



March 11, 2016

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

Re: BikeSD Comments on the Downtown San Diego Mobility Plan (Mobility Plan)

Dear Mr. Richter,

BikeSD is an independent, non-government, member-supported non-profit advocacy organization. The mission of BikeSD is clear, to establish San Diego as a world-class bicycling city and create a more livable urban community by promoting everyday riding and advocating for bicycling infrastructure. To that end, we would like to congratulate and support Civic San Diego on the preparation and proposal of the Downtown San Diego Mobility Plan.

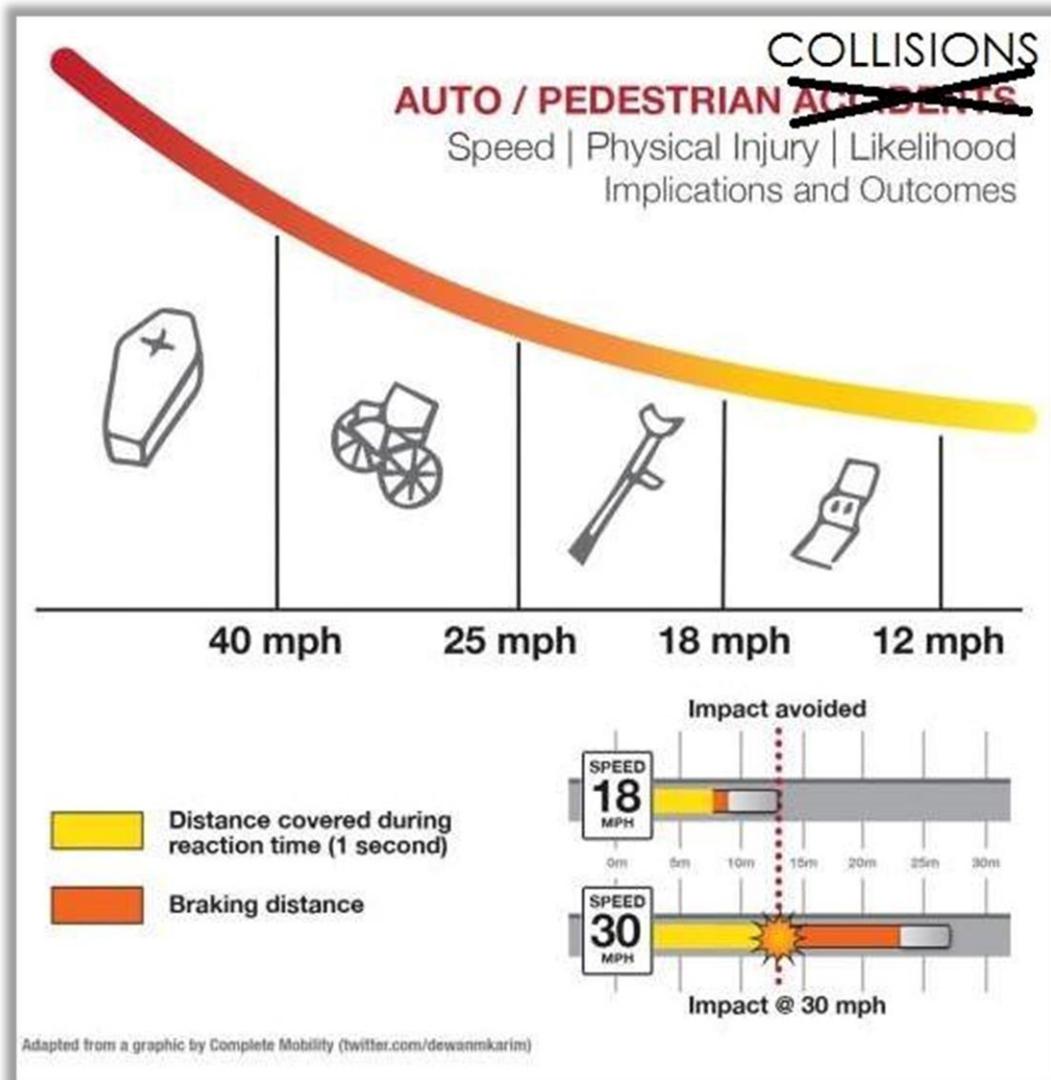
As stated on page 1 of the Mobility Plan,

“The Downtown San Diego Mobility Plan (“Mobility Plan”) presents a balanced, multimodal long-range plan for transportation, setting the stage for Downtown San Diego (“Downtown”) to become a world-class urban center that both accommodates high quality urban living for its residents and workers and attracts visitors from across the nation and world.”

Overall, the Mobility Plan achieves this goal. The Mobility Plan will help to ensure the success of City’s adopted Bicycle Master Plan and Climate Action Plan. By focusing on the implementation of multi-modal infrastructure, the City will be able to reach the goals set forth in recent GHG reduction mandates set by the State Legislature including AB32/SB375. The Mobility Plan calls for the application of road diets and traffic calming options, which will induce bicycling and walking, which in turn, helps to make the urban environment more livable and economically vibrant.

While BikeSD supports the Mobility Plan as presented in February, there are a few points of improvement that should be employed to make the plan exceptional.

1. The Mobility Plan leaves out two very important corridor connections as no improvements are proposed for both Market Street and Broadway downtown. These two street connections are included in the Vision Zero plan yet they have not been identified to receive treatments and should be prioritized [\[http://www.circulatesd.org/visionzerosd\]](http://www.circulatesd.org/visionzerosd). It should be noted that in San Francisco, auto movements have been restricted on their main downtown corridor - Market Street. [\[http://www.citylab.com/design/2015/06/to-improve-street-safety-san-francisco-bans-cars-from-turning/396473/\]](http://www.citylab.com/design/2015/06/to-improve-street-safety-san-francisco-bans-cars-from-turning/396473/)
2. High speed differentials cause dangerous conditions, BikeSD strongly recommends that ALL streets that are not the main arterials, have the posted speeds *reduced* to 20mph. If this Mobility Plan is going to work and create a SAFE multi-modal transportation system, cars will simply need to go slower.



3. Finally, the issue of parking There are two ways to increase vehicle parking: build more or reduce demand. BikeSD supports the reduction of demand as the best solution for downtown San Diego. The use of innovative parking solutions must be considered across the entire project area. The Mobility Plan should consider proposing parking minimum reductions to allow for increased flexibility and more options for development. Also, part of the piece of the parking puzzle must include the development of a robust transit network to provide the public with the opportunity to visit downtown areas, and not have to drive and park there.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Ollinger". The signature is written in a cursive style and is positioned above the typed name.

Sam Ollinger, Executive Director of BikeSD