understand how the new facilities will work.

The plan does not specifically address crossing issues for the existing bicycle facility south/west of the trolley tracks parallel to Harbor Drive. Bicycle access has at times been encouraged and forbidden along the north/east alignment of the Martin Luther King Jr. Promenade, which has good street crossing opportunities. The path on the south/west side, however, does not have good street crossing opportunities (particularly at First, Front, and Market) and should be improved so bicyclists can use it safely and efficiently.

Bicycle theft is a serious issue that discourages people from riding. Although both the Bicycle and Parking sections mention bicycle parking as one of the important pieces of the plan, we recommend stronger language to ensure adequate, safe, easily accessible bike parking is provided throughout downtown for short term and longer term bicycle storage. Options like bike lockers and bike cages at employers, and a potential bike station at one of the transit centers downtown should be considered to encourage people to ride.

Comments on the Mobility Plan Pedestrian Network

Again we applaud the Plan's emphasis providing a safe and attractive network for anyone choosing to walk. The Greenway network is a badly needed pedestrian spine for downtown. It would help to illustrate the entire enhanced pedestrian network if Figure 4-2 included the already existing pedestrian-focused infrastructure downtown – the MLK Promenade, Embarcadero, Harbor Drive and City College pedestrian bridges, Civic Center plaza, etc.

We suggest the following additions to the Greenway network

- National Avenue from Commercial south to Barrio Logan
- C St and 16th to connect the north end of 14th to the pedestrian bridge at City College
- A connection in Little Italy
- A connection from E St into South Park

In regards to vehicle miles traveled, we ask that the Downtown Mobility Plan not recommend any project feature that will increase vehicle miles traveled. The feature that may increase vehicle miles traveled are the recommendations in the draft plan to convert existing street right of way on G Street in a way that will allow additional travel lanes to be installed. While we recognize that G Street abuts the SR-94, we ask that the G Street lane additions be removed from the plan in order to not increase vehicle miles traveled and to support the request of community members in Golden Hill, Sherman Heights, Southeast San Diego, and City Heights. The referenced community members worked to achieve a SANDAG Board action in July of 2015 to study two community-supported, innovative alternatives to the SR-94 that will not increase VMT but instead will prioritize transit.

In conclusion, the City of San Diego Bicycle Advisory Committee supports the Downtown Mobility Plan, because it focuses on creating a system that helps us meet our vehicle miles traveled, greenhouse gas, and air quality goals. We believe it creates a network of streets that provide safe, accessible options for everyone, regardless of what mode they choose to get around. We especially support the bikeway and greenway networks, and believe they are worth the potential loss of on-street auto parking to ensure safe and comfortable access in downtown for those who walk and bike. Thank you for the opportunity to comment on the plan, and we look forward to its implementation creating a healthy, vibrant downtown San Diego.

Sincerely,

Andy Hanshaw, Chair
Bicycle Advisory Committee

BOMA San Diego
Federated with BOMA International

February 29, 2016

Brad Richter
Assistant Vice President – Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

Dear Brad:

On behalf of BOMA San Diego, our 300 members companies, and the thousands of employees we represent in the building management industry we thank you for the opportunity to learn more about the Downtown Mobility Plan. Our members are very supportive of efforts to improve circulation and protect pedestrian and bicycle safety to provide walkable and bicycle friendly urban environments.

As noted during our discussion, we have some concerns about the potential impacts of these improvements and want to provide our organization's input for consideration during the hearing process.

Parking - BOMA San Diego believes providing adequate parking should be a focus of this planning effort. At a minimum, any plans to provide urban open space and dedicated bike lanes should not come at the expense of parking. BOMA believes parking to be lost from the implementation of the mobility plan should be replaced at a one to one ratio in the areas where they are being removed so there is no net loss.

Urban Open Space - while BOMA appreciates the desire for additional urban open space, we are concerned that open space already provided in the downtown community is not well utilized, and when it is utilized, it is serving as grounds for homeless encampments, illicit drug activity or areas for loitering and other criminal activity. BOMA understands that Civic, the City of San Diego, Housing Commission and Police Department are working to find solutions to these undesirable activities, but believe that implementation of any plans for additional open space come with programs to directly address these issues so as not to exacerbate the quality of life challenges these areas already face. One only need look at C Street as a failed example of an attempt to create a pedestrian and transit promenade to enhance a retail corridor, only to have the aforementioned activities erode the economic viability in the corridor.

Pedestrian Safety - BOMA fully supports efforts to enhance and protect pedestrian activity, but believe that traffic-calming measures for the purpose of pedestrian protection

must be carefully crafted with consideration for all services including, but not limited to, transit and emergency services such as fire, ambulance, and police, as well as access to buildings by vehicles, both for tenants and guests, as well as service vehicles from the vendor community.

Funding - BOMA understands that Civic is proposing a number of potential funding sources and is not necessarily recommending any one revenue stream over another. That said, because there was a list of potential funding sources in the presentation, BOMA is concerned about some of these, including the suggested use of parking district revenue for non-parking related projects. While the other elements of the plan may be laudable, we believe this revenue should be primarily used for improving an already problematic parking situation downtown. While we understand the goal of reducing reliance on automobiles, the practical reality is that people drive and parking should be a part of the planning mix. The mobility plan does nothing to address the parking deficit; in fact, it does just the opposite by significantly reducing the net number of parking spaces downtown. In terms of adding these projects to the CIP list to utilize DIF funding, BOMA is concerned that the other projects on the list will be de-prioritized or DIF fees will be proposed for increase to cover these new projects. BOMA urges caution in exploring this source or revenue since the fee load downtown is already significant.

Implementation – Many of the concerns outlined above can be addressed and alleviated with conscientious prioritization and phased-in implementation to ensure the ability to mitigate, financially and otherwise, the potential issues immediately upon project completion. BOMA believes the implementation plan should be drafted to ensure that these goals are achieved.

BOMA appreciates the outreach effort Civic San Diego is undertaking and your consideration of our concerns. Through this outreach and dialogue Civic San Diego can create a policy that truly meets the goal of serving all users equally. We look forward to further discussions with you and Civic San Diego on this subject. In the meantime, if you have any questions or comments on these points, please contact our Legislative Advocate, Craig Benedetto, at (619) 546-7451 or by email at craigb@calstrat.com.

Sincerely,

Lynn Hulbert

Lynn Hulbert
President, BOMA San Diego

Circulate San Diego

1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

March 11, 2016

Brad Richter
Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, California 92101

Mr. Richter,

On behalf of Circulate San Diego, it is my pleasure to write a letter in support of the Downtown San Diego Mobility Plan. The proposed layered network is excellent and will bring safer, improved mobility to downtown for people walking, bicycling, taking, transit and driving.

In order to ensure a well- balanced Downtown Mobility Plan, Circulate San Diego supports:

- A balanced transportation network in downtown for bikes, cars, pedestrians and transit users
- Prioritizing biking, walking and transit use in downtown and helping the city reach its Climate Action Plan mode share goals
- A connected, safe network of bike lanes and protected bike lanes throughout downtown
- Safe connections to area destinations including restaurants, shops, sports and cultural venues and the waterfront.
- Project implementation as proposed to realize these goals

We would like to make the following recommendations to the proposed policies and actions in the Plan, which we believe will strengthen the Plan's goals and outcomes.

Pedestrians

1. Figure 4-1 of the Downtown Mobility Plan outlines pedestrian needs, including areas with a high concentration of collisions and high demand. Yet there is no clear indication how solutions for areas with high collisions will be implemented. Please consider including language that prioritizes safety improvements in the high collision areas.
2. Chapter 4, Pedestrian Movement, discusses the barriers and safety concerns related to interstate freeway on/off-ramps and underpasses associated with the freeways. Yet there are no clear policies

or projects proposing solutions to these barriers. Please consider adding a new policy that addresses these concerns, specifically, to "Work with Caltrans to enhance safety and aesthetics of interstate crossings."

3. Chapter 13 and Appendix E both refer to pedestrian improvements on corridors not identified as greenways. Yet it is not clear what types of specific improvements will be made. Please consider including a figure to illustrate where these additional improvements will be implemented.

Bicycling

The plan proposes a series of Class IV bicycle tracks on several roadways. In contrast to standard Class II bike lanes not only will the bikes have their own right of way, but they will be physically separated from traffic by barriers. The bikeways will not only make cyclists' commutes easier and downtown bike rides more fun, but will also help solve the first/last mile problem and facilitate access to transit.

1. While the proposal does mention DecoBike, it does not elaborate on how to best integrate the bikeshare system with the cycle track network. Stations should be situated to allow cyclists to access bikeways without interacting with auto traffic.
2. In addition, MTS and DecoBike should work together to develop transit-bikeshare combination passes, attracting customers to both networks, and the bikeshare system should accept Compass Cards (which will be feasible once a stored value feature is implemented) for payment.

General

Vision Zero is a national campaign to eliminate all traffic deaths by 2025. The strategy combines engineering, education, and enforcement, and has proven to be successful in other U.S. and European cities. San Diego's City Council voted to adopt Vision Zero in October 2015 to achieve the goal of zero traffic deaths in San Diego by 2025.

1. Please include language regarding Vision Zero, as well as the policy to end traffic deaths by 2025, in the Plan to be consistent with the City's resolution.

Conclusion

If implemented as presented, Civic San Diego's proposed Downtown Mobility Plan will be a huge step forward not just for the neighborhood, but for transportation in the San Diego area. Residents from all areas will be able to take advantage of the amenities, which include attractive green space, the region's first cycle tracks, and efficient transit service. Circulate San Diego strongly supports this plan.

Sincerely,

Kathleen Ferrier, Director of Advocacy

CLIMATE ACTION
CAMPAIGN

Brad Richter, Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, California 92101

March 7th, 2016

Dear Mr. Richter,

Thank you and congratulations for presenting this seminal mobility plan for downtown. This plan and its implementation will prove to be the game-changing moment in history when San Diego got serious about becoming a world-class city with a diverse, accessible, affordable and healthy transportation system.

When the City Council unanimously passed the Climate Action Plan (CAP) last December, it was a watershed moment for San Diego. The new CAP will help guide the development and planning of our city for decades, including new goals and strategies around how people are going to commute to reduce our carbon footprint.

It has been exciting to see plans come through the pipeline that will help make these goals a reality. Civic San Diego's Downtown Mobility Plan is one of those critical implementation plans. As demonstrated by the data and analysis performed in the technical appendix of the Climate Action Plan, this plan will support the City's transit/bike/walk mode share goals for transit priority areas outlined in the CAP and highlighted in the CAP's map of transit priority areas. Further, when you look at any city with a world-class transportation system, the hub is always in the downtown urban area. As a result, we fully endorse this draft plan.

As the public comment period comes to a close this week we hope that you see a positive response from the community in favor of the plan. Please let us know if there is any further support that we can give the Downtown Mobility Plan in the weeks and months to come.

Sincerely,

Nicole Capretz
Executive Director

Climate Action Campaign
4452 Park Blvd., Suite 209 San Diego, CA 92116
www.climateactioncampaign.org

Brad Richter

From:	Joyce Summer <jgsummer@cox.net>
Sent:	Thursday, January 14, 2016 2:12 PM
To:	marco@newcityamerica.com; aeichman1@cox.net; Pat Stark; 'Luke Vinci'; Gary Smith; Anthony Bernal; cstevens@downtownsandiego.org; Brad Richter
Cc:	Joyce&Gordon Summer; L.C. Cline; Robert Johnson; kelli.jonestt@gmail.com; Diane Moody; Amy Bernal; Ann Murphy
Subject:	Bicycle lanes proposed on Beech Street form 6th avenue to Pacific Coast Hwy.
Attachments:	Beech Street Bicycle lanes January 2016-1.docx

Hello All,

Please see attached and a copy is in the body of this email.

Please consider our concerns when adopting the bicycle plan in your Mobility Plan.

Thank you,

Joyce Summer

President, Cortez Hill Active Residents Group (CHARG)

To: Brad Richter, Civic San Diego; Councilman Todd Gloria; Pat Stark, Chair, DCPC; Caroline Stevens, DSDP; Marco LiMandri, LIA; Anne Eichman, LIRA; Luke Vinci, LIA; Gary Smith, President DRG

From: Joyce Summer, President of The Cortez Hill Active Residents Group (CHARG)

Subject: CHARG opposes the proposed bicycle lane on Beech Street from 6th Ave. to PCH as part of the Mobility Plan

Gentlemen:

Last evening our Board of Directors met and voted to oppose the bicycle lanes proposed on Beech Street from 6th Ave. to PCH. We felt that other streets might be a better choice and far safer for all.

We are not opposed to bicycle lanes but just not on Beech Street. We ask that you go back and look for other options.

Some of the reasons for this vote were:

1. 80% of Beech Street in that area has diagonal parking. We believe this would present a hazard for bicyclists.
2. There is a convergence of traffic to travel onto the 5 South during rush hour periods and this could also be dangerous for bike riders.
3. Necessary parking would be eliminated and would also cost the city some parking meter revenue.
4. There already is a non-exclusive bike lane on Ash, which itself is dangerous, particularly during rush hours.
5. Infrastructure improvements should be made first so that it is safer to travel on a bicycle.

DOWNTOWN SAN DIEGO PARTNERSHIP

March 22, 2016

Jeff Gattas
Chair, Board of Directors
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101

RE: Support for the Downtown Complete Streets Mobility Plan

Dear Chair Gattas:

I am writing to you in my capacity as the President and CEO of the Downtown San Diego Partnership to express our support for the adoption of the Downtown Complete Streets Mobility Plan. The Partnership represents over 350 member organizations and over 11,000 property owners in Downtown San Diego and is leading the effort to advance downtown as the economic, cultural, and governmental center of our region.

Mobility is a key ingredient in any successful and vibrant urban center, and this includes not just the accommodation of personal automobiles, but rather the creation of a diverse set of mobility options to fit the individual needs of each user. The Complete Streets Mobility Plan's focus on bicycle and pedestrian infrastructure compliments other existing mobility options such as rideshare, carshare, bikeshare, and the Downtown Circulator System, while also ensuring ease of access in and around downtown for vehicular traffic. In today's urban environment, parking is a major concern, and the Partnership applauds the efforts of Civic San Diego staff to identify opportunities to increase on-street parking where possible. The net increase in on-street parking over the initial 10 years of the plan provides the Partnership with confidence that the plan balances the needs of all users during this initial phase.

In light of this, the Downtown San Diego Partnership Board of Directors has directed me to prepare this letter in support of the first 10 years of the plan, on the condition that all parking issues are mitigated concurrent with the implementation of the plan and within the neighborhood within which parking is displaced. The Board also made the recommendation that Civic San Diego reevaluate the specifics of the plan with regard to Park Boulevard and C Street, and review the plan's effectiveness every 3 years during implementation.

Sincerely,

Kris Michell
President and CEO
Downtown San Diego Partnership

401 B Street, Suite 100 | San Diego, CA 92101 | P: 619-234-0201 | F: 619-234-3444
www.downtownsandiego.org

March 23, 2016

East Village Business Improvement District

Reese Jarrett, CEO and Brad Richter, Assistant Vice President Planning
Civic San Diego – sent electronically

Re: Proposed Downtown San Diego Mobility Plan

Dear Reese and Brad:

The East Village Association conducted extensive community outreach on the proposed Downtown San Diego Mobility Plan and had Brad Richter present to the EVA Transit/Parking committee and to the EVA Community Issues committee.

The EVA appreciates the effort that went into creating a framework for enhancing pedestrian and bicycle transportation with a focus on public safety and sustainability. While the EVA approves the overall concept of the plan, we have major concerns about the proposed plan and strongly urge Civic San Diego to re-visit and amend the plan before it goes to City Council with the following suggestions:

1. During the first ten years of the plan, parking spaces removed in the neighborhood must be replaced with the same number of spaces elsewhere in the East Village neighborhood as close to the removed spaces as possible.
2. Developers must comply with the required number of parking spaces for their development as called for in the current codes and ordinances.
3. Once the Mobility Plan has been implemented, it must be monitored and reviewed every three years for effectiveness. After the review, appropriate revisions should be put in place. Extensive community outreach needs to occur before implementation and during each review period after implementation.
4. Please pay attention to the needs of small businesses when re-configuring on street curb parking and allow for 15-minute parking spaces and commercial zone parking
5. Please convert parallel parking spaces to angled parking spaces wherever possible
6. Please include plans for maintenance for the 14th Street Promenade and any other pedestrian amenity
7. The City of San Diego needs to commit to completing a parking study so that increased parking will coincide with implementing green space initiatives.

The EVA looks forward to working with Civic San Diego, SANDAG and the City of San Diego on a refined Downtown Mobility Plan that takes into consideration the needs of the East Village neighborhood since the East Village since it is the largest neighborhood in downtown San Diego.

Sincerely,

David Hazan, President

cc: Mayor Kevin Faulconer
Councilmember Todd Gloria

East Village Residents Group
Review and Recommendations Concerning the Proposed
Downtown San Diego Mobility Plan
March 5, 2016

Overview:

Parking Demand Context:
East Village is projected to increase its' current population (13,000) to approximately 30,000 by the year 2030. Likewise Downtown San Diego is projected to grow to 90,000 residents by 2030 (up from 35,000 today). If this population projection proves correct, then the approximately 55,000 new residents will conservatively increase the demand for parking by least 27,500 spaces (one automobile per two residents). Yet, rather than increasing the number of parking spaces, the proposed downtown San Diego Mobility Plan will decrease the current number of parking spaces by 730, despite a population increase of roughly 157%. Such a decision represents poor planning and ignores the importance of ample parking to urban economic development and livability.

Recommendations:

Although the strategy aims to reduce downtown automobile usage from 66% to 46% based on 2012 date is a wonderful goal, there are several concerns that EVRG would like to address:

- The Downtown Mobility Plan assumes that the majority of downtown residents will become automobile free. This assumption is deeply flawed. There will always be a need for the majority of the residents to own at least one car: for flexibility, long trips, to take children to appointments (doctors/dentists), for grocery shopping, inclement weather conditions, etc. Even these one-car residents will need available parking spaces for their families. Even if the majority of apartments and condos provide one-car per unit parking spaces within their developments, many residents will pursue street parking for additional vehicles (or to avoid the rental costs of these complex-parking facilities as is already occurring). If residents have two cars per units, which seem standard for most current downtown residents, the number of residents seeking street parking will increase substantially. Moreover, businesses need to have ample parking to survive and attract customers from a broader area. If the city expects downtown residents not to use cars, then it will need to ensure that regional retailers are able to be successful in downtown, which means providing adequate parking.
- Commuters and day workers traveling into downtown, especially East Village, will increase dramatically. Already thousands of square feet of office space are planned for East Village. As the East Village grows, parking availability will be key so that business meetings, lunches, etc. can be facilitated in East Village. If parking is expensive or a pain, professionals from around the county won't want to do business here.
- As the population of San Diego increases, automobiles attending downtown events will increase in number, too. Route 163 reflects the population preference to bring automobiles downtown during Padre games, special events, and to attend the theater/symphony. To prevent congestion and enhance the quality of the experience for downtown visitors and minimize the disturbance to residents, the city must ensure parking is available and use new technologies (not apps) to guide motorist to available parking.

It may be cliché, but Californians have always had a love affair with their automobiles. That can change, but it will first require a viable convenient alternative. That means having dense enough housing, concentrated transit-served employment centers, and alternative transportation methods (bike, rapid mass transit), so that residents will choose not automotive choices. To ensure, the East Village quickly

develops into a sustainable community that can function with limited automobile use, ample parking must be provided to attract significant retail, professionals, business, and dense residential development at multiple price points. It is therefore EVRG's recommendation that the Downtown San Diego Mobility Plan be implemented in phases that reflect the needs of residents and business (rather than imprudent shifts that might stymie growth and resident quality of life). EVRG suggests the following as a starting point:

- Improve bike lanes at the intersections with historically higher frequency of bicycle-involved collisions; such as, Park Boulevard and Russ Boulevard, 16th Street and Broadway, 16th Street and Market Street, and Fourth Avenue and Cedar Street.
- Create an easy to understand "bike street" system. The current plan requires cyclists to twist through downtown block by block, rather than straight clear paths through the city. Instead, implement clear east-west/north-south bikeways; perhaps the C Street Corridor and Park Boulevard Corridor plan as bike only streets. Implement the J Street and State Street bike plan. These four streets will provide a rectangle cycle pathway within downtown San Diego. Bike racks should be installed along the pathway for frequent stops to allow the cyclist to walk to nearby businesses, shops, etc.

To reduce the automobile congestion caused by commuters, EVRG recommends the following:

- Recognize a Regional Approach is Necessary to Decrease Car Usage Downtown. Create parking structures along the trolley lines for commuter use. Require office developments outside of downtown (Rancho Bernardo, Sorrento, Kearny Mesa) to run shuttles to transportation lines, so that young professionals that can only afford to live downtown, but work there are able to do so without a car.
- Use Parking Garages to Spark Quality Sustainable Community-Business Development. Build vertical or underground parking facilities to accommodate the commuter/visitor traffic. Although the report identifies the East Village Green's 200-space public parking structure, more are needed. The Parking Management District should focus on building parking structures to support fledgling retail businesses and residents along the Broadway and C Street Corridors. "Park-It-On-Market" was successful at helping Market Street and Gaslamp to attract customers to businesses. The Broadway corridor desperately needs a similar parking garage to serve the Upper Gaslamp/Broadway area.
- Reutilize streets. Consider transforming streets into slow speed parking lots to increase parking availability- perhaps, 7th, 8th, 9th, and 13th streets. Immediately move to add slanted parking to streets or "vertical parking" like Little Italy.
- Be Bold. With 90,000 residents, businesses, thousands of tourists, new hotels, and regional entertainment centers, San Diego should progressively think about building a mass transit backbone for the next century. Already, the trolley is nearing capacity and blocking traffic on 10th and 11th during peak hours. Consider, a mass transit line from the airport, through Little Italy, past City Hall/Horton Plaza, and under 7th down to East Village/Ballpark. This could form the backbone of a line that could also serve redevelopment of the Midway district and Sports Arena site to include very high density housing in the center of the region to support downtown economic growth and expanded mobility.

February 23, 2016

Re: **The final review of the Downtown Mobility Plan and its impact on Little Italy**

Dear Little Italy Property Owners, Business Owners, Residents, and Friends:

This evening, February 23rd at 6:00pm, the final Stakeholder's Meeting for the Downtown Mobility Plan (DMP) will be held at the San Diego Central Library, 330 Park Boulevard, to make the last adjustments before adoption and implementation of the proposed plan.

The DMP aims to consolidate several existing City of San Diego master and mobility plans into one document.

The section that is a cause of concern for the Little Italy Association (LIA), the Little Italy Residents Association (LIRA) and other neighboring communities is Section 5 of the DMP, which references cycling recommendations. Although LIA and other Downtown organizations recognize that infrastructure is needed for cyclists, the LIA and LIRA have been adamantly opposed to the two streets that cross through the residential hearts of Little Italy; State and W. Beech Streets.

On page 43, of the DMP, the plan recommends for a two-way Class IV (Protected Bike Lane) up/down State and W. Beech Streets, connecting parts of Downtown to Uptown.

This recommendation is not taking into consideration a few major issues:

1) The connector on State Street that leads to cyclists through high-traffic freeway intersections, W. Grape and W. Hawthorn Streets, and then continues north to "no man's land" up Reynard Way, which does not connect efficiently to the Uptown communities.

2) The loss of the new on-street parking that the LIA proposed over 5 years ago to Civic San Diego, then CCDC, for the conversion of the east-side of State Street to diagonal parking and the north-side of W. Beech Street to head-in parking, would approximately yield an additional 50+ parking spaces for the Little Italy neighborhood.

The LIA and LIRA understand the cyclists need for safe Class IV cycling utilities which is why we both supported the recommended Pacific Highway as the North/South connector between Seaport, Downtown proper, Little Italy, Harbor Island into Point Loma; and W. Ash Street as the West/East connector between Cortez Hill, 4th/5th Uptown connector, Little Italy and the Embarcadero.

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street ▪ San Diego, CA 92101 ▪ Phone: 619-233-3898 ▪ Fax: 619-233-4866
Email: mail@littleitalysd.com ▪ Website: www.littleitalysd.com
Facebook: Little Italy San Diego ▪ Twitter / Instagram / Pinterest: @LittleItalySD ▪ #LittleItalySD

The proposed DMP cannot move forward as it is currently recommended by Civic San Diego staff. The LIA and LIRA are looking for your support by attending the Stakeholder's Meeting on this evening, February 23rd at 6:00pm at the San Diego Central Library and opposing the proposed Class IV (Protected Bike Lanes) on State and W. Beech Streets. In an effort to create safe connectors for our Downtown and visiting cyclists, we ask that you voice your support for the LIA and LIRA approved alternative Class IV tracks on Pacific Highway and W. Ash Street.

If you are unable to attend this meeting, we request that you draft a letter with your comments/suggestions to Brad Richter of Civic San Diego and cc: the Honorably Councilmember Todd Gloria and Honorable Mayor Kevin Faulconer. Their contact information can be found below.

Brad Richter
Asst. VP of Planning
Civic San Diego
401 B Street, 4th Floor
San Diego, CA 92101
richter@civicsd.com

Councilmember Todd Gloria
City of San Diego
202 C Street, MS #10A
San Diego, CA 92101
toddgloria@sandiego.gov

Mayor Kevin Faulconer
City of San Diego
202 C Street, 11th Floor
San Diego, CA 92101
kevinfaulconer@sandiego.gov

Thank you for your time and support.

Sincerely,

Luke Vinci
Secretary of the Board & Parking Committee Chair
Little Italy Association

Thomas Cervello
Parking Committee Co-Chair
Little Italy Association

WE ARE OPPOSED TO:

1) Class 4 (Protected) Bike Lane on State Street;
2) Class 4 (Protected) Bike Lane on W. Beech Street;
3) Loss of proposed new parking on State Street; and
4) Loss of proposed new parking on W. Beech Street.

THE REASONS WE ARE OPPOSED TO CLASS 4 UTILITIES ON STATE & W. BEECH STREETS:

1) State Street leads cyclists into 2 major and potentially unsafe freeway arteries then up to Reynard Way with no viable connectors to the Uptown communities on the East. The State Street track also impacts the new diagonal parking that LIA proposed over 5 years ago, which was endorsed by Civic/CCDC and DPMG;
2) W. Beech Street impacts the new head-in parking that LIA proposed over 5 years ago, which was endorsed by Civic/CCDC and DPMG; and
3) Any loss of current or new parking is detrimental to an already parking impacted Little Italy and Downtown.

WE SUPPORT:

1) Class 4 (Protected) Bike Lane on Pacific Highway with hard curb protectors;
2) Class 4 (Protected) Bike Lane on W. Ash Street with hard curb protectors;
3) Class 3 (Sharrow) Bike Lanes throughout the interior of the Little Italy community;
4) New Diagonal Parking on State Street; and
5) New Head-In Parking on W. Beech Street.

THE REASONS WE SUPPORT CLASS 4 UTILITIES ON PACIFIC HIGHWAY & W. ASH STREET:

1) Pacific Highway, as a North/South track, connects Seaport Village, Downtown proper, Little Italy, Harbor Island into Pt. Loma; all while cycling safely along the beautiful San Diego bay;
2) W. Ash Street, as a West/East track, connects Cortez Hill, the 4th/5th Avenue Uptown connectors, Little Italy to the Embarcadero/San Diego Bay; and
3) With the Class 4 utilities on Pacific Highway and W. Ash Street, State and W. Beech Streets will be converted, with City of San Diego approval, to diagonal and head-in parking; yielding an additional 50+ new parking spaces in Little Italy on those two streets alone.

LIRA
Little Italy
Residents
Association

Furthermore, we are opposed to Class 4 Utilities on State St. because:

1. State St. between Ash and Cedar has the highest FAR and density in Little Italy and Residents use State Street extensively for ingress and egress.
2. State St. is home to Our Lady of the Rosary Church which is very active throughout the week with Masses, Funerals, Weddings, etc.
3. State St. is also home to Washington Elementary School with children going in and out , and parents dropping them off and picking them up throughout the day.
4. State St. takes cyclists through high-traffic freeway intersections, W. Grape and Hawthorn, then travels north up Reynard way but does not connect to the Uptown Communities.

We do support Class 4 Utilities on Pacific Highway because:

1. Pacific Highway is the ideal North/South connector between Downtown and Seaport Village, Little Italy, Harbor Island, into Point Loma.
2. Pacific Highway allows for safe traveling on flat surfaces along the scenic San Diego Bay.

We do support Class 3 (Sharrow) bike lanes throughout the interior of the Little Italy, including W. Beech St. and State St.

In summary, we believe our alternative suggestions offer more sensible and safer solutions for cyclists as they share the roadways around our Downtown. And at the same time, these suggestions also honor the Residents and Businesses that comprise our Little Italy Community while helping to facilitate much needed additional parking spaces on our streets.

In the spirit of collaboration, we respectfully urge you to implement these revisions to the Downtown Mobility Plan.

Thank you.

Respectfully,

Anne MacMillan Eichman

Anne MacMillan Eichman, LIRA President

Cc: Mayor Kevin Faulconer:kevinfaulconer@sandiego.gov
City Council District #3 Representative Todd Gloria: toddgloria@sandiego.gov

LIRA
Little Italy
Residents
Association

Furthermore, we are opposed to Class 4 Utilities on State St. because:

1. State St. between Ash and Cedar has the highest FAR and density in Little Italy and Residents use State Street extensively for ingress and egress.
2. State St. is home to Our Lady of the Rosary Church which is very active throughout the week with Masses, Funerals, Weddings, etc.
3. State St. is also home to Washington Elementary School with children going in and out , and parents dropping them off and picking them up throughout the day.
4. State St. takes cyclists through high-traffic freeway intersections, W. Grape and Hawthorn, then travels north up Reynard way but does not connect to the Uptown Communities.

We do support Class 4 Utilities on Pacific Highway because:

1. Pacific Highway is the ideal North/South connector between Downtown and Seaport Village, Little Italy, Harbor Island, into Point Loma.
2. Pacific Highway allows for safe traveling on flat surfaces along the scenic San Diego Bay.

We do support Class 3 (Sharrow) bike lanes throughout the interior of the Little Italy, including W. Beech St. and State St.

In summary, we believe our alternative suggestions offer more sensible and safer solutions for cyclists as they share the roadways around our Downtown. And at the same time, these suggestions also honor the Residents and Businesses that comprise our Little Italy Community while helping to facilitate much needed additional parking spaces on our streets.

In the spirit of collaboration, we respectfully urge you to implement these revisions to the Downtown Mobility Plan.

Thank you.

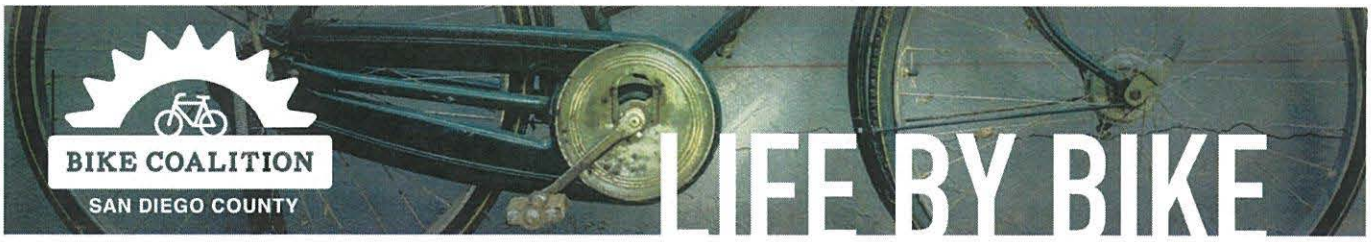
Respectfully,

Anne MacMillan Eichman

Anne MacMillan Eichman, LIRA President

Cc: Mayor Kevin Faulconer:kevinfaulconer@sandiego.gov
City Council District #3 Representative Todd Gloria: toddgloria@sandiego.gov

395 WEST CEDAR STREET, SAN DIEGO CA 92101



858.487.6063 P.O. Box 34544, San Diego, CA 92163 www.sdbikecoalition.org

March 11, 2016

Dear Mr. Richter,

Thank you for the opportunity to comment on the Draft Mobility Plan and associated Supplemental Environmental Impact Report. The San Diego County Bicycle Coalition is strongly in support of the plan and its emphasis on mobility options to encourage a multi-modal future for downtown.

The plan balances the needs of people moving around in the downtown area, whatever their mode choice. We are glad to see a move away from auto-centric design to streets that truly accommodate pedestrians, bicyclists, and transit as a part of the transportation mix. For too long we have focused too much of our energy on how to move cars, rather than on how to move people. While we know that automobile traffic will be with us for a long time, we believe that an emphasis on walking, bicycling, and transit will help us create healthy, safe communities, reduce vehicle miles traveled, and help us meet our federal air quality standards, our state mandated greenhouse gas emission reduction goals, and the goals of the recently adopted City of San Diego Climate Action Plan.

Many of the public comments we have heard revolve around the removal of on-street parking spaces to accommodate the needed infrastructure improvements for other modes. While we understand the concerns about parking, we believe that the loss of 731 on-street spaces (worst case) is a price worth paying to implement the bicycle and pedestrian circulation elements, for two reasons. One is the increase in safety for bicyclists and pedestrians with the new plan. Currently safety of pedestrians and bicyclists is an issue in the downtown core. The Citywide Pedestrian Collision Analysis City of San Diego Comprehensive Pedestrian Safety Study shows that Downtown San Diego has the highest number of pedestrian collisions of all San Diego neighborhoods – 305 crashes from 2008 to 2012. That's the highest number of any community in the City. Changing the infrastructure downtown for bicyclists and pedestrians is not just a matter of convenience – it's a matter of life and death.

The planned network is very good for cyclists, especially the inclusion of cycle tracks extensively through downtown. We know that better infrastructure means more people opting to ride instead of drive – Figure 5.6 in the Plan illustrates this very well.

We believe the network shown in the plan is the minimum required to be useful. Bicycle riders need a complete network to make their mode choice work, and including streets like State and 6th is important to getting more people on bikes. That having been said, the bike network would be even better with the

inclusion of the following projects to fill in some of the gaps. Please consider including these projects in the Mobility Plan.

- Kettner Street south into Little Italy. This is a very important connection for bicyclists coming into Little Italy and downtown.
- The connection of the proposed cycle tracks on Hawthorne and Grape across I-5 to the east.
- A separated connection from F St to G St at Kettner, north of the Seaport Village Trolley stop.
- Connection of the J St cycle track to the Martin Luther King Jr. Promenade at the western end
- Filling the gap in the MLK Promenade between 5th and 6th streets
- Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection
- Connections to and through the Imperial Avenue Transit Center
- Connection through City College from 16th and C to the pedestrian/bicycle bridge across I-5
- J St connection to South East San Diego (the new draft of their community plan shows a connection on Island rather than J)
- Connection of SANDAG's Pershing Drive bikeway along C St into downtown.

We also appreciate the extensive work done to illustrate many intersections. We think these visualizations help people understand how the new facilities will work.

The plan does not specifically address crossing issues for the existing bicycle facility south/west of the trolley tracks parallel to Harbor Drive. Bicycle access has at times been encouraged and forbidden along the north/east alignment of the Martin Luther King Jr. Promenade, which has good street crossing opportunities. The path on the south/west side, however, does not have good street crossing opportunities (particularly at First, Front, and Market) and should be improved so bicyclists can use it safely and efficiently.

Bicycle theft is a serious issue that discourages people from riding. Although both the Bicycle and Parking sections mention bicycle parking as one of the important pieces of the plan, we recommend stronger language to ensure adequate, safe, easily accessible bike parking is provided throughout downtown for short term and longer term bicycle storage. Options like bike lockers and bike cages at employers, and a potential bike station at one of the transit centers downtown should be considered to encourage people to ride.

Comments on the Mobility Plan Pedestrian Network

Again we applaud the Plan's emphasis providing a safe and attractive network for anyone choosing to walk. The Greenway network is a badly needed pedestrian spine for downtown. It would help to illustrate the entire enhanced pedestrian network if Figure 4-2 included the already existing pedestrian-focused infrastructure downtown – the MLK Promenade, Embarcadero, Harbor Drive and City College pedestrian bridges, Civic Center plaza, etc.

We suggest the following additions to the Greenway network

- National Avenue from Commercial south to Barrio Logan
- C St and 16th to connect the north end of 14th to the pedestrian bridge at City College
- A connection in Little Italy
- A connection from E St into South Park

In regards to vehicle miles traveled, we ask that the Downtown Mobility Plan not recommend any project feature that will increase vehicle miles traveled. The feature that may increase vehicle miles traveled are the recommendations in the draft plan to convert existing street right of way on G Street in a way that will allow additional travel lanes to be installed. While we recognize that G Street abuts the SR-94, we ask that the G Street lane additions be removed from the plan in order to not increase vehicle miles traveled and to support the request of community members in Golden Hill, Sherman Heights, Southeast San Diego, and City Heights. The referenced community members worked to achieve a SANDAG Board action in July of 2015 to study two community-supported, innovative alternatives to the SR-94 that will not increase VMT but instead will prioritize transit.

In conclusion, the City of San Diego Bicycle Advisory Committee supports the Downtown Mobility Plan, because it focuses on creating a system that helps us meet our vehicle miles traveled, greenhouse gas, and air quality goals. We believe it creates a network of streets that provide safe, accessible options for everyone, regardless of what mode they choose to get around. We especially support the bikeway and greenway networks, and believe they are worth the potential loss of on-street auto parking to ensure safe and comfortable access in downtown for those who walk and bike. Thank you for the opportunity to comment on the plan, and we look forward to its implementation creating a healthy, vibrant downtown San Diego.

Sincerely,

Andy Hanshaw

Executive Director

Washington S.T.E.A.M. Magnet

SAN DIEGO UNIFIED SCHOOL DISTRICT
1789 State St., San Diego, CA 92101-2598 PH. (619) 344-6300 FAX (619) 344-6349

Oct. 7, 2014

To whom it may concern:

I am writing to you both as a resident of the Little Italy area and the Principal of the public school in the area.
I fervently object to the current bike lanes plan that will pass our school on State Street. As residents and custodians of this public property we are charged with finding the best solutions for our students and families and this is not it. We need the public parking that this will inevitable rob from us. We have worked for years with the Little Italy Association to develop a plan for more parking on this street not less! Our parents and the community will be extremely surprised and angered by this change. Our parents use the extra lane as a drop off and so do school buses for events, children with disabilities and other neighborhood school transfers.

San Diego has more bike lanes than any other city in the nation and yet has one of the lowest bike ridership of any major city. Increasing the number of lanes will not change this.

I hope that you will reconsider this as our community was shocked when they learned of this development and would not welcome the change.

Thank you for your time,

Sincerely,

David Crum
Principal
Washington STEAM Magnet

To whom it may concern:

My name is Rev. Joseph Tabigue pastor of Our Lady of the Rosary Church in Little Italy, this church that I preside in has a parishioner base of over 2,500 people in attendance.

I am writing in objection of the proposed bike lanes that will be in front of our church at 1668 State St. and the effect it will take at our Parish.

1) The parking in the neighborhood is at a premium and so limited and will only create less availability for our people to come freely to worship.

2) We hold many a funeral and or wedding along with other church functions which the front of the church is of great desire for the occasion. The use of processions of cars is necessary at any given time.

3) Putting a bike lane here would create confusion and remove the traditions we hold in our Catholic Church.

I hope you find this letter to be of consideration in the decision of the bike lane.

Thank you for your time,

Rev. Joseph Tabigue C.R.S.P.
Pastor

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
501 West Broadway, 15th Floor | San Diego, CA 92101-3541
Telephone: 619.233.1155 | Facsimile: 619.233.1158
www.allenmatkins.com

Heather S. Riley
E-mail: hriley@allenmatkins.com
Direct Dial: 619.235.1564 File Number: 375746-00002/SD840678.01

Via Email/U.S. Mail

March 22, 2016

Mr. Brad S. Richter
Vice President - Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101-4298

Re: Comments on the Supplemental Environmental Impact Report to the 2006 Final Environmental Impact Report for the Proposed Downtown San Diego Mobility Plan and Amendments to the Downtown Community Plan Transportation Chapter

Dear Mr. Richter:

On behalf of our client, EMMES Realty Services of California LLC ("EMMES"), we hereby submit these comments on the Draft Supplemental Environmental Impact Report ("SEIR") to the 2006 Final Environmental Impact Report ("FEIR") for the Proposed Downtown San Diego Mobility Plan ("Plan") and Amendments to the Downtown Community Plan Transportation Chapter ("Project").

EMMES supports Civic San Diego ("Civic") in its efforts to improve connections and access for transit riders, bicyclist and pedestrians in Downtown San Diego, while maintaining roadway circulation for cars and commercial vehicles. However, my client is concerned about the level of environmental review that has been completed, and wants to ensure the safety of all those who would take advantage of the multi-modal transportation network created by the Project. EMMES is pleased to note that the primary project objective included in the Draft SEIR is to "establish a plan that provides for a balanced network, with enhancements to local roadways to encourage and facilitate bicycle and pedestrian usage." With that objective in mind, EMMES hereby presents its comments so that Civic and the San Diego City Council ("City Council") have all of the information they need to make sure that a *balanced* transportation network continues to exist in Downtown.

Before addressing the adequacy of the Draft SEIR, we wish to provide some background on EMMES' real estate holdings in the City of San Diego ("City"). EMMES currently owns and operates the following buildings:

- 701 B Street;
- 707 Broadway;
- 401 West A Street (1 Columbia Place); and
- 1230 Columbia Street (2 Columbia Place).

Together, these structures support a significant number of tenants, each of whom contributes to the success of Downtown. EMMES believes that all of its tenants can benefit from alternative transportation methodologies, and that is why EMMES offers secured bicycle facilities in all of its buildings and is working to add electric vehicle parking spaces to each of its garages. EMMES therefore supports the overall goals of the Project.

Based on our review of the Plan and the Draft SEIR, however, EMMES is concerned that the Project may have potential impacts on the users of the proposed multi-modal transportation system. Specifically, EMMES is concerned about the Draft SEIR's consideration of the following:

- Would the proposal impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?[1]
- Would the project substantially affect Police or Fire-Rescue response times (i.e., increase the existing response times in the project area)?[2]
- Would the proposal result in:
    - An increased demand of off-site parking?
    - Effects on existing parking?
    - Substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

---

[1] California Environmental Quality Act Significance Determination Thresholds, Development Services Department, January 2011, p. 33.

[2] *Id.* at p. 60.

- Increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?[3]

The last item is of the most concern to EMMES. The City's California Environmental Quality Act ("CEQA") Thresholds state that "[i]f a project would increase traffic hazards to motor vehicles, bicyclist or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant."[4] Since that exact condition will occur with Plan implementation, the environmental review should have analyzed this issue, as well as the others listed above. Unfortunately, EMMES has been unable to determine whether these items have been considered.

For instance, the Plan proposes closing the northbound lane on C Street between Sixth Avenue and Tenth Avenue to vehicular traffic. The existing roadway would be re-designated as a Cycleway and a two-way cycle track would be installed in the closed lane. This road closure is not part of the existing Transportation Chapter in the Downtown Community Plan ("Community Plan"); it is an entirely new proposal not accounted for in the 2006 FEIR. Setting aside for a moment that the Plan itself recognizes that high bicycle demand occurs on B Street, and not C Street, it does not appear that the Draft SEIR analyzed the C Street closure to determine whether it would (a) impact an adopted emergency response plan or emergency evacuation plan; (b) substantially affect Police or Fire-Rescue response times; (c) substantially alter present circulation movements; or (d) increase traffic hazards for motor vehicles, bicyclists, or pedestrians.

EMMES is concerned about these issues because closing C Street will permanently preclude the use of an existing drive-through that exits the 701 B Street building onto C Street, together with a number of parking spaces that are adjacent to the drive-through. These changes may have an impact on existing circulation patterns in Downtown, but we cannot determine whether the Draft SEIR analyzed those impacts. Without that analysis, the City's decisionmakers do not have the information they need to make an informed decision on the Project.

Moreover, the loss of the drive-through and associated parking would render the adjacent rental space significantly less attractive to tenants, and it may in fact result in an inability to lease that unit. In either event, the City may be liable for the substantial harm to EMMES caused by the adverse impacts of the Plan, the exact amount of which cannot be calculated at this time.

As another example, the Plan also proposes a Cycleway with a two-way cycle track on the west-side of State Street. This feature will require a "road diet" in that location to accommodate the

---

[3] *Id.* at pp. 71-72.

[4] *Id.* at p. 72.

proposed cycle track, which is not included in the existing Community Plan and thus was not analyzed in the 2006 FEIR.

Setting aside again the fact that the Plan recognizes that high bicycle demand occurs on Front Street, and not State Street, the Draft SEIR does not appear to consider whether implementation of a Cycleway on State Street would (a) impact an adopted emergency response plan or emergency evacuation plan; (b) substantially affect Police or Fire-Rescue response times; (c) increase demand for off-site parking; (d) affect existing parking; (e) substantially alter present circulation movements; or (f) increase traffic hazards for motor vehicles, bicyclists, or pedestrians.

EMMES is concerned about the potential oversight because the Project will have a direct impact on access to One Columbia Place. Currently, the only way to enter the One Columbia Place garage is from the left-hand lane of State Street, and the only way to exit the building is to merge into oncoming traffic at the corner of A Street and State Street. Replacing the existing left-hand lane on State Street with a two-way cycle track – directly in the path of the only ingress to and egress from the One Columbia Place garage – will result in impacts to bicyclists and vehicles in the vicinity.

While it can be presumed that access to One Columbia Place would be taken from the new far left-hand lane on State Street, every vehicle entering and exiting the building will have to cross the separated cycle track on its way in and its way out. There are over 40 tenants and 498 parking spaces in One Columbia Place and EMMES is concerned about the accident potential caused by the Project. Until the circulation impacts have been analyzed, it would appear that the City's decisionmakers lack the information they need to make an informed decision on the Project.

Furthermore, the Project will result in harm to EMMES and to its tenants – all of whom rely on State Street to access One Columbia Place. The City may be liable for any substantial impairment that results from implementation of the Plan; and the resulting damages, which are unknown at this time, must be taken into account by the decisionmakers.

It is interesting to note that the Draft SEIR did not analyze any key intersections on C Street west of 15th Street. Nor did the traffic analysis consider any key intersections on State Street between Broadway and Grape Street. It may be that these omissions are the reason why the Project's full potential environmental impacts were not analyzed. Regardless of the reason, however, we encourage Civic to evaluate the issues laid out in this letter and provide the decisionmakers and the public with a complete environmental review.

EMMES appreciates the opportunity to provide these comments on the Draft SEIR. We recognize that our letter post-dates the public review period, but it is important that Civic and the City Council are aware of these concerns. Please feel free to contact us if you would like to discuss any of the issues raised in this letter, and we look forward to receiving responses to the above comments.

Very truly yours,

/s/ Heather S. Riley

Heather S. Riley

HSR

cc: Alison R. Pappas, Esq.
Jordan Johnson, CFA

7

MOBILITY

Downtown has extraordinary access to major transportation systems including air, water, light and heavy rail, and bus, and well developed street and freeway networks. These connect the area locally, regionally, and even nationally and internationally, while the street grid system, with small blocks, facilitates easy pedestrian, bicycle and vehicle movement.

As downtown's population and employment increase, many more trips will begin and end within downtown, or even within a single neighborhood. Walking to work or to a store, bicycling to a restaurant on the waterfront, taking transit from Little Italy to East Village, or carpooling to work will become an integral part of downtown's lifestyle. Downtown's land use pattern will be intense and diverse, allowing many destinations to be reached within a short walk or bike ride. All uses downtown will be closely integrated with the transportation system.

As redevelopment occurs on multi-block sites and on blocks where streets currently do not connect, downtown's street grid will be reinforced. As industrial areas are transformed into neighborhoods, streets will be improved to emphasize walking and bicycling, increase on-street parking supply, and enhance traffic flow during peak periods.

The Downtown San Diego Mobility Plan was developed as a catalyst for short- and long-term implementation of the Downtown Community Plan. The Mobility Plan establishes goals and policies, programs and projects that will improve overall mobility throughout the downtown area, including the development of a cohesive network of complete streets. Promoting alternative transportation is an important downtown goal, recognized in the Guiding Principles and the Downtown San Diego Mobility Plan. Since regional circulation is largely dependent on cars, and reducing traveling efficiency is counterproductive in general, cars will need to access and flow through downtown with reasonable efficiency. Rather than taking measures to discourage car travel, programs to make transit, carpooling, bicycling, and walking more attractive are outlined. Downtown will accommodate a well-managed mixture of pedestrians, cyclists, cars, and transit; its size and density is far beyond that of a medieval town center or village where travel needs can be met exclusively by walking.

Development of an efficient transportation system and well designed streets will require partnerships between various public agencies—including the San Diego Association of Governments (SANDAG), the City and the Port, and the Metropolitan Transit Service (MTS)—and other organizations and businesses.

7.1 STREET SYSTEM

Streets serve as conduits for walking, bicycling, buses, trolleys, and cars. They form the backbone of downtown's circulation system that connects it internally and to the surrounding neighborhoods. Because of the small block sizes, streets form nearly 40 percent of downtown's area. Since a substantial portion of people's outdoor time is spent on streets and they are the most pervasive component of the public realm, they are integral to downtown's image and experience.

Downtown has extraordinary access to all modes of transportation, including air, water, rail, and vehicular access (top and middle). Downtown's street-grid system is fine-grained, with small blocks (above).

Downtown's street network consists of a grid of one- and two-way streets. Blocks are small (200 x 300 feet), allowing frequent intersections and easy connections. Most street rights of way are 80-feet wide, which is enough to accommodate three lanes of traffic, two parking lanes, and two 14-foot sidewalks. Exceptions to this width include Market Street, Harbor Drive, Pacific Highway, and Broadway, which are all wider. Widths of north-south streets between California and Front are slightly narrower at 75 feet. Despite being circumscribed by freeways, the street grid extends into the surrounding neighborhoods, except in the Balboa Park/ Cortez Hill area.

While this system is functional, legible, and practical, improvements are essential to create a comfortable and safe environment for pedestrians, bicycles, and transit. Figure 7-1 shows a system of Greenways, Cycleways, Transitways, Autoways, and Multi-Functional Streets as planned in the Downtown San Diego Mobility Plan. The multi-modal system is intended to provide well-connected "layered" networks for each individual mode across the community, in a manner that minimizes conflicts and provides for comfortable and convenient travel choices community-wide. Street typologies are summarized in Box 7-1, because street widths, number of lanes, desired sidewalk widths, etc. may vary from street to street, cross-sections for specific streets will need to be individually designed.

Figure 7-2 shows proposed roadway modifications including road diets, segments to be closed to vehicular travel, new street segments, and roadways to be converted from one-way to two-way. Several other roadways may have other kinds of changes (such as the addition of bicycle facilities, reconfiguration as "Greenways", narrower travel lanes, etc.) that are not shown on this map. Future modifications to the street system are anticipated to create an integrated transportation network of Greenways, sidewalks, bikeways, transit services, roadways and freeways that provides for the safety of all travelers within downtown and to surrounding communities. The transportation network will provide for convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. More significant changes include:

- Where feasible, reconfiguring streets in residential neighborhoods and in Neighborhood Centers to accommodate diagonal parking, widen or provide sidewalks, and improve pedestrian and bicycle safety.


Figure 7-1
Street Typologies
5
163
94
Lowell St
Kalmia St
Juniper St
Ivy St
Hawthorn St
Grape St
W. Fir St
Date St
Cedar St
Beech St
Ash St
A St
B St
C St
Broadway
E St
F St
G St
Market St
Island Ave
J St
K St
L St
Elm St
Harbor Dr
Pacific Hwy
Kettner Blvd
India St
Columbia St
State St
Union St
Front St
First Ave
Second Ave
Third Ave
Fourth Ave
Fifth Ave
Sixth Ave
Seventh Ave
Eighth Ave
Ninth Ave
Tenth Ave
Eleventh Ave
Park Blvd
13th St
14th St
15th St
16th St
17th St
Imperial Ave
Commercial St
San Diego Bay
Greenway
Cycleway
Transitway
Autoway
Multi-Functional Street
NORTH
0
0.1
0.2 Miles

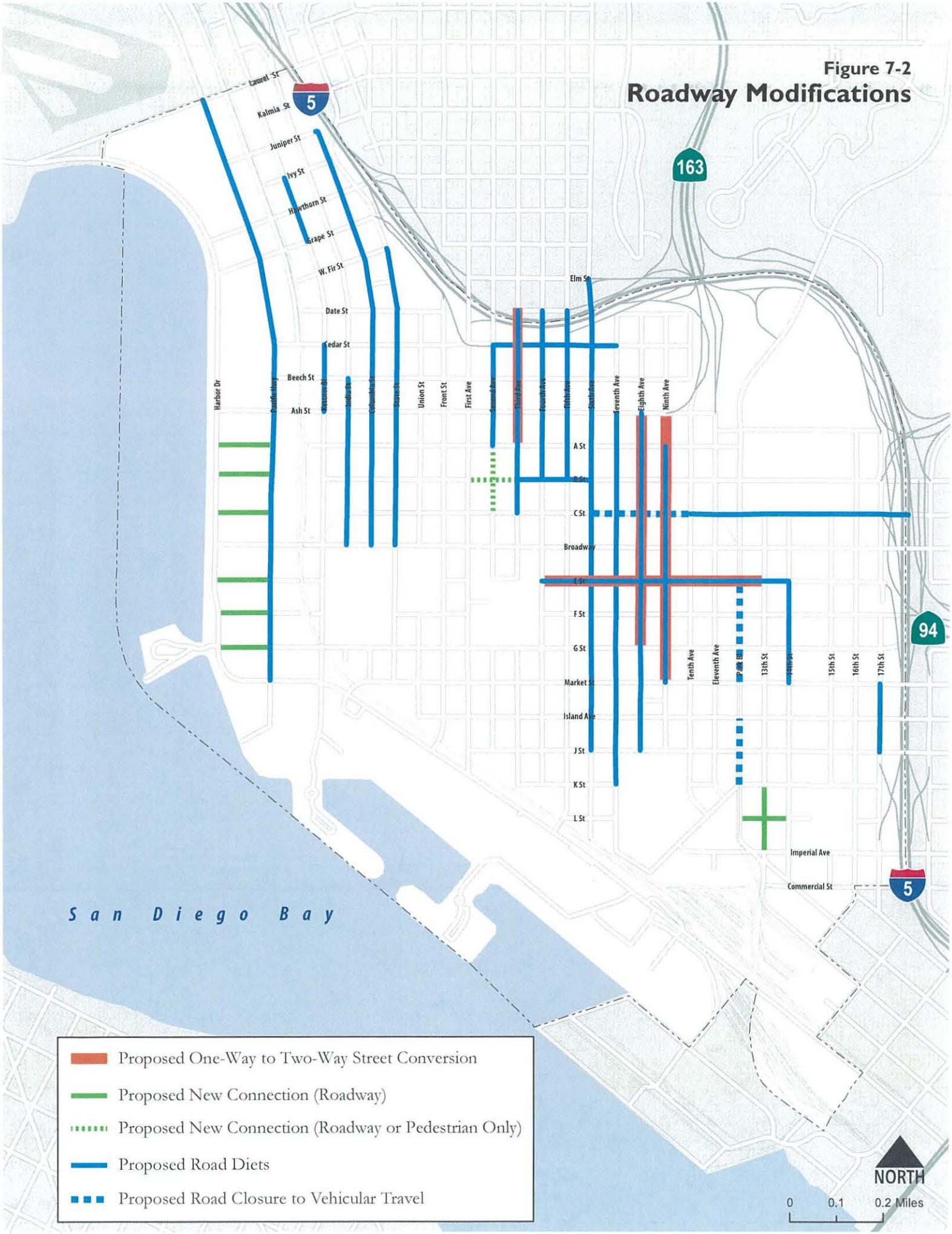
Box 7-1: Street Typologies

- **Greenways.** Greenways prioritize pedestrian travel, but allow for automobile, transit and bicycle travel. They are intended to showcase landscaping features and roadway designs that slow vehicular traffic and prioritize walking. Greenways link downtown parks, the waterfront, and various outdoor destinations. A key feature of Greenways is the inclusion of enhanced landscaping, including double rows of trees, and wide sidewalks with ample public amenities. Greenways provide a necessary respite from urban life and allow the downtown to 'breathe'.
- **Cycleways.** Cycleways prioritize travel by bike and include facility types such as cycle tracks, buffered bicycle lanes, and bicycle boulevards. They are intended to showcase high quality, comfortable cycling environments with low vehicular travel speeds, volumes, and conflicts. Cars, transit and pedestrians will also be accommodated. The Cycleway typology does not identify every existing or planned bicycle facility, but rather identifies a network of "high-quality" facilities that are physically separated from vehicular traffic or provide an increased dedicated right-of-way, such as buffered bicycle lanes and cycle tracks.
- **Transitways.** Transitways identify segments where public transit takes priority over other modes either through transit dedicated corridors, such as the Green Line corridor; a wider dedicated right-of-way, such as C Street west of Park Boulevard or Park Boulevard south of Broadway; or transit prioritized signalization, such as Broadway. Vehicular traffic, bicycles and pedestrians may also be accommodated on these roadways. Additionally, the pedestrian environment requires increased attention along Transitways, especially near transit stops, to improve user safety and encourage ridership.
- **Autoways.** Autoways include roadways that primarily facilitate vehicular movement. Autoways are generally identified in pairs, or couplets, due to the one-way movements along many downtown streets. These roadways provide connections to the regional freeway network or adjacent communities. Traffic signals are synchronized to allow for optimal vehicular movement.
- **Multi-Function Streets.** Streets that serve a variety of purposes and do not emphasize any single mode. These streets provide access within neighborhoods and generally experience relatively lower vehicular volumes. Like all downtown streets, the pedestrian environment and pedestrian safety is of great significance.

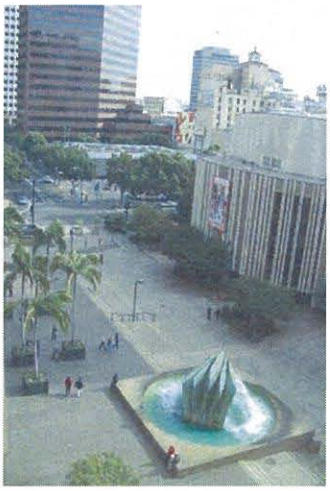
A range of street typologies–including memorable Boulevards, Main, and Residential streets–as conceptualized.

Figure 7-2

Roadway Modifications



- Improvements to Broadway consistent with its role as downtown's principal Boulevard – the "main street" terminating on a pier, and improvements to C Street.
- Reinforcement of the role of Park Boulevard as a pedestrian corridor and green link, providing the long-desired "Park-to-Bay" connection.
- Examination of the feasibility (as part of a new Civic Center plan) of extending B Street and Second Avenue through the existing Civic Center to increase connectivity.
- Evaluate the feasibility of removing the Cedar Street off-ramp, and switch Cedar from one- to two-way traffic to improve pedestrian safety and re-establish the historic connection between Balboa Park, Cortez, Little Italy, and the waterfront.
- Re-establish the street grid, extend streets in waterfront areas and across bus yards when redevelopment occurs, and extend 8th Avenue across I-5 in conjunction with freeway lid construction.



Plan policies call for extension of the grid to the waterfront as redevelopment occurs (top), studying the removal of the Cedar Street off-ramp (middle), and extension of B Street right-of-way through a redeveloped Civic Center (above).

Goals: Street System

7.1-G-1 A street typology based on functional and urban design considerations, emphasizing connections and linkages, pedestrian and cyclist comfort, transit movement, and compatibility with adjacent land uses.

7.1-G-2 An enhanced street grid that promotes flexibility of movement, preserves and/or opens view corridors, and retains the historic scale of the streets.

Policies: Street System

7.1-P-1 Implement the street typology shown in Figure 7-1 when carrying out streetscape improvements.

7.1-P-2 Prohibit and discourage any interruption of the street grid.

7.1-P-3 Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects.

7.1-P-4 Work with appropriate transportation agencies on freeway improvements in and near the downtown area.

7.1-P-5 Implement the proposed improvements within the Downtown San Diego Mobility Plan, with specific reductions in vehicular travel lanes on certain streets, which can then facilitate enhanced bicycle and pedestrian facilities.

7.1-P-6 Evaluate and provide specific vehicular travel lane configurations for all streets (number of travel lanes, one-way vs. two-way circulation).

7.1-P-7 Provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding.

7.1-P-8 Encourage street designs that allow for temporary street closures for public and community events.

7.2 PEDESTRIAN AND BICYCLE MOVEMENT

One of the main attractions of downtown will be the ability to move freely and accomplish everyday tasks without a car. However, downtown is large – a walk across the area on Broadway (a distance of nearly 1.5 miles) is about 30 minutes, while it takes about 40 minutes to walk from the heart of Little Italy to the ballpark. Thus, emphasizing a variety of uses in close proximity as well as diverse modes of non-motorized transportation is a key Community Plan objective.

Existing pedestrian activity downtown depends on both location and time. There is pedestrian traffic in the Civic/Core and Columbia areas during rush hours and lunchtime, due to the concentration of office workers in these areas. Pedestrians gather along 4th and 5th avenues in the Gaslamp Quarter at night for entertainment purposes, and retail, restaurant, and residential uses in the vicinity of India Street generate foot traffic during the day and evening. High foot traffic occurs around the ballpark, Convention Center, and Gaslamp Quarter during events. While foot traffic occurs in other parts of downtown throughout the day, these are areas of particular concentration.

Downtown's growing population will lead to many more pedestrians. Pedestrians will include more children, strollers, wheelchairs, and seniors, so sidewalks and crosswalks will need to be smooth and generous. Potential future walkers will be encouraged through the provision of sidewalk amenities and a pleasant walking environment where vehicle traffic is safely buffered, signalized, and calmed.

To further improve the pedestrian environment, a system of Greenways are proposed along selected corridors, linking to existing and planned parks and improving connections to adjacent communities, as well as the waterfront. Greenways are sidewalks that can serve as linear parks, providing needed open space and placemaking opportunities. Greenways will be designed individually within the available public right-of-way, but all will help create streets that are more pedestrian oriented with prominent landscaping and expanded sidewalk widths. A uniform set of street furnishing (benches, trash cans, street lighting, tree grates, and signage) should be present along these pedestrian corridors to differentiate them from other streets.

Recognizing the relatively high volume of vehicles that travel within downtown and to/from adjacent communities, the proposed bicycle network relies heavily on protected bicycle facilities such as cycle tracks and multi-use paths which provide physical separation between vehicular traffic and cyclists. The protected bicycle facilities will provide an increased level of safety and comfort for cyclists, which likely increase overall cycling levels, decrease the amount of cyclists riding on the sidewalk, and reduce the reliance on vehicles. The goal of improving streets for pedestrians and cyclists coincides with downtown structure and street hierarchy clarification, promotion of a mix of uses in every neighborhood, responding to climate, improving street design, and encouraging quality building design.

Of particular importance in enhancing pedestrian and bicycle safety is

Downtown's growing population and employment will lead to many more pedestrians. Promoting pedestrian comfort and safety is a key goal of the Community Plan.

reducing and controlling traffic speeds in downtown's system of freeway couplets, the various pairs of streets that direct traffic to and from freeway ramps. This will involve measures such as signal synchronization modifications and on-street parking that serves as a buffer to traffic, with allowances for parking restrictions during peak travel hours to create additional lanes during very limited portions of the day.

Figure 7-3 shows proposed Greenways along with existing and planned park space. Roadways where cycle tracks are proposed, or Cycleways, are shown in Figure 7-1, with the detailed proposed bicycle network displayed in Figure 7-4.

Goals: Pedestrian and Bicycle Movement

7.2-G-1 A cohesive and attractive walking and bicycle system within downtown that provides linkages within the area and to surrounding neighborhoods and public transit services.

7.2-G-2 Mixed-use neighborhoods, with open spaces, services, and retail businesses within convenient walking distance of residents, to maximize opportunities for walking.

7.2-G-3 Safe, walkable neighborhoods with improved street crossings, sidewalks and pedestrian am enities.

7.2-G-4 A network of Greenways that provides a natural respite for downtown residents, employees and visitors, and allows for calm travel along greened corridors.

7.2-G-5 Eliminate traffic deaths and serious injuries in Downtown San Diego by 2025, consistent with the Vision Zero resolution adopted by City Council in October 2015.

7.2-G-6 A cohesive and well connected bicycle system within downtown that provides linkages within the area and to surrounding neighborhoods, including the waterfront and Port District tidelands.

7.2-G-7 A community where bicycling is a viable and appealing travel choice for people of all ages and skill levels.

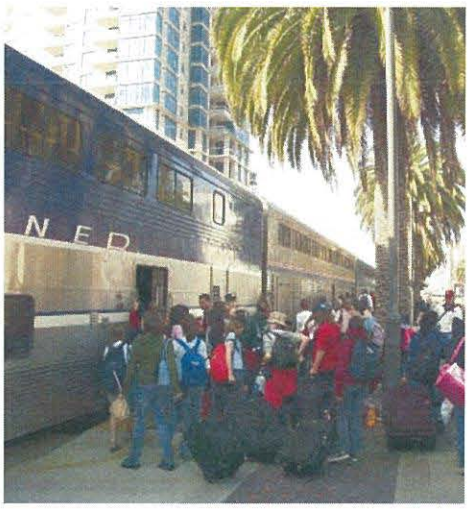
7.2-G-8 Increased bicycle commute mode share for downtown residents.

Policies: Pedestrian and Bicycle Movement

7.2-P-1 Throughout the entire Downtown San Diego community:

- Undertake strategic streetscape improvements (such as sidewalk widening, bulbouts, enhanced lighting and signage);
- Lengthen traffic signal walk times for pedestrians, and explore feasibility of "all walk" signalization at intersections with heavy pedestrian demands, where needed; and
- Accept lower levels of automobile traffic level of service at intersection locations across downtown along Greenways and Cycleways.
- Prioritize safety improvements in high collision areas.

(Policies continue on page 7-11)



Downtown is blessed with a rich array of transit, including commuter rail (above).

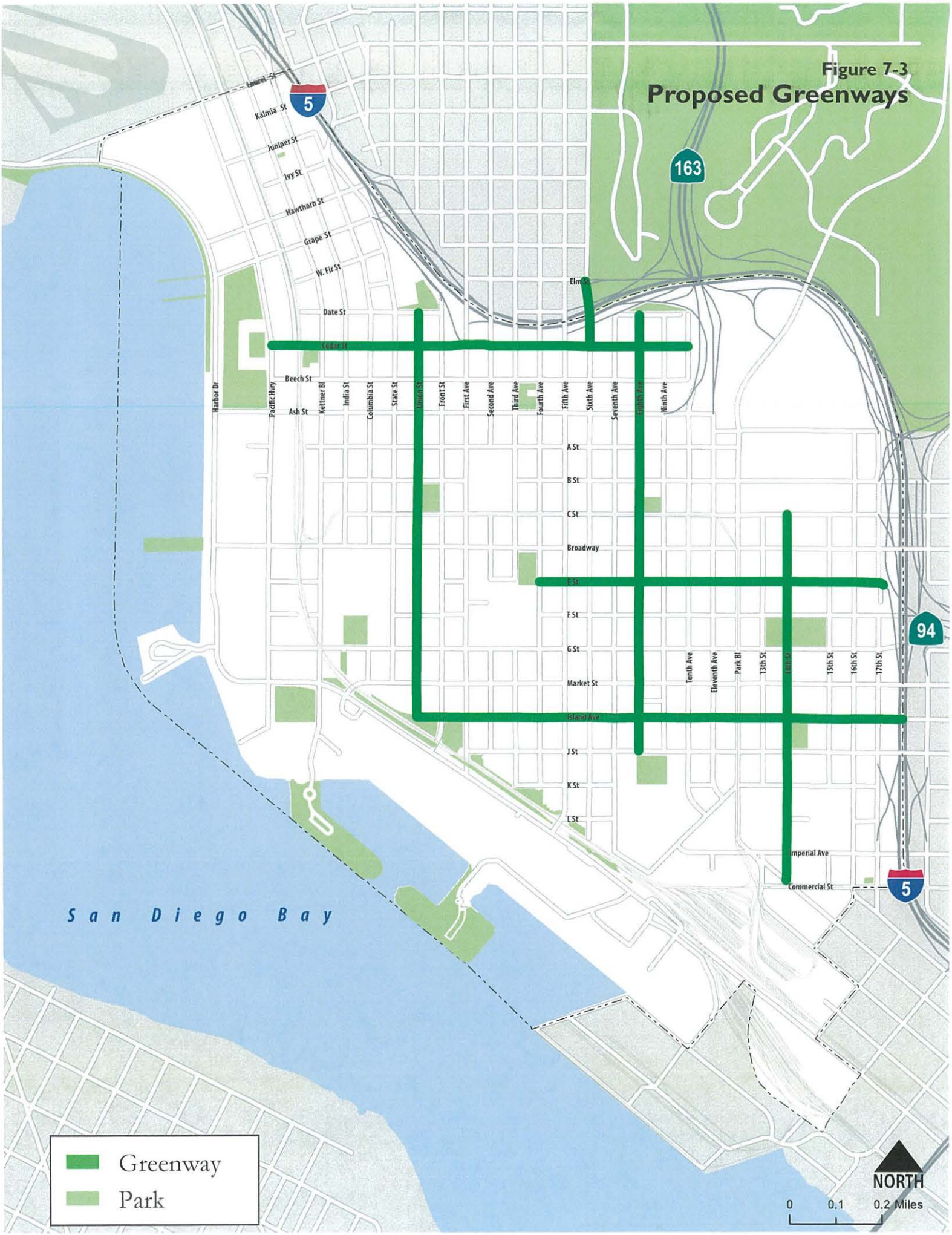


Figure 7-3
Proposed Greenways
5
163
94
Laurel St
Kalmia St
Juniper St
Ivy St
Hawthorn St
Grape St
W. Fir St
Elm St
Date St
Cedar St
Beech St
Ash St
Harbor Dr
Pacific Hwy
Kettner Bl
India St
Columbia St
State St
Union St
Front St
First Ave
Second Ave
Third Ave
Fourth Ave
Fifth Ave
Sixth Ave
Seventh Ave
Eighth Ave
Ninth Ave
A St
B St
C St
Broadway
E St
F St
G St
Market St
Bland Ave
J St
K St
L St
Tenth Ave
Eleventh Ave
Park Bl
13th St
14th St
15th St
16th St
17th St
Imperial Ave
Commercial St
San Diego Bay
Greenway
Park
NORTH
0
0.1
0.2 Miles

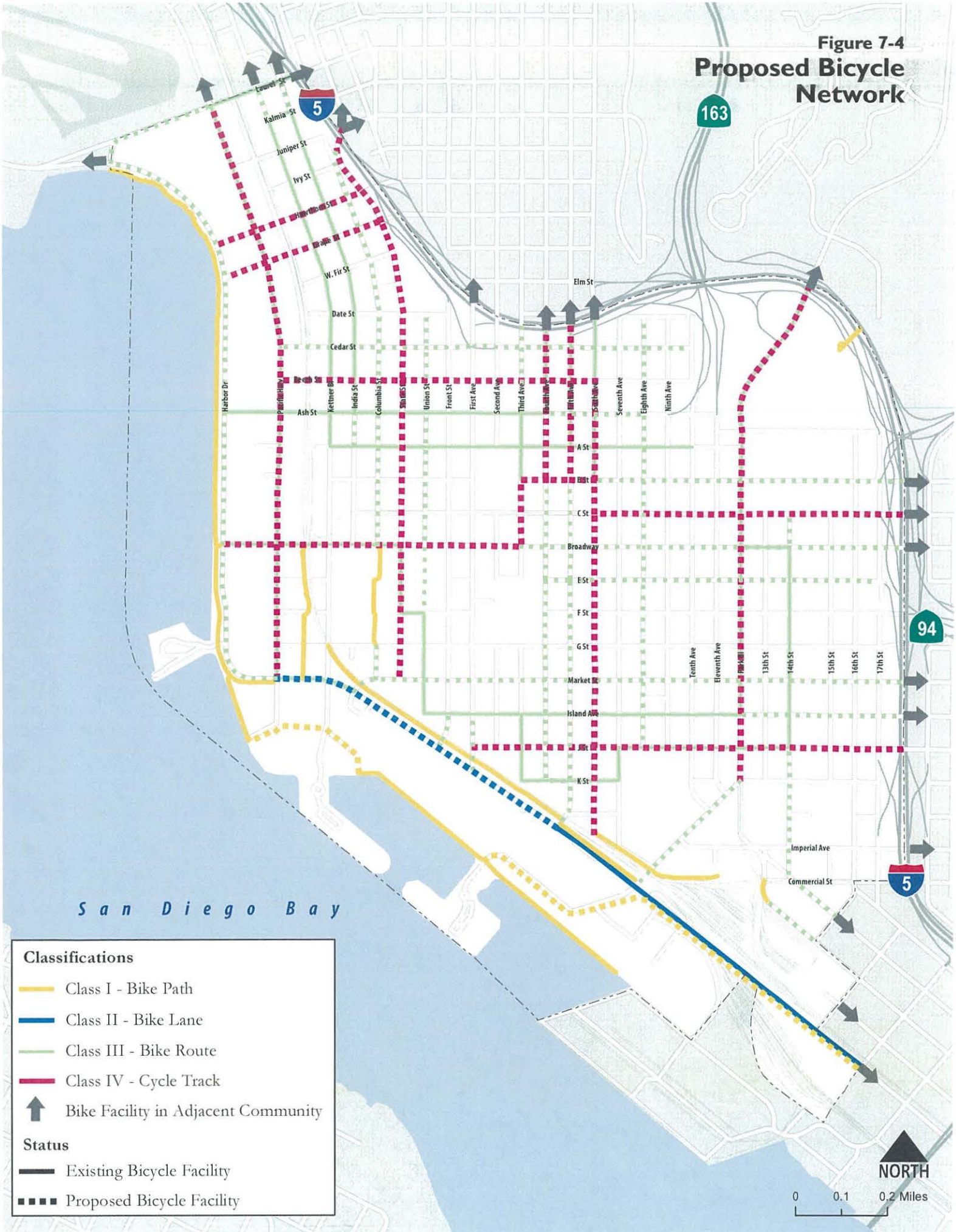
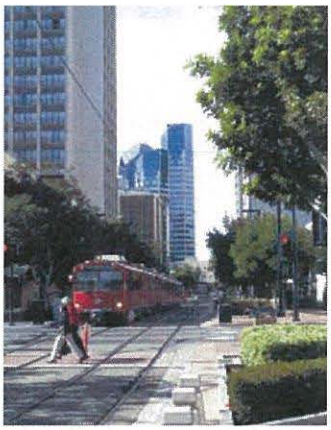


Figure 7-4
Proposed Bicycle Network
163
5
94
Laurel St
Kalmia St
Juniper St
Ivy St
Hawthorn St
Grape St
W. Fir St
Date St
Cedar St
Beech St
Ash St
Elm St
Harbor Dr
Pacific Hwy
Kettner Blvd
India St
Columbia St
State St
Union St
Front St
First Ave
Second Ave
Third Ave
Fourth Ave
Fifth Ave
Sixth Ave
Seventh Ave
Eighth Ave
Ninth Ave
A St
B St
C St
Broadway
E St
F St
G St
Market St
Island Ave
J St
K St
Tenth Ave
Eleventh Ave
Park Blvd
13th St
14th St
15th St
16th St
17th St
Imperial Ave
Commercial St
San Diego Bay
Classifications
Class I - Bike Path
Class II - Bike Lane
Class III - Bike Route
Class IV - Cycle Track
Bike Facility in Adjacent Community
Status
Existing Bicycle Facility
Proposed Bicycle Facility
NORTH
0
0.1
0.2 Miles



The land use/transportation relationship will be strengthened under the Community Plan. While development intensities in portions of Civic/Core and Columbia (top and middle) reflect transit accessibility, the Community Plan calls for some of the highest intensities downtown in the eastern portions (above).

(Policies continued from page 7-8)

7.2-P-2 Designate specific enhanced pedestrian improvements on certain "pedestrian prioritized" streets, including but not limited to, widened sidewalks, corner bulb-outs that reduce pedestrian crossing distances, and linear park promenades.

7.2-P-3 Install missing sidewalks and improve all curb ramps to be ADA compliant.

7.2-P-4 Provide marked crosswalks and pedestrian countdown signals at all signalized intersections.

7.2-P-5 Take necessary funding and regulatory steps to build Greenways identified in the Downtown San Diego Mobility Plan and Figure 7-3.

7.2-P-6 Collaborate with Caltrans to enhance safety and aesthetics at freeway ramps.

7.2-P-7 Create a well-connected network of Cycleways, as shown in Figure 7-1, and encourage linkages to regional bicycle corridors, including the Bayshore Bikeway, Central Coast Corridor, Centre City-La Mesa Corridor, Clairemont-Centre City Corridor, Coastal Rail Trail, North Park-Centre City Corridor, and the Park Boulevard Connector, as designated in the San Diego Regional Bike Plan.

7.2-P-8 Require bike racks and/or lockers in all residential projects, multi-tenant retail and office projects, and government and institutional uses.

7.2-P-9 Provide a range of alternative bicycle improvements throughout downtown.

7.2-P-10 Connect downtown's Cycleways with surrounding communities, the waterfront and Port District tidelands, and transit facilities to encourage everyday commute and recreational bicycle trips within the region.

7.2-P-11 Implement the Cycleway improvements according to the Downtown San Diego Mobility Plan as shown in Figure 7-4.

7.2-P-12 Support future exploration of cycle track implementation along the length of Market Street and Broadway within the downtown community to provide a direct east-west bicycle connection.

7.3 TRANSIT SYSTEM

Downtown is blessed with a rich array of transit, consisting of heavy rail lines serving commuters (Coaster), regional travelers (Amtrak), and freight from working areas of the Port; two light rail trolley lines serving downtown residents, workers, and visitors; and an extensive network of buses connecting the area to the rest of San Diego. The current downtown transit mode split for workers at peak hour is estimated to be 13 percent.

The centerpiece of the downtown transit system is the historic 1915 Santa Fe Railroad Depot on Broadway and Kettner Boulevard. This restored rail station serves both commuters and regional travelers, and is much used during the day. The depot works particularly well because of its proximity to downtown office towers; the Coaster delivers significant pedestrian traffic to Broadway in the form of rail commuters.

Many rail transit stops are well designed, such as the Gaslamp Quarter and Seaport Village stations. Bus stops are more utilitarian than attractive, and do not have a uniform design. Many of them lack shade. The C Street and Park Boulevard corridors need improvement to increase transit service potential and improve ground floor activity.

Looking Ahead

To accommodate residential and office growth, more and better transit should be added by the appropriate transit agencies. Recent and anticipated system improvements include trolley service and capacity upgrades, plus Rapid Bus service, both with regional connectivity. Downtown Rapid Bus service is part of a regional initiative for an attractive, contemporary bus service system making connections between major employment and residential centers. It is anticipated that it will reduce the number of vehicles entering downtown on a daily basis and alleviate the impact of transit on Broadway.

There is a need for local shuttle services to fill the critical need for quick, convenient transport between various downtown locations and Balboa Park. Between various downtown locations, an on-demand shuttle system is contemplated. Downtown's large size can make walking between distant places difficult, and local shuttles will provide residents, visitors, and employees with an option other than driving. Figure 7-5 shows the 2050 Revenue Constrainted Transit Network as identified in San Diego Forward, The Regional Plan, and Box 7-2 describes the various components.

Improving transit corridors will also help promote use. Park Boulevard, an existing trolley corridor, has been enhanced as the Park-to-Bay Link. Improved streetscapes on such boulevards and transit corridors make them more pleasant, attracting users to ride the trolley. Similar streetscape improvements will take place through the Downtown San Diego Mobility Plan, linking existing and future parks with Greenways to maximize their attractiveness.

Correlating development and transit availability is one of the underlying premises of downtown land use planning. Downtown's highest intensities will follow the trolley route "L" pattern, making downtown a preeminent example of transit-oriented development.

The high intensity business district consisting of Civic/Core and Columbia straddles the C Street trolley and some of the highest residential intensities will occur in the areas surrounding the Park Boulevard trolley corridor.

The street typology illustrated in Figure 7-1 is designed to facilitate implementation of the planned transit system.

Downtown's proposed transportation network is comprehensive, and includes heavy and light rail, buses, BRT, and shuttles.

Box 7-2: Transit Network

- **San Diego Trolley.** Three trolley lines operated by MTS run to downtown, forming a loop within the downtown area. The Blue Line connects to America Plaza in the north, and to National City, Chula Vista, and Imperial Beach in the south; it ends at the Mexican border in San Ysidro. The Orange Line runs from El Cajon, La Mesa, and Lemon Grove in the northeast, terminating downtown. The Green Line provides a connection between Santee, San Diego State University, Mission Valley, Oldtown, and downtown, terminanting at the 12th & Imperial Transit Station.
- **Coaster.** The Coaster is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, the Old Town Transit Center, and downtown. It uses the historic Santa Fe depot, located at the center of Columbia and Civic/Core business activity, as its downtown terminal.
- **Buses.** There are currently 28 bus routes serving downtown from east to west and north to south. Comprehensive bus coverage will continue to serve the area.
- **Rapid Bus.** Rapid Bus services provide high-frequency, limited stop service with dedicated branding, buses, stations and electronic next arrival signs. Rapid Express is high-frequency peak-hour service. Both services make few stops and travel on freeways or dedicated lanes. Its key components are dedicated rights-of-way; flexible stations; signal priority; a variety of vehicle options; pre-paid fares; frequent service; flexible route structure due to lack of tracks; and use of Intelligent Transportation Systems (ITS), which tracks vehicle locations, controls traffic signals, and updates passengers on travel times.
- **Downtown Ciculator Shuttle.** Civic San Diego is currently in the process of implementing a downtown circulator shuttle that would reduce the demand for parking on interior streets and surface lots. The proposed downtown circulator shuttle will provide a free on-demand shuttle service (similar to rideshare programs like UBER) to and from any location within the downtown area. The service will provide visitors convenient and accessible mobility throughout downtown thereby encouraging them to park in the peripheries of the parking district or to use public transportation to travel downtown.

Broadway (top and middle) is a major bus route. The railyards (above) serve the Coaster, Amtrak, and the trolley.

Goals: Transit System

7.3-G-1 A land use pattern that supports a flexible, fast, frequent, and safe transit system, providing connections within downtown and beyond.

7.3-G-2 An attractive and convenient transit system that is the first choice of travel for many trips made within, to, and from downtown.

7.3-G-3 Increased transit use among downtown residents, workers, and visitors.

(Policies start on page 7-15)

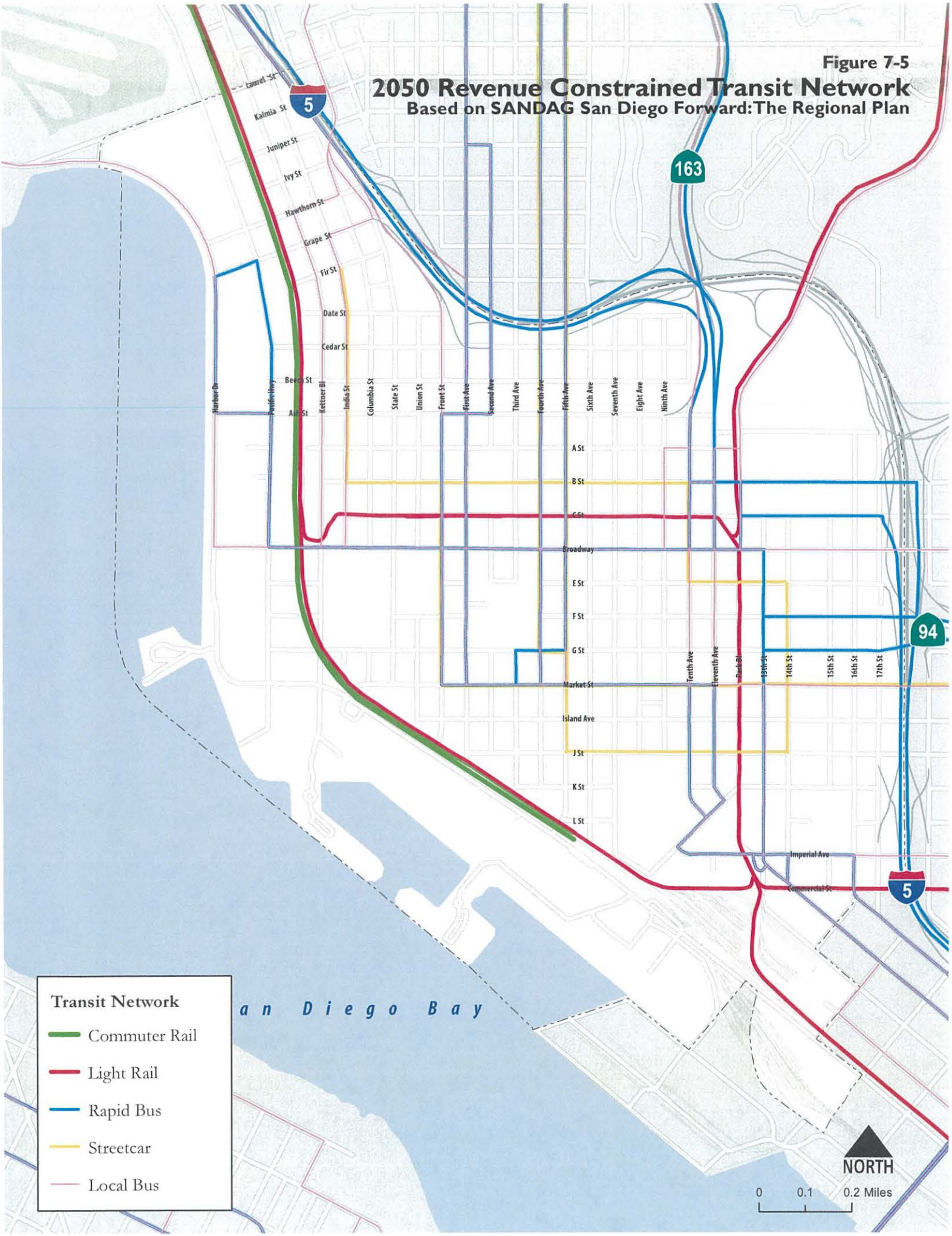


Figure 7-5
2050 Revenue Constrained Transit Network
Based on SANDAG San Diego Forward: The Regional Plan
Laurel St
Kalmia St
Juniper St
Ivy St
Hawthorn St
Grape St
Fir St
Date St
Cedar St
Harbor Dr
Pacific Hwy
Beech St
Ash St
Kettner Blvd
India St
Columbia St
State St
Union St
Front St
First Ave
Second Ave
Third Ave
Fourth Ave
Fifth Ave
Sixth Ave
Seventh Ave
Eight Ave
Ninth Ave
A St
B St
C St
Broadway
E St
F St
G St
Market St
Island Ave
J St
K St
L St
Tenth Ave
Eleventh Ave
Park Blvd
13th St
14th St
15th St
16th St
17th St
Imperial Ave
Commercial St
5
163
94
San Diego Bay
Transit Network
Commuter Rail
Light Rail
Rapid Bus
Streetcar
Local Bus
NORTH
0
0.1
0.2 Miles

Policies: Transit System

7.3-P-1 Locate the highest intensity developments in or near trolley corridors to maximize the level of activity with strong transit accessibility.

7.3-P-2 Work with other agencies to support planned street improvements to accommodate transit.

7.3-P-3 Coordinate with agencies responsible for planning, implementing, building, and operating public transportation infrastructure and services, such as SANDAG, MTS, NCTD, and Amtrak to provide:

- Rapid Bus service, improving the commuter and long-distance transit network with state-of-the-art technology to provide more frequent and faster trips in and out of downtown.
- Bus service modifications to improve service, and to increase transit accessibility when the internal shuttle and Rapid Bus services begin.

7.3-P-4 Work with all relevant agencies to eliminate or mitigate adverse impacts of freight train traffic on adjacent pedestrians, land uses, and residents. Impacts include blocked intersections and horn noise. If impact mitigation strategies fail, reconsider the feasibility of undergrounding freight lines through all strategic portions of downtown.

7.3-P-5 Enhance streetscapes within Transitways to increase attractiveness for all users and promote shared transit, pedestrian, and cyclist use.

7.3-P-6 Encourage SANDAG to develop real time information and signage systems for all downtown transit facilities.

7.3-P-7 Coordinate transit station design with the transit agency to ensure inviting, enjoyable places, with shade, public art, landscaping, and memorable design features reflective of the surrounding environment.

7.3-P-8 Cooperate with the transit agency on public programs and campaigns to increase transit use for various types of trips, especially work, shopping, and entertainment

7.3-P-9 Coordinate with regional rail and transit planners to monitor intracity passenger and freight concepts and potential impacts on downtown.

7.3-P-10 Implement a demand response shuttle system within the downtown area to provide a point-to-point experience which could be requested from a mobile device. The shuttle system will maintain and enhance public access to and along the waterfront for residents, workers and visitors of downtown. The shuttle system should include linkages to the airport, mobility hubs, and key downtown destination points.

(Policies continue on page 7-16)

Surface lots in downtown (top) are increasingly giving way to parking structures (middle, above) and other development. Integration of the structures with the pedestrian realm is essential.

(Policies continued from page 7-15)

7.3-P11 Work with SANDAG and MTS to ensure transit routes maximize efficiency through the avoidance of angled parking along main transit routes.

7.3-P-12 Work with SANDAG and MTS to ensure bus routes, bus stops and bus turning radii are evaluated in the design of street and sidewalk improvements.

7.3-P-13 Ensure future installation and replacement of traffic signals in downtown incorporate multi-ring controller units with advance traffic controller logic for complex intersection and network operations that promote efficient transit mobility.

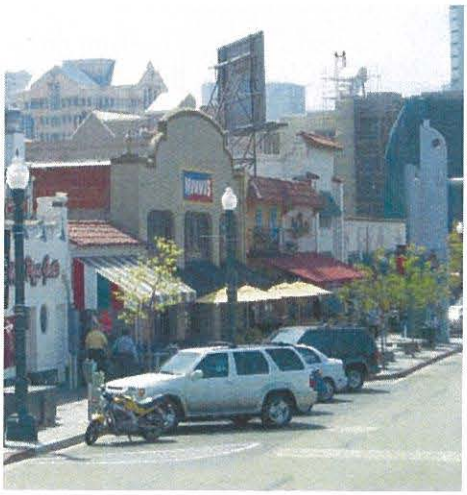
7.4 PARKING

An important component of downtown's transportation is parking. Reflective of southern California trends, a large proportion of downtown employees, residents, and visitors rely primarily on the automobile for transportation. However, downtown parking is increasingly expensive because it is provided in multi-level structures, as surface lots give way to new development, and people are acclimating to walking several blocks to their desired destination after parking.

Parking influences development downtown, from efficient circulation to urban design, transit ridership, and economic development. Vision and goals for parking construction and location sometimes compete when these issues merge. For example, above-grade parking structures are less costly to build, but the resulting bulky and sometimes unattractive buildings can impede views and negatively affect the street environment. The higher cost of underground parking can avoid these impacts but also deter prospective downtown tenants and visitors who might be accustomed to suburban rates or even free parking. Expansion of parking in general can raise concerns about maintaining dependence on automobiles and diminishing people's motivation to use transit, carpool, bike, or walk to accomplish local trips and commuting.

As residential, commercial, and civic activity intensifies, the resulting traffic generation will coincide with greater need for parking. Carpooling and transit improvements, as well as enhancements to promote walking and biking, could help to reduce the increased parking demand, but nevertheless new parking must be built to continue downtown's growth and evolution as the regional center. The Community Plan seeks to balance the diversity of these issues. Additionally, rather than simply accommodating additional parking, more efficient use of available spaces is essential.

Some of the pedestrian, bicycle, and Greenway improvements included in the Downtown San Diego Mobility Plan may require the removal of on-street parking spaces due to right-of-way constraints. In many instances, these losses can be mitigated by converting parallel on-street parking to angled parking on nearby streets. Additionally, Civic San Diego is in the process of implementing the following parking management programs within the downtown community:



The Community Plan proposes a multi-pronged strategy for increasing parking availability, including restriping streets to add diagonal parking (above), and parking under public parks.

- *Reconfiguration of Existing On-Street Parking to Increase Parking Capacity* – A downtown-wide study should be conducted to reconfigure and convert existing on-street parking. The objective is to reconfigure or convert vacated driveways, obsolete curb zones (red zones, white passenger loading zones, etc.) in order to maximize on-street parking availability. Additionally, opportunities to increase on-street parking supply by converting parallel parking spaces to angled parking spaces on roadways which are not classified as Autoways, Cycleways or Greenways should be pursued.
- *New Public Parking Facilities* – A new 200 space parking garage is currently planned beneath the East Village Green Park project, to be located on the block between F Street to the north, G Street to the south, 13th Street to the west and 14ths Street to the east. This structure will serve the growing East Village Neighborhood.
- *Website and Smart Phone Applications* – With the recent implementation of smart meter technology throughout the downtown area, as well as the development of websites such as **http://www.ParkItDTSD.com**, the opportunity for the development of smart phone applications that display real-time information as to where both public off-street and on-street parking vacancies is being considered. This information is already available for both City operated public parking structures (Parking it on Market and 6th and K) and is currently being expanded to include other public parking facilities.

Creative financing solutions could be sought to avoid high parking costs that could thwart critical business retention and economic development efforts. While integration of new parking into the downtown environment is anticipated, encouraging transit, ride sharing, and nurturing downtown's pedestrian appeal remain goals of this Plan.

Driving will continue as a major means of transportation in the San Diego region, but transportation demand management techniques–particularly ridesharing and carpooling–can significantly reduce vehicle trips and associated impacts on the downtown environment.

Goals: Parking

7.4-G-1 Parking accommodations that serve growing needs by improving the management of parking demand through the promotion and use of several alternative forms of travel, such as transit, carshare, bikeshare, carpool, and other ridesourcing options.

7.4-G-2 New parking structures that accommodate parking needs from multiple land uses to the extent possible and allow shared parking where possible.

7.4-G-3 New public garages throughout downtown, in locations contributing to efficient circulation, and convenient and proximate to eventual destinations.

7.4-G-4 Public parking resource(s) near each Neighborhood Center that provide short-term parking for merchants and businesses.

(Policies start on page 7-18)

Policies: Parking

7.4-P-1 Require a certain portion of on-site motorcycle and bicycle parking in addition to automobile spaces.

7.4-P-2 Emphasize shared parking approaches, including:

- Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day;
- Parking under new parks that are full-block or larger in size, where not limited by geologic or other constraints; and
- Enhanced on-street parking through restriping streets where appropriate.

7.4-P-3 Allow off-site and/or shared parking arrangements where appropriate to maximize efficient use of parking resources.

7.4-P-4 Work with developers of high-intensity developments unable to accommodate parking on site to allow development/use of parking under public parks, where appropriate and feasible.

7.4-P-5 Work with the Port to provide public parking in the Waterfront/Marine area, and with the City, County and other agencies in Civic/Core.

7.4-P-6 Ensure that all public parking structures maximize the potential for subterranean parking and incorporate other uses at higher, visible building floors where feasible. Explore the use of technological advancements (robotic parking, parking lifts, etc.) to improve cost/parking efficiencies in new public garages.

7.4-P-7 Maximize the efficiency of on-street parking by managing metered time limits and pricing to correspond with daily activity patterns.

7.4-P-8 Provide for parking designs and solutions that maximize public on-street parking and also enhances pedestrian and bicycle environments.

7.4-P-9 Strive to maintain on-street parking availabilities by converting parallel parking to angled parking where possible.

7.4-P-10 Evaluate curb space allocations with management of metered time limits to assist with achieving an efficient balance between loading/passenger drop-off, valet parking needs, and short- and long-term parking.

7.4-P-11 Maintain a comprehensive marketing and communications strategy to inform residents, business owners, employees, and visitors of all parking policy updates.

7.4-P-12 Consider additional guidance on implementation of parking management strategies that are included in the SANDAG Regional Parking Management Tool.

Parking influences development downtown, from efficient circulation to urban design, transit ridership and economic development.

7.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) seeks to provide alternatives to single occupancy vehicular (SOV) transportation, reducing the number of vehicles using the street network at a given time, as well as parking need. TDM programs can be especially effective in large intense districts such as Downtown San Diego, and when coordinated through large institutions and companies[1]. Public agencies can provide leadership in efforts such as ridesharing and carpooling, especially given that federal, State, and local government employees together comprise approximately 40 percent of the downtown workforce.

Goals: Transportation Demand Management

7.5-G-1 A downtown transportation demand management program that minimizes energy consumption, vehicle miles traveled, and vehicular traffic contributions from new and existing development.

7.5-G-2 A viable set of joint use parking arrangements for evenings, weekends, and holidays that is coordinated with regional transportation planning and demand management programs.

Policies: Transportation Demand Management

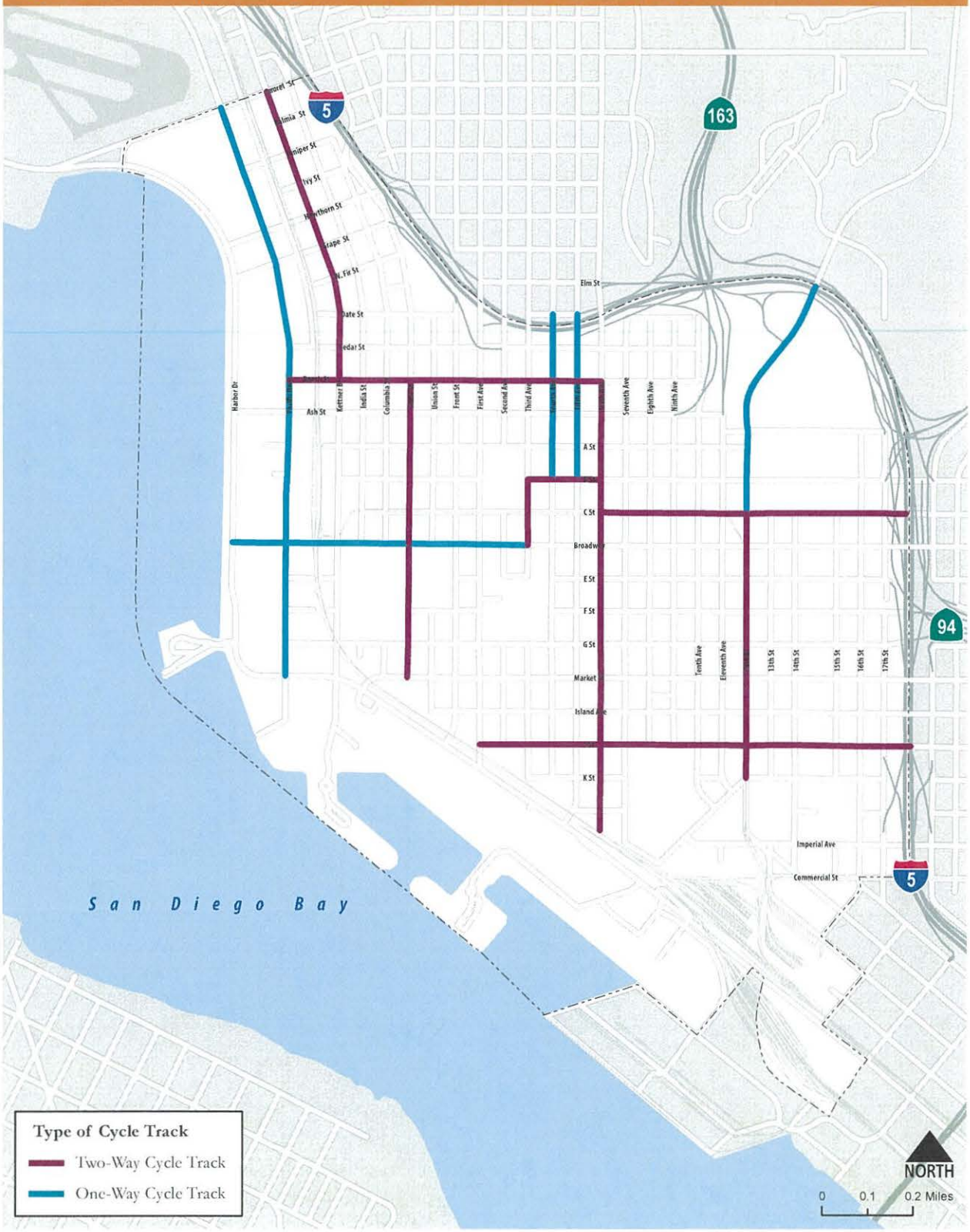
7.5-P-1 Implement TDM approaches and participation in existing TDM programs, including but not limited to those implemented by SANDAG and MTS, in order to:

- Encourage rideshare and carpool in all levels of government with offices and facilities downtown as well as other major downtown employers.
- Designate preferential, conveniently located car/vanpool parking areas.
- Provide transit reimbursement and other benefits to other users of non-motorized travel.
- Establish a car/van-pool matching service that could use mechanisms such as sign-ups at individual buildings, or via electronic mail or an Internet website.
- Continue SANDAG's guaranteed ride home for workers who carpool.
- Work with public and private entities to encourage car share programs in downtown.
- Provide flextime and telecommuting opportunities to employees.
- Provide designated shuttle stops for the publicly accessible shuttle serving the downtown area, with routing to include key destination points, such as the airport, hotels, and visitor-serving facilites.

The Community Plan encourages a variety of Transportation Demand Management strategies to help reduce reliance on single occupancy vehicular trips.

[1] As an example, the State of California maintains an aggressive TDM program for State employees in downtown Sacramento. Only 40% of state workers drive alone to work, and a very high share of employees (32%) carpool. While similar information is not available for Downtown San Diego, for the City of San Diego as a whole, 74% of residents drove alone to work and only 12% carpooled in 2000 (U.S. Census 2000).

Figure 5-7 Proposed Cycle Track Network - Alternative A Kettner Boulevard



ATTACHMENT D

Figure 5-7 Proposed Cycle Track Network - Alternative B Pacific Highway only