BOARD OF DIRECTORS
POLICY AGENDA

Friday, December 4, 2009
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REGIONAL PLANNING OVERVIEW

• 2050 REGIONAL TRANSPORTATION PLAN: GOALS AND PROPOSED POLICY OBJECTIVES

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transport, and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on the SANDAG Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting.

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ITEM #  RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

REPORTS (2 through 3)

2. REGIONAL PLANNING OVERVIEW (Chair Lori Pfeiler; Bob Leiter)  DISCUSSION

In 2004, the SANDAG Board adopted the Regional Comprehensive Plan for the San Diego Region (RCP), which is based on principles of smart growth and sustainability. Since then, SANDAG has been working on a number of related planning and implementation efforts, and has initiated efforts to comply with recent state legislation that requires the alignment of land use, transportation, and greenhouse gas emission reductions planning. An overview of the major regional planning initiatives will be presented to provide the context for the next 2050 Regional Transportation Plan and the Urban Core Transit Strategy agenda items.

+3. 2050 REGIONAL TRANSPORTATION PLAN: GOALS AND PROPOSED POLICY OBJECTIVES (First Vice Chair Jerome Stocks; Heather Werdick and Carolina Gregor)  DISCUSSION

With each Regional Transportation Plan (RTP) update, SANDAG has established a progressive framework of goals, policy objectives, and performance measures to guide the development of the plan. This is a key first step, as it lays the policy foundation for the RTP and identifies the “big picture” of what we hope to achieve. The Board of Directors had an initial discussion of the draft 2050 RTP vision and goals at its September 11, 2009 meeting. Based on Board direction and input from the Regional Planning Stakeholders Working Group, the draft 2050 RTP vision and goals have been revised. The Board of Directors is asked to discuss the draft policy objectives to help reach the 2050 RTP goals. Proposed performance indicators to measure how well the 2050 RTP performs will be presented at a future Board of Directors meeting. Additionally, one of the new planning efforts that will inform the preparation of the 2050 RTP is the development of an innovative and visionary Urban Core Transit Strategy. The Board of Directors is asked to provide feedback about transit concepts or issues that should be considered in this strategy.
4. **UPCOMING MEETINGS**

   The next Board Business meeting is scheduled for Friday, December 18, 2009, at 9 a.m. The next Board Policy meeting of the Board of Directors is scheduled for Friday, January 8, 2010, at 10 a.m.

5. **ADJOURNMENT**

   + next to an agenda item indicates an attachment
2050 REGIONAL TRANSPORTATION PLAN: GOALS AND PROPOSED POLICY OBJECTIVES

Introduction

With each Regional Transportation Plan (RTP) update, SANDAG has started the planning process by establishing a framework of goals, policy objectives, and performance measures to guide the development of the Plan. This is a key first step, as it is the policy foundation for the RTP and identifies the “big picture” of what we hope to achieve. The Board of Directors had an initial discussion of the draft 2050 RTP vision and goals at its September 11, 2009, meeting. Based on direction from the Board of Directors and input from the Regional Planning Stakeholders Working Group (SWG), the draft 2050 RTP vision and goals have been revised. The Board of Directors is asked to discuss the draft policy objectives to help reach the 2050 RTP goals.

One of the new planning efforts that will inform the preparation of the 2050 RTP is the development of an innovative and visionary Urban Core Transit Strategy. The Board of Directors is asked to provide feedback about transit concepts or issues that should be considered in this strategy.

Discussion

2050 RTP Goals, Visions, and Proposed Policy Objectives

To establish the policy foundation for the 2050 RTP, the Board of Directors discussed the draft vision and goals on September 11, 2009. The SWG provided input at its meeting on October 20, 2009, and through additional written comments. The draft vision and goals have been revised to reflect the discussion and input received at the Policy Board and SWG meetings. Proposed policy objectives have been developed based on the goals (Attachment 1). The SWG discussed the proposed policy objectives at its November 18, 2009, meeting.

2050 RTP Vision

A transportation system that supports a prosperous economy, promotes a healthy and safe environment, including climate change protection, and provides a higher quality of life for all San Diego residents. The transportation system should better link jobs, homes, and major activity centers; enable more people to walk, bike, and use transit; efficiently transport goods; and provide fast, convenient, effective transportation options for all people.
2050 RTP Goals

The 2050 RTP goals expand upon goals from the 2030 RTP and incorporate recent Board policy discussions on smart growth, energy, economic, and quality of life issues. They also coordinate with the overall Regional Comprehensive Plan (RCP) goals and vision. The 2050 RTP goals are structured into two overarching themes: Quality of Travel & Livability, and Sustainability. Quality of Travel & Livability relates to how the transportation system functions from the individual customer perspective, while Sustainability relates to making progress simultaneously in each of the Three “Es” (Social Equity, Healthy Environment, and Prosperous Economy) from a regional perspective.

Quality of Travel & Livability

Mobility – The transportation system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel.

Reliability – The transportation system should be reliable so that travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).

System Preservation & Safety – The public’s investment in transportation should be protected by maintaining the transportation system. It is critical to preserve and ensure a safe regional transportation system.

Sustainability

Social Equity – The transportation system should be designed to provide an equitable level of transportation services for all populations.

Healthy Environment – The transportation system should lead to environmental sustainability and foster efficient development patterns that optimize travel, housing, and employment choices and encourage future growth away from rural areas and closer to existing and planned development.

Prosperous Economy – The transportation system should play a significant role in raising the region’s standard of living.

Urban Core Transit Strategy

The Urban Core Transit Strategy will develop and test three regional transit network alternatives, with the objective of incorporating one of the networks (or a combination or variation thereof) into the 2050 RTP and its Sustainable Communities Strategy (SCS).

The overarching goal is to create a world-class transit system for the San Diego region in 2050. Other key goals include:

- Significantly increasing the attractiveness and use of transit, walking, and biking in the urban core1 and in existing transit investment areas, as depicted in Attachment 2;
- Making transit time-competitive with automobile travel;

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1 The urban core area is defined as the downtown trolley ring that includes downtown San Diego, Mission Valley, La Mesa, Lemon Grove, and portions of National City (Attachment 2).
• Maximizing peak-period transit mode share in the urban core area and in key transportation corridors/communities in the region; and

• Reducing vehicle miles traveled and GHG emissions in the region.

The project schedule includes a number of detailed tasks that need to be completed in a very concentrated time span. Attachment 3, the Work Flow Approach, illustrates how the work effort will be conducted and shows approximate times for stakeholder input. Input will be sought around three key points: (1) transit mode share goals and network performance criteria; (2) the transit network alternatives and their evaluation; and (3) phasing and implementation. The Urban Core Transit Strategy is being prepared in compliance with the terms of the 2008 RTP Settlement Agreement on the 2030 RTP Environmental Impact Report. The Transportation Committee will be responsible for making recommendations to the Board of Directors. The Board of Directors will ultimately select the regional transit network that will be incorporated into the 2050 RTP.

In order to kick off the project, staff has facilitated initial brainstorming sessions on potential transit concepts that could be considered in the development of the alternative networks with local elected officials, stakeholders, and member agency staffs. Input collected to date is summarized in Attachment 4. The Board is asked to provide feedback about any additional transit concepts or issues that should be considered in the study.

**Next Steps**

Proposed performance indicators to measure how well the 2050 RTP is projected to perform will be presented at a future Board of Directors meeting as well as progress on the development of the Urban Core Transit Strategy.

GARY L. GALLEGOS
Executive Director

Attachments: 1. 2050 RTP Goals and Proposed Policy Objectives
   2. Urban Core Transit Strategy Study Area
   3. Urban Core Transit Strategy Work Flow Approach
   4. Key Points from Brainstorming Sessions on the Urban Core Transit Strategy

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
   Carolina Gregor, (619) 699-1989, cgr@sandag.org

Funds are budgeted in Work Element #31005 and #31003
# 2050 RTP Goals and Proposed Policy Objectives

## QUALITY OF TRAVEL & LIVABILITY

<table>
<thead>
<tr>
<th>Goal</th>
<th>Proposed Policy Objectives</th>
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<tr>
<td><strong>Mobility</strong> – The transportation system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel.</td>
<td>Tailor transportation improvements to better connect people with jobs and other activities</td>
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<td>Provide convenient travel choices including transit, intercity and high-speed trains, driving, ridesharing, walking, and biking</td>
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<td>Preserve and expand options for regional freight movement</td>
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<td>Increase the use of transit, ridesharing, walking and biking in major corridors and communities</td>
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<td>Provide transportation choices to better connect the San Diego region with Mexico, neighboring counties, and tribal nations</td>
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<tr>
<td><strong>Reliability</strong> – The transportation system should be reliable so that travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).</td>
<td>Employ new technologies to make travel more reliable and convenient</td>
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<td>Manage the efficiency of the transportation system to improve traffic flow</td>
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<tr>
<td><strong>System Preservation &amp; Safety</strong> – The public’s investment in transportation should be protected by maintaining the transportation system. It is critical to preserve and ensure a safe regional transportation system.</td>
<td>Keep the region’s transportation system in a good state of repair</td>
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<td>Reduce bottlenecks and increase safety by improving operations</td>
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<td>Improve emergency preparedness within the regional transportation system</td>
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## SUSTAINABILITY

<table>
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<tr>
<th>Goal</th>
<th>Policy Objectives</th>
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<tr>
<td><strong>Social Equity</strong> – The transportation system should be designed to provide an equitable level of transportation services for all populations.</td>
<td>Create equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income</td>
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<tr>
<td></td>
<td>Ensure access to jobs, services, and recreation for populations with fewer transportation choices</td>
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<td><strong>Healthy Environment</strong> – The transportation system should lead to environmental sustainability and foster efficient development patterns that optimize travel, housing, and employment choices and encourage future growth away from rural areas and closer to existing and planned development.</td>
<td>Develop transportation improvements that respect and enhance the environment</td>
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<td>Reduce greenhouse gas emissions from vehicles and continue to improve air quality in the region</td>
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<td></td>
<td>Make transportation investments that result in healthy and sustainable communities</td>
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<tr>
<td><strong>Prosperous Economy</strong> – The transportation system should play a significant role in raising the region’s standard of living.</td>
<td>Maximize the economic benefits of transportation investments</td>
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<td></td>
<td>Enhance the goods movement system to support economic prosperity</td>
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Key Points from Brainstorming Sessions on the Urban Core Transit Strategy

Sessions on the Urban Core Transit Strategy have been held with the Transportation Committee, the Regional Planning Committee, the North County Transit Development (NCTD) Board of Directors, the Regional Planning Stakeholders Working Group (SWG), the Regional Planning Technical Working Group (TWG), and Cities/County Transportation Advisory Committee (CTAC). In preparation for the development of the alternative transit networks, staff has been facilitating brainstorming sessions on ideas and concepts that could be considered in the networks. The following are “key points” from those brainstorming sessions. (Outreach is scheduled for the Metropolitan Transit System (MTS) Board in mid-December.)

Transportation Committee

- Liked the world-class transit systems of London, Paris, Brisbane, Shanghai, and Portland; also cited lessons that could be learned from transit systems in Phoenix and Pittsburgh.
- Emphasized the importance of keeping the focus on maintaining and upgrading the region’s existing transit infrastructure (such as double-tracking of COASTER and SPRINTER lines)
- Encouraged higher frequencies (for example, five-minute frequencies in key corridors)
- Encouraged more directional signage, benches, and shelters at transit stations
- Urged better use of technology (such as cell phone applications) to assist transit customers with real-time transit information
- Advocated for significant improvements between transit networks and bike infrastructure (for example, bike racks at transit stations, bike rental facilities at transit stations, bike racks on trains and buses, similar to European examples)
- Recognized the cleanliness and safety of the existing transit system in San Diego
- Cited Portland as an example of high bike ridership, a free downtown transit ridership zone, and good ties to the airport

Regional Planning Committee

- Liked the world-class transit systems of London, Paris, Manila
- Emphasized the need to test the alternative transit networks against the reduction of vehicle miles traveled (VMT) as a key metric
- Suggested the use of smaller vehicles, such as shuttles or jitneys, to increase frequencies and to provide services in residential neighborhood areas
- Advocated building upon the existing transit network, and focusing the future transit network improvements in the urban core areas
- Suggested creating more “express” transit services to targeted areas to minimize travel times in key corridors
- Advocated the incorporation of the Smart Growth Design Guidelines and the Regional Bike Plan into the Urban Core Transit Strategy planning process
• Cited Portland as an example of an area where expenditure decisions have resulted in a tangible benefit to active transportation (high bike mode share)

NCTD
• Emphasized the need to figure out how to make transit work in communities that don’t want increased density
• Expressed support for focusing on enhancements to the existing network, not just new ideas, and evaluating last-mile solutions
• Encouraged the evaluation of how high-speed rail fits into the study
• Stated that more service is a great idea, but urged that we consider how we pay for it
• Emphasized that transportation should fit into the land use plans of cities, not the other way around
• Expressed the concept that “transit is what the community wants it to be,” and reemphasized that we need better coordination with local plans, especially in the short-term. For example, cities and transit agencies should enter into agreements to better coordinate land use and transportation.

TWG/CTAC
• Liked world-class transit systems of San Francisco, Washington, D.C., Paris, Bogota
• Emphasized building upon our existing transit system backbone and continuing multimodal transit technologies with a variety of options
• Suggested more shared use of parking facilities at transit stations as a way to enhance the quality and activity centers of local places
• Recognized that cul-de-sacs are bad for connectivity
• Urged implementation of bike network improvements, and implementation of more (and better-designed) pedestrian paths
• Suggested making collector streets more pedestrian and bike-friendly (reducing lanes, widening sidewalks, adding landscaping)
• Suggested reintroduction of streetcars in areas where there are space constraints

SWG
• Received overview of work program, but due to time constraints, will hold brainstorming session at next SWG meeting
See Figure 1 and its Table, on the back side of this paper.

Michael Bullock
1800 Bayberry Drive
Oceanside, CA 92054
760-754-8025 (345 words, 3 minutes)

Good Morning SANDAG Board of Directors and Staff,

I'm Mike Bullock from Oceanside, a retired Satellite Systems Engineer.

EPIC’s GHG Inventory informs us that 42% of our County’s emissions are from cars and light-duty trucks. Therefore, the SB375-CARB targets will need to be in line with AB32 reductions.

Hopefully, by now we are all well aware of Figure 1. The Table is computed from the Figure and it is a correction over what I presented in October. It shows that in 2020 we can drive 8% more than now, but that will be 16% less than Business As Usual, for 2020. By 2025, we are going to have to drive 4% less than we do now. By 2035, we are going to have to drive 20% less than we do right now.

RTP2030 builds 38% more freeway-lane miles. Yet the table shows that in 2030 we need to drive 11% less than we drive now. SANDAG owes the voters a new ballot measure that cuts our TransNet tax in half and spends 100% of the remaining amount on transit.

EPIC’s Dr. Silva-Send described how we could reduce driving 10% below “Business as Usual” levels, by 2020. She assumed that all employers with over 100 employees would adopt car-parking cashout programs, reducing commute driving by 12%.

Rezoning for Smart Growth, by 2020 will do very little, especially considering our weak economy. The California Transportation Commission requires SANDAG to consider the pricing of driving and parking.

We MUST price parking, as follows: full cost, congestion priced, but give the earnings back to those that originally paid for the parking, or are losing money (like wages) because of the parking, or are the group that was given use of the parking. Examples of such groups are employees, train riders, renters, and students. Technology makes this easy. Email me. I will tell you about the planned Carlsbad HS, which has agreed to consider unbundling its parking costs, for students and employees. It will be a model and so it needs SANDAG support.

Thank you

Mike Bullock

mike_bullock@earthlink.net
Driving Reductions Required
California, Assuming Figure 1 & AB32 Targets


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<tr>
<th>Year</th>
<th>With Respect to Now</th>
<th>With Respect to BAU</th>
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<tbody>
<tr>
<td>2020</td>
<td>-8%</td>
<td>16%</td>
</tr>
<tr>
<td>2025</td>
<td>4%</td>
<td>32%</td>
</tr>
<tr>
<td>2030</td>
<td>11%</td>
<td>43%</td>
</tr>
<tr>
<td>2035</td>
<td>20%</td>
<td>52%</td>
</tr>
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Notes:  
1. AB32 is based on 450 PPM, instead of 350 PPM.  
   \[
   \frac{450}{350} = 1.29, \quad \frac{350}{450} = 0.78
   \]  
   The value suggests 2020 GHG should be down 22% from 1990.  
   We need to drive even less than this table indicates.

2. July 1, 2009  
3. Business As Usual for the year (Caltrans)
Planning for the San Diego Region

December 4, 2009

Overview

- Who plans for the San Diego region?
- Why did SANDAG prepare the Regional Comprehensive Plan?
- How is the RCP being used to guide regional planning and implementation?
San Diego Jurisdictions

Who Plans for the San Diego Region?

Local / Subregional Entities:
- Local Governments (County and 18 cities)
- Special Districts
- Transit Agencies
- School Districts
- Port District

Regional Entities:
- San Diego County Water Authority
- San Diego County Regional Airport Authority
- San Diego County Air Pollution Control District
- Local Agency Formation Commission (LAFCO)
Who Plans for the Region?

Federal and State Entities:
- California Department of Transportation
- Regional Water Quality Control Board
- California Coastal Commission
- California Department of Fish and Game
- U.S. Fish and Wildlife Service
- U.S. Department of Defense
- Tribal Governments

Regional Planning
San Diego Association of Governments
- Growth Forecasts
- Transportation
- Transit Development
- Urban Form
- Housing
- Economic Prosperity
- Habitat Conservation
- Shoreline Preservation
- Energy
- Binational Planning
- Tribal Planning
- Interregional Planning
San Diego Regional Comprehensive Plan
Adopted by SANDAG in 2004

- Urban Form
- Transportation
- Housing
- Healthy Environment
- Economic Prosperity
- Public Facilities
- Borders

RCP 2030 Regional Vision

“To preserve and enhance the San Diego region’s unique features – its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone.”
RCP Planning Framework

TRANSPORTATION
- Systems Development
- Demand Management
- Systems Management

Vision/Core Values

Growth Forecast

Planning Concept

“Borders” Issues

LAND USE / URBAN FORM
- Housing
- Jobs
- Urban Design

Systems Development

Sensitive Lands Conservation

Public Facilities & Services

Sustainability Assessments

Implementation Program

Performance Monitoring

RCP Themes

1. Better connecting land use and transportation plans

2. Using these plans to guide public facility plans and investments

3. Making it happen through incentives and collaboration
Theme 1: Better Connecting Land Use and Transportation Plans

Defining “Smart Growth”

- Compact mixed use development
- Quality urban design and walkable
- More travel and housing choices
- Protected open space and habitat areas
2030 Transportation Network

- Light Rail/Commuter Rail
- Bus Rapid Transit (BRT)
- Rapid Bus along Arterials
- Local Bus Services
Linking Transportation and Land Use: The Smart Growth Connection

- Show where smart growth is planned
- Show where infrastructure investments should occur:
  - Transportation
  - Public Facilities
  - Environmental
- Financial Incentives

Smart Growth Place Types

- Metropolitan Center
- Urban Center
- Town Center
- Community Center
- Mixed-Use Transit Corridor
- Special Use Center
- Rural Village
Theme 2: Using Land Use / Transportation Plans to Guide Other Plans and Investments
Regional Economic Prosperity Strategy

- Goods movement
- Energy supply
- Water supply
- Employment land
- Housing
- Education and training

Employment and Residential Land Inventory

- Employment Land:
  - Supply
  - Availability
  - Market Analysis
- Residential Land:
  - Supply
  - Availability
  - Market Analysis
Regional Energy Strategy

- Energy Efficiency
- Renewable Energy
- Distributed Generation
- Energy and Water
- Transportation Fuels
- Land Use and Transportation Planning
- Clean Energy Economy

Regional Climate Action Plan

- Sources
  - Transportation
  - Buildings
  - Industrial
  - Agriculture
  - Other sectors
- Mitigation Strategies
- Adaptation Strategies
Theme 3: Implementing the Plan Through Incentives and Collaboration

Borders Planning

Riverside County
- Jobs/Housing
- Transportation
- Energy
- Economic Development

Imperial County
- Water and Energy
- Rail and Airport
- Jobs/Housing
- Economic Development

International Border
- Ports of Entry
- National Security
- Transportation
- Environment
- Economic Development

Tribal Governments
- Transportation
- Jobs/Housing
- Environment
- Economic Development
Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan

- Transportation:
  - SR-11 / East Otay Mesa Border Crossing
  - Transit Access Improvements
- Environment
- Housing
- Economic Development

Tribal Collaboration
I-15 Corridor

- Transportation
- Housing
- Economic Development
- Collaboration Strategies

TransNet Incentive Programs

- Smart Growth Incentive Program $280 million
- Environmental Mitigation Program $850 million
- Bicycle, Pedestrian, & Neighborhood Safety Program $280 million
Energy Roadmap Initiative

- Partnership with SDGE
- Provide technical assistance for jurisdictions completing General Plan Updates
- Incorporate energy considerations into General Plans and zoning ordinances
- Assess operations, policy development, education opportunities
- Standardized approach to energy planning and projects based on state, regional and local goals

Planning for the San Diego Region

December 4, 2009
Urban Core Transit Strategy Kick-off Discussion Questions
October/November/December 2009

SANDAG Committee/Working Group (if applicable)  Name and Affiliation (optional)

1. From the cities of which you are aware, what “world-class transit” characteristics could you envision in the San Diego region by 2050?

2. What do you like the most about our current transit system?

3. What improvements would you suggest for our current transit system?

4. Are there key destinations or areas that should be better served by transit in the San Diego region? If so, list up to three destinations or areas that you think should be a priority for transit service between now and 2050. (These can be destinations served by existing routes or destinations without current routes in existence.)
   a. 
   b. 
   c. 

5. What ideas do you have for better linking transit, walking, and biking?
6. Please check the five improvements that you believe are most important for the success of the 2050 transit network:

- More reliable service
- More comfortable vehicles
- More amenities at stations/stops
- More frequent service
- Serve more areas currently without any service
- More parking at stations
- Lower fares
- Faster travel times
- Safer and more secure (personal safety)
- More smart growth at stations, hubs, and along major routes
- Creation of more transit priority features to increase transit travel speed and reliability
- Better transit information at stops and through electronic media
- Transit services and stations that are more accessible for the disabled
- More services designed for weekday, peak-period commuters
- More services designed for off-peak travel
- Less need for transfers to complete your journey
- More longer distance premium express services
- Other:

7. In some areas of the region, transit travel time and reliability is impacted by traffic congestion. How much of a problem do you see this as in terms of impacting your decision on using transit?

- A minor problem; there are other issues that impact transit ridership much more.
- A moderate problem; this is one of several issues that impacts ridership.
- A major problem; this is an issue that significantly impacts ridership.

8. In your opinion, what additional ideas should be considered during the Urban Core Transit Strategy planning process?

Please return this questionnaire to:

Carolina Gregor, Project Manager
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
cgr@sandag.org

Responses are requested by December 21, 2009.
Overview

• Input on 2050 RTP vision and goals
• RTP background and accomplishments
• Proposed 2050 RTP policy objectives
• Urban Core Transit Strategy
• Discussion
Input on 2050 RTP Vision & Goals

- September 2009 Policy Board
- Shorter, more future-oriented vision
- Progressive framework of goals, policy objectives, and performance measures
- All the goals are important

RCP Planning Framework

Vision/Core Values  Growth Forecast

Transportation Systems Development
Transportation Demand Management
Transportation Systems Management

Planning Concept
Sensitive Lands Conservation
Public Facilities & Services
Sustainability Assessments
Implementation Program
Performance Monitoring

“Borders” Issues
LAND USE / URBAN FORM
Housing
Jobs
Why prepare a RTP?

• Adopted many RTPs over the last 35 years
• Blueprint for transportation system
  – Enhance our quality of life
  – Meet our mobility needs
• Projects and programs implemented through the RTIP

COASTER and Trolley
I-15 Managed Lanes

SR 125 Toll Road
2050 RTP Development Process

- Urban Core Transit Strategy
- Energy Saviing
- Airport Multimodal Planning
- Other Regional / Corridor Studies

2050 RTP Goals

- Reliability
- System Preservation & Safety
- Prosperous Economy
- Social Equity
- Healthy Environment
- Mobility

2050 RTP and EIR

Draft 2050 RTP Scenarios

Final GHG Reduction Target

Draft GHG Reduction Target

Alternatives Evaluation

Initial 2050 RTP/BGS Alternatives

2050 Regional Growth Forecast

Goals and Objectives
Proposed Mobility Objectives

- Connect people with jobs
- Make it more convenient for people to use transit, rideshare, bike, and walk and increase usage in major corridors
- Expand goods movement options
- Connect the San Diego region with Mexico, our neighboring counties, and tribal nations

2050 RTP Goals

- Reliability
- System Preservation & Safety
- Prosperous Economy
- Social Equity
- Healthy Environment

2050 RTP
**Proposed Reliability Objectives**

- Employ new technologies to make travel more reliable and convenient
- Manage efficiency of the system to improve traffic flow

**2050 RTP Goals**

- Reliability
- System Preservation & Safety
- Prosperous Economy
- Social Equity
- Healthy Environment
Proposed System Preservation & Safety Objectives

- Maintain transportation system
- Reduce bottlenecks and improve safety
- Improve emergency preparedness within the transportation system

2050 RTP Goals
Proposed Social Equity Objectives

- Create equitable transportation opportunities for all populations
- Ensure access to jobs and services for populations with fewer transportation choices

2050 RTP Goals

- Reliability
- System Preservation & Safety
- Social Equity
- Prosperous Economy
- Healthy Environment

2050 RTP
Proposed Healthy Environment Objectives

- Develop transportation improvements that respect and enhance the environment
- Reduce greenhouse gas emissions and improve air quality
- Make investments that result in healthy and sustainable communities

2050 RTP Goals

- Reliability
- System Preservation & Safety
- Prosperous Economy
- Social Equity
- Healthy Environment
**Proposed Prosperous Economy Objectives**

- Maximize public economic benefits of transportation investments
- Enhance goods movements to support economic prosperity

**SWG Input on Goals & Objectives**

- Provide transportation choices to those who have few, if any, choices
- Ensure affordability of transit and transportation services for EJ communities
- Establish performance standards (e.g., increase transit usage by x percent)
- Effect of transportation on the built environment
- Parking policies
- Speak in plain language
Discussion

- Are the policy objectives focusing on the right things?
- Are we missing anything?

Urban Core Transit Strategy

Overarching Goal: A world class transit system for the San Diego Region

- Transit, walking, and biking
- Maximize the role of transit
- Reduction of greenhouse gas emissions
Study Area

Boundaries:
- Urban Core Area
- Existing Transit Investment Areas

In a Nutshell

- Develop three innovative and progressive transit network alternatives
- Analyze and test alternative networks
- Incorporate preferred network into the 2050 RTP
- Develop action plans
**Project Highlights**

- Peer regions – lessons learned
- Transit mode share goals
- Evaluation criteria
- PB Professional Consultant Team
  -- alternative transit networks
- Peer Review Panel
- Coding and modeling
- Network phasing/priority rankings
- Five- and ten-year action plans

**Public and Stakeholder Input**

- Goals and criteria
- Network alternatives and evaluation
- Phasing and implementation
**Brainstorming Sessions**

- World class transit characteristics
- Thoughts on current transit system
- Key destinations
- Ideas for better linking transit, walking, and biking
- Additional ideas for the planning process

**Transportation Committee**

- Keep focus on maintaining and upgrading existing transit infrastructure
- Higher frequencies
- More signage, benches, and shelters at stations
- Better use of technology for real-time transit information
- Provide better access to transit services for cyclists
Regional Planning Committee

- Test alternative transit networks against reduction of VMT as a key metric
- Smaller vehicles in residential neighborhoods
- Build upon the existing transit network and focus future transit services in urban core areas
- Incorporate Smart Growth Design Guidelines and Regional Bike Plan

NCTD

- Focus on existing transit network, not just new ideas
- Evaluation of how high-speed rail fits in
- Financial considerations
- Transportation should fit into land use plans
- Better coordination with local plans
TWG/CTAC

- Build upon existing transit backbone and continue multimodal technologies
- Shared use of parking at transit stations
- Cul-de-sacs are bad for connectivity
- Implementation of bike network improvements and pedestrian paths
- Make collector streets more friendly to bikes and pedestrians

MTS and SWG

- Presentation / brainstorming sessions to occur at future meetings
How is this study different from others?

- 2050 vision, with emphasis on urban core
- Diverse alternatives; thorough testing and evaluation
- Enhanced connections to walking and biking
- Integration into 2050 RTP
- Five- and ten-year action plans and RTIP

Additional Input from SANDAG Board?
Next Steps

- SWG and MTS Board
- Lessons learned, mode share goals, network evaluation criteria
- Alternative transit networks