

## Ask Yourself:

- Are speeding vehicles keeping you or your children from walking or bicycling in your neighborhood?
- Are you forced to drive to virtually all the places you visit?
- Could your community benefit from more opportunities to walk, bicycle, or use transit?
- How easily and safely can residents walk to transit stops in your area?
- How far must you travel to buy a quart of milk? Can you walk there?
- What areas would you like to see connected by bicycle lanes?
- If development is planned in your area, will it encourage walking, biking, or transit?
- Is there a rail station planned for your area? If so, will any residents be able to reach it on foot?
- What is your local government or neighborhood association doing to promote walking, bicycling, and transit?

The District's new *Tools for Reducing Vehicle Trips Through Land Use Design* shows how to address these issues, make San Diego even more livable, and help protect air quality for future generations.



*Tools for Reducing Vehicle Trips Through Land Use Design* is available free to San Diego County residents or \$12 plus postage outside the region. Contact Andy Hamilton at (858) 650-4671.

## Did You Know?

- The neighborhoods many San Diegans cherish are older, walkable, dense – and prohibited by current zoning laws.
- 70 per cent of people surveyed would walk or bike up to 1/2 mile for shopping or personal business.
- 60 per cent of shopping or personal business trips are 1/2 mile to 5 miles in length.
- Commuting accounts for 20 per cent of vehicle trips.
- 30 miles of the region's freeways now experience heavy congestion.
- Despite continued road-building, or maybe because of it, the number of San Diego freeway miles experiencing heavy congestion increases every year.
- The standard residential street width can fit six cars across.
- Half of the pollutants from a 5-mile car trip are emitted in the first mile.
- A car releases substantial emissions even when parked.
- Industrial sources are responsible for 16% of smog.



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**NEW**

*from San Diego County  
Air Pollution Control District*



## Tools

**for Reducing Vehicle Trips  
Through Land Use Design**



**Increasing Bicycling, Walking,  
and Transit Use  
in the San Diego Region**

## Dependence on Cars

The San Diego region's growth pattern of strictly separated land uses, low density development, and wide, disconnected streets has created islands of activity, accessible only by motor vehicle. Since 1970, San Diego's population has increased more than 100 per cent, while driving has increased 125 per cent.

Even where bicycle lanes, pathways for pedestrians, and transit exist, the experience of being outside of a car can be harrowing.

The result: 60 per cent of San Diego's smog comes from motor vehicles.

### ***...But Change is Coming, Like it or Not!***

Low density sprawl can't continue forever. In fact, the San Diego Association of Governments projects the region will run out of urban residential land by 2010. Consequently, growth will be more compact in the future.

To keep vehicle emissions and congestion in check, we need to provide ways to travel without a car. The Tools recommend 37 land use and transportation strategies for cities and neighborhoods to encourage walking, biking, and transit use.



## Neighborhood Strategies

### Existing Neighborhoods

- Bridge gaps in walking/biking routes with new pathways, especially near transit stops.
- Bring back the corner store, reducing heavily polluting cold start car trips.
- Improve older, walkable shopping areas through Business Improvement Districts, etc.
- Reduce speeding by installing traffic circles, corner "bulb-outs", and wider sidewalks.

### New Neighborhoods

- Reduce street widths to discourage speeding and shorten walking distances.
- Require that porches, not garages, face the street, inviting interaction and reducing crime.
- Allow on-street parking and plant street trees to buffer pedestrians from traffic.
- Require small front lawns in order to frame a more inviting pedestrian space and reduce housing costs.

## Regional Strategies

- Designate future transit corridors and rail station sites ("Transit Focus Areas").
- Zone "Transit Focus Areas" for compact, pedestrian-oriented development (see Neighborhood Strategies).
- Incorporate residential uses in existing employment areas, reducing freeway commuting.



- Design transportation facilities to serve pedestrians and bicyclists as well as cars.
- Designate a central business core and direct commercial uses there, enabling ridesharing and daytime worker errands on foot.
- Promote revitalization and infill development in mixed-use core areas.

## Other Features of the Tools:

- Illustrations and descriptions of innovative development and transportation projects, many in the San Diego area.
- Extensive bibliography and contacts.
- Funding sources for innovative projects.
- Ways to overcome barriers, such as funding, neighborhood opposition, and uncertain marketability.
- A review of the region's municipal general plans for policies encouraging non-automobile travel.