

BE HEARD *Boulder* RD

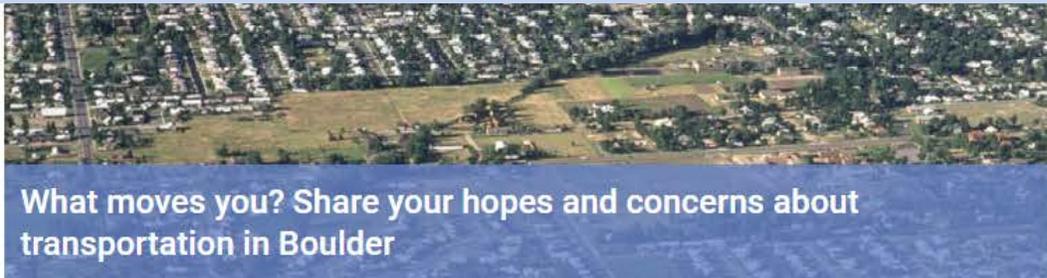
Welcome to Be Heard Boulder, the City of Boulder's online engagement platform! We know better decisions are made when our community provides input, and we want to make that easy. Contribute your ideas and ask questions about featured projects, at times that work best for you. We're excited to hear from you!



Plug in to the high-speed Internet conversation

Options Analysis

<https://www.beheardboulder.org/>



What moves you? Share your hopes and concerns about transportation in Boulder



Tell us what you want to engage about online

TRANSPORTATION MASTER PLAN (TMP)

► [TMP Overview](#) | [Report on Progress](#) | [2018-2019 TMP Update](#) | [Get Involved](#)

Join us!

What Moves You?
The city is kicking off a community-driven update to Boulder's Transportation Master Plan. We want to hear how you envision the future of transportation.

**Connecting People and Places:
Open House and Panel Discussion**
Wednesday, March 21
Millennium Harvest House Boulder - 1345 28th St
Open House: 5:30-6:30 p.m.
Panel and Q&A: 6:30-8:30 p.m.

Featuring national visionaries on sustainable transportation, regional mobility, emerging technologies and walkable neighborhoods.

Learn more and join the conversation at BoulderTMP.net

Public Works Department - Transportation Division • 1101 Arapahoe Ave. • 303-441-3200 • 3/1/2018

Join us for the TMP launch on March 21! Register [here](#) (registration is free).

Join us in this first of many conversations and tell us how you envision the future of transportation in Boulder:

<https://www.BoulderTMP.net>

Jeffrey Tumlin, Principal and director of strategy at Nelson/Nygaard Consulting Associates. Author of *Sustainable Transportation Planning: Tools for Creating Healthy, Vibrant and Resilient Communities*

Francie Stefan, Mobility Division Manager for the City of Santa Monica

Kevin Krizek, Director of Environmental Design at CU Boulder and author of *The End of Traffic and the Future of Access*

Jeremy Klop, Principal of Fehr and Peers Associates, Inc., and Los Angeles Mobility Plan 2035 lead

This event is just the start of a community conversation that will be ongoing throughout 2018 to set priorities and a vision for transportation. Staff will also evaluate progress toward the goals laid out in the 2014 TMP, community and regional trends that impact transportation and new innovations that will change the future of transportation in order to update the TMP.

Provide Feedback Online

RELIABLE



REGIONAL MOBILITY



MARCH 21, 2018

JEREMY KLOP, FEHR & PEERS

does
BOULDER
have a REGIONAL MOBILITY
    problem?

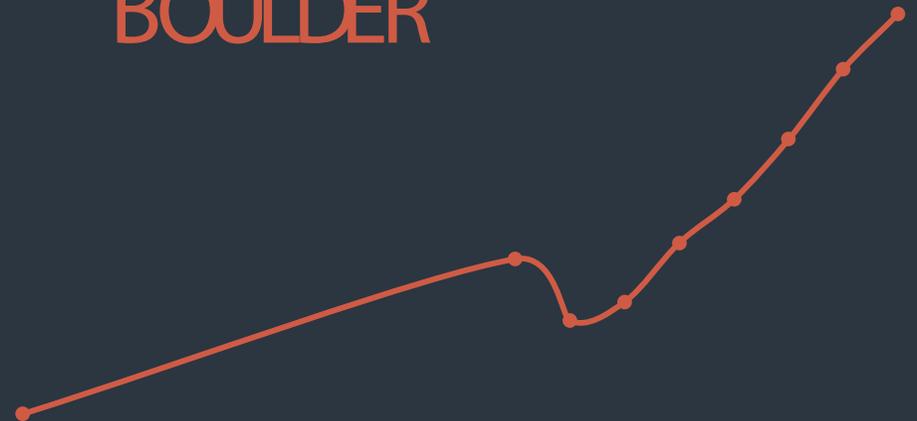
POPULATION CHANGES



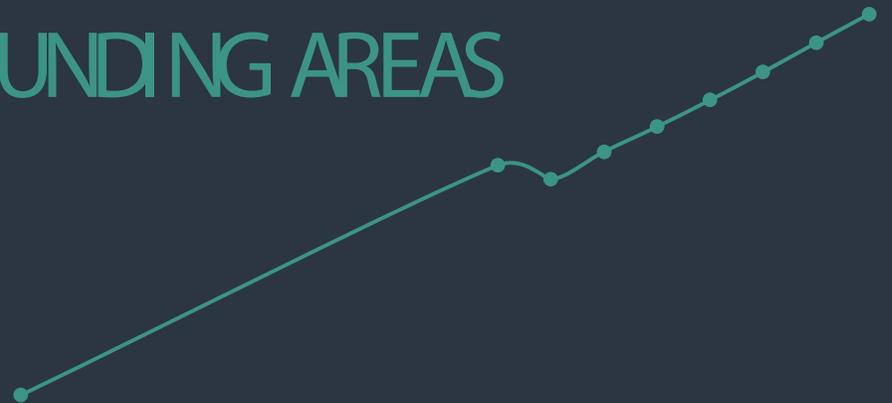
HOUSING CHANGES

POPULATION CHANGES *2000-2016*

BOULDER



SURROUNDING AREAS



EMPLOYMENT CHANGES *2000-2016*

BOULDER

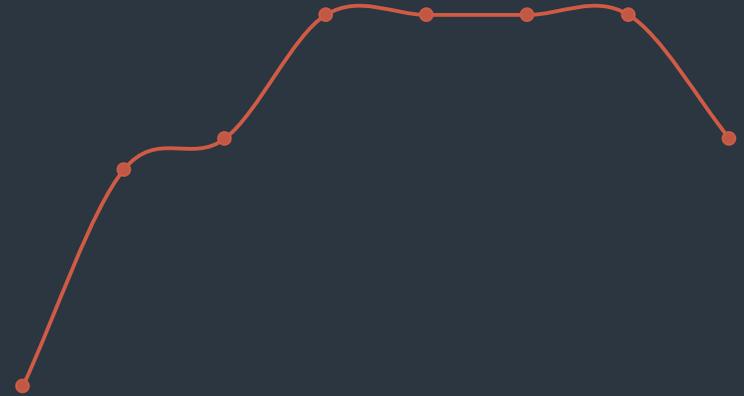


SURROUNDING AREAS

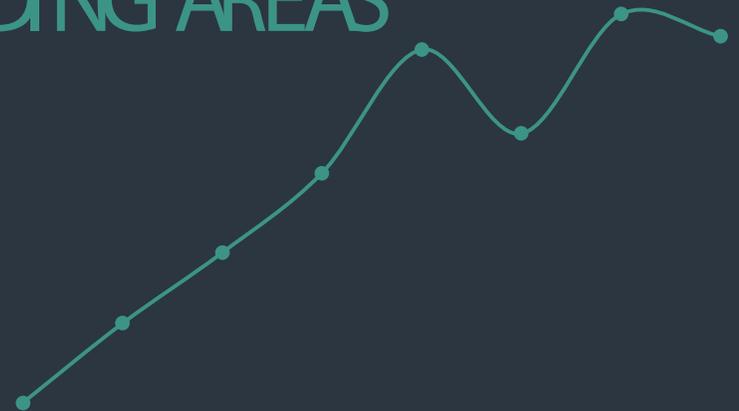


TRAVEL TIME CHANGES *2009-2016*

BOULDER

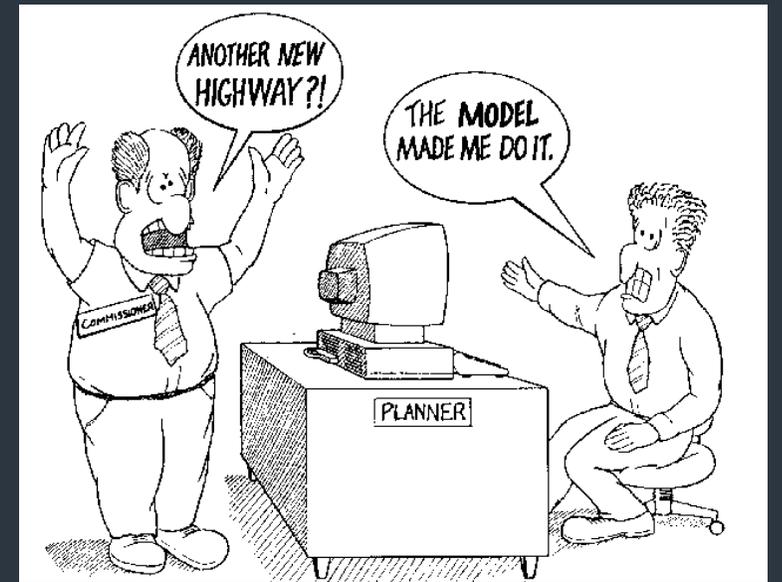
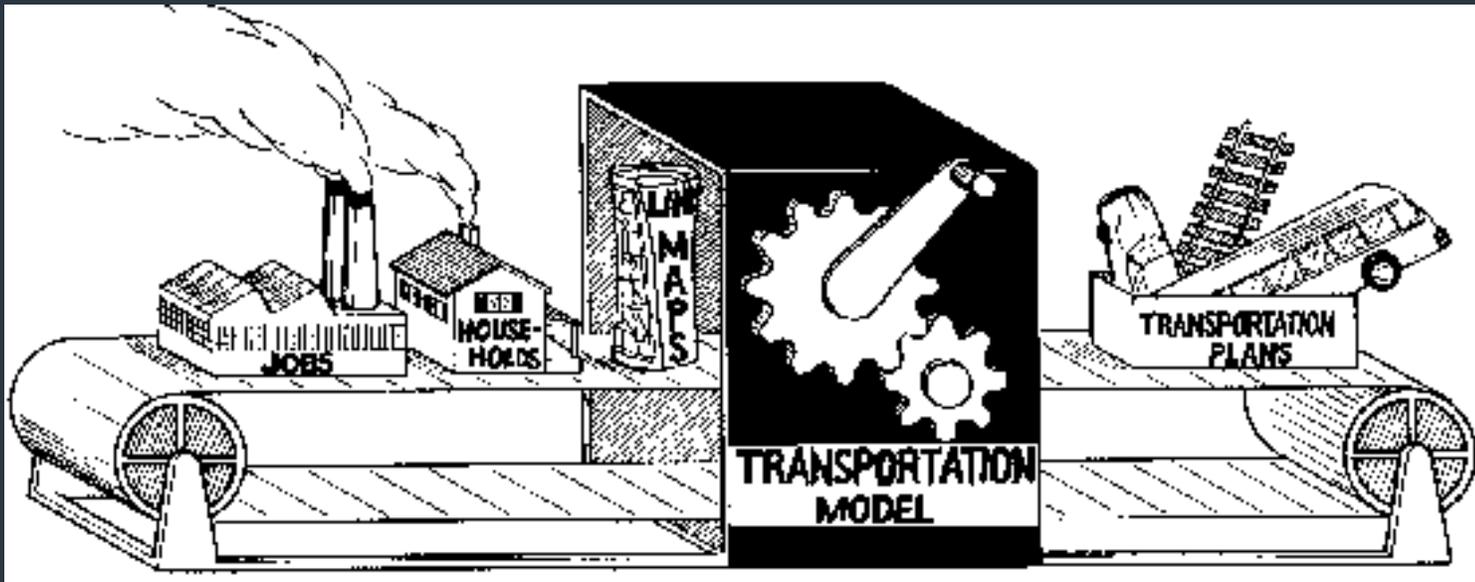


SURROUNDING AREAS



WHAT DATA ARE AVAILABLE?

DATA WE USED TO USE





WHAT ARE POTENTIAL
SOLUTIONS TO REGIONAL
MOBILITY CHALLENGES?

Stagesfönite

2014 TMP



NEW TRENDS IN TESTS

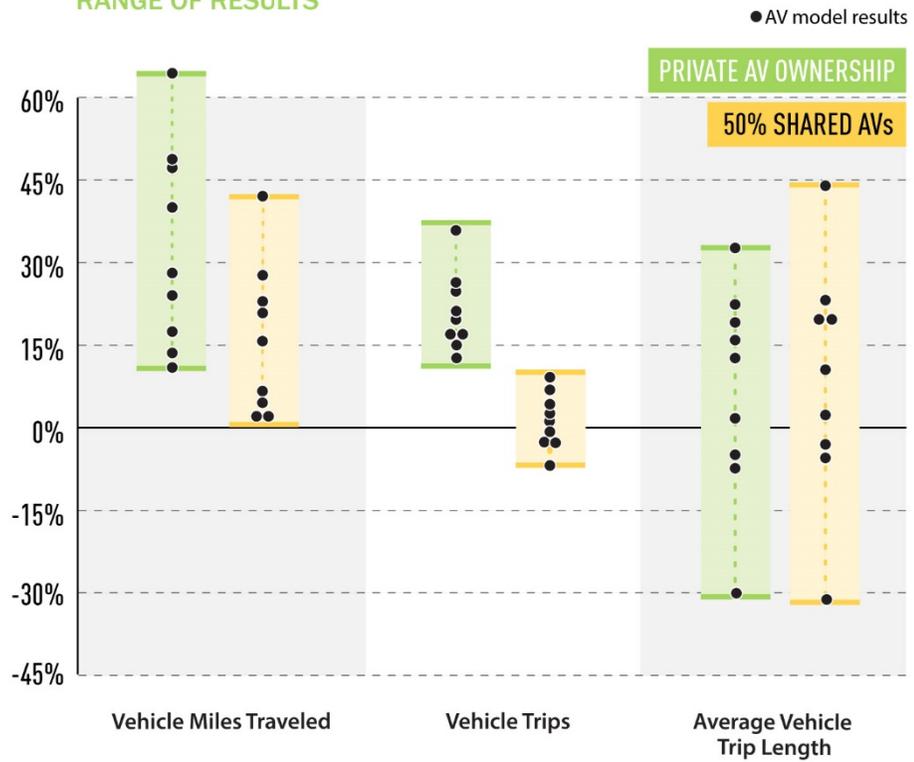
SINCE 2014



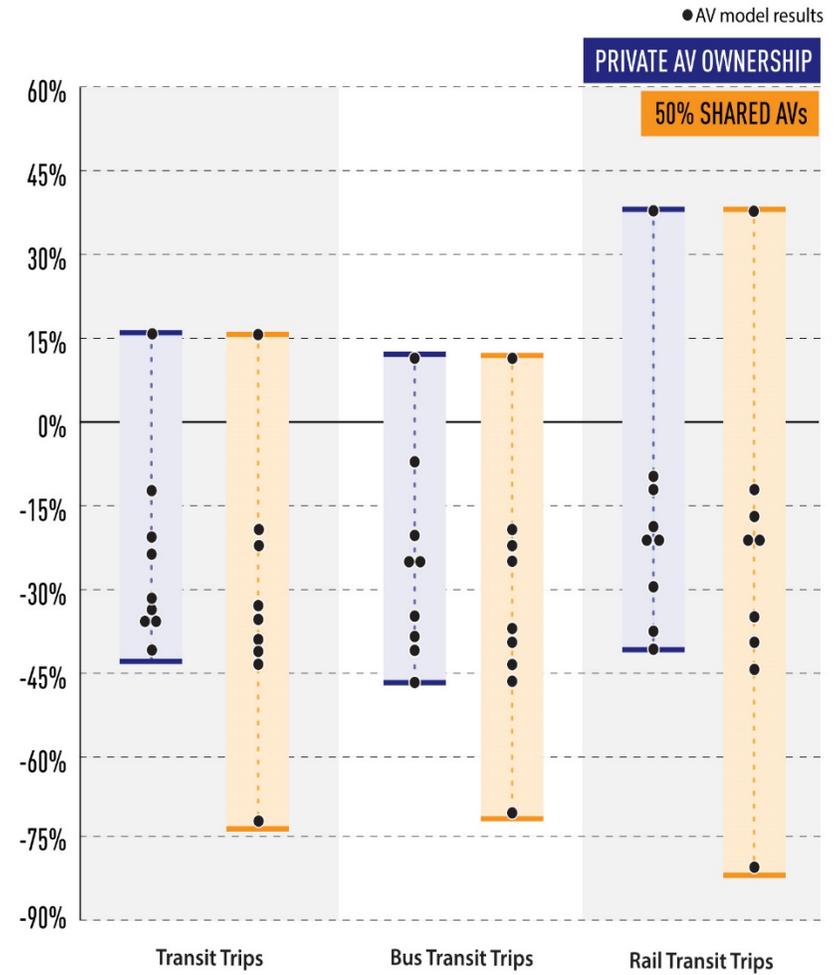
DRIVERLESS DELIVERY

AUTONOMOUS VEHICLES

VEHICLES RANGE OF RESULTS



TRANSIT RANGE OF RESULTS





AUTONOMOUS TRAVEL

MOBILITY AS A SERVICE



CURBSIDE MANAGEMENT



National Association of
City Transportation Officials

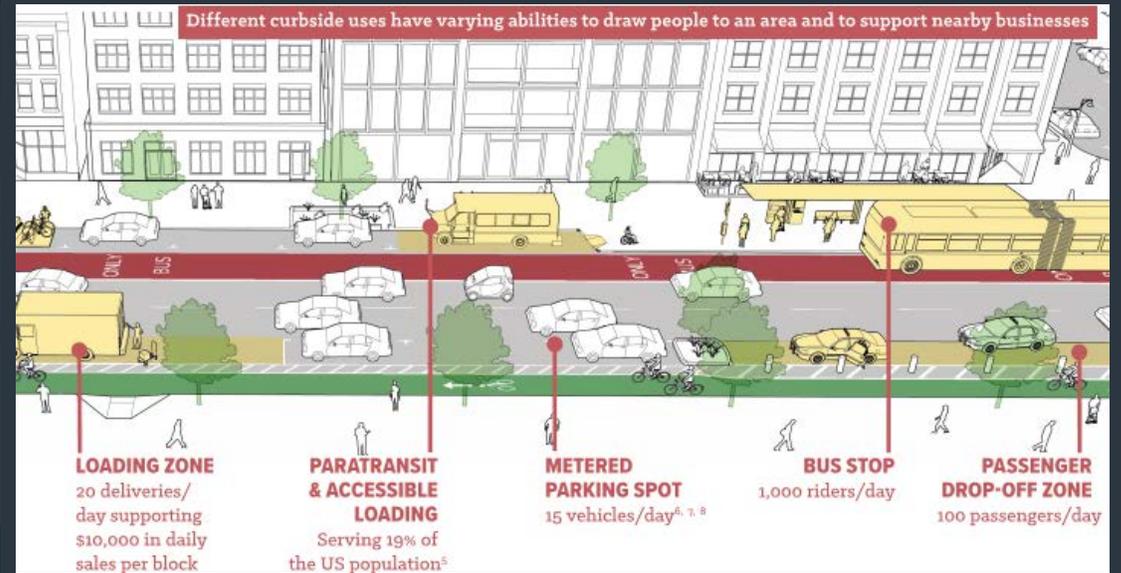
NACTO TRANSIT LEADERSHIP
RESOURCE PAPER
NOVEMBER 2017

CURB APPEAL

CURBSIDE MANAGEMENT STRATEGIES FOR IMPROVING TRANSIT RELIABILITY



O'Farrell Street, SAN FRANCISCO, CA



ACCESS PRICING



CORDON PRICING | NEW YORK



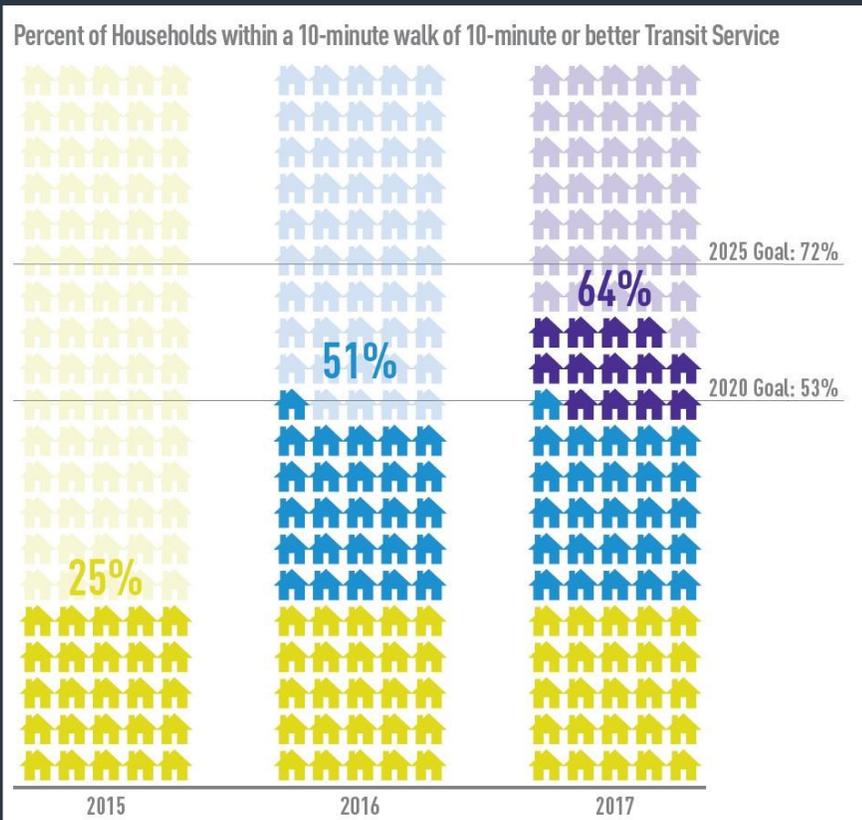
CORDON PRICING | LONDON



TRANSITBUMP



TRANSITBUYUP | SEATTLE



JOBS HOUSING PROXIMITY

Metro Washington Council of Governments VMT Analysis



REGIONAL LAND USE BALANCE -6%

TRAVEL DEMAND MANAGEMENT -6%

METROPOLITAN CORE CAPACITY -1%
TRANSIT RAIL EXTENSIONS -1%

BRT AND TRANSITWAYS <-1%
COMMUTER RAIL <-1%

EXPRESS TRAVEL NETWORK
OPERATIONAL IMPROVEMENTS
ADD L NORTHERIDGE

<1%
2%
1%

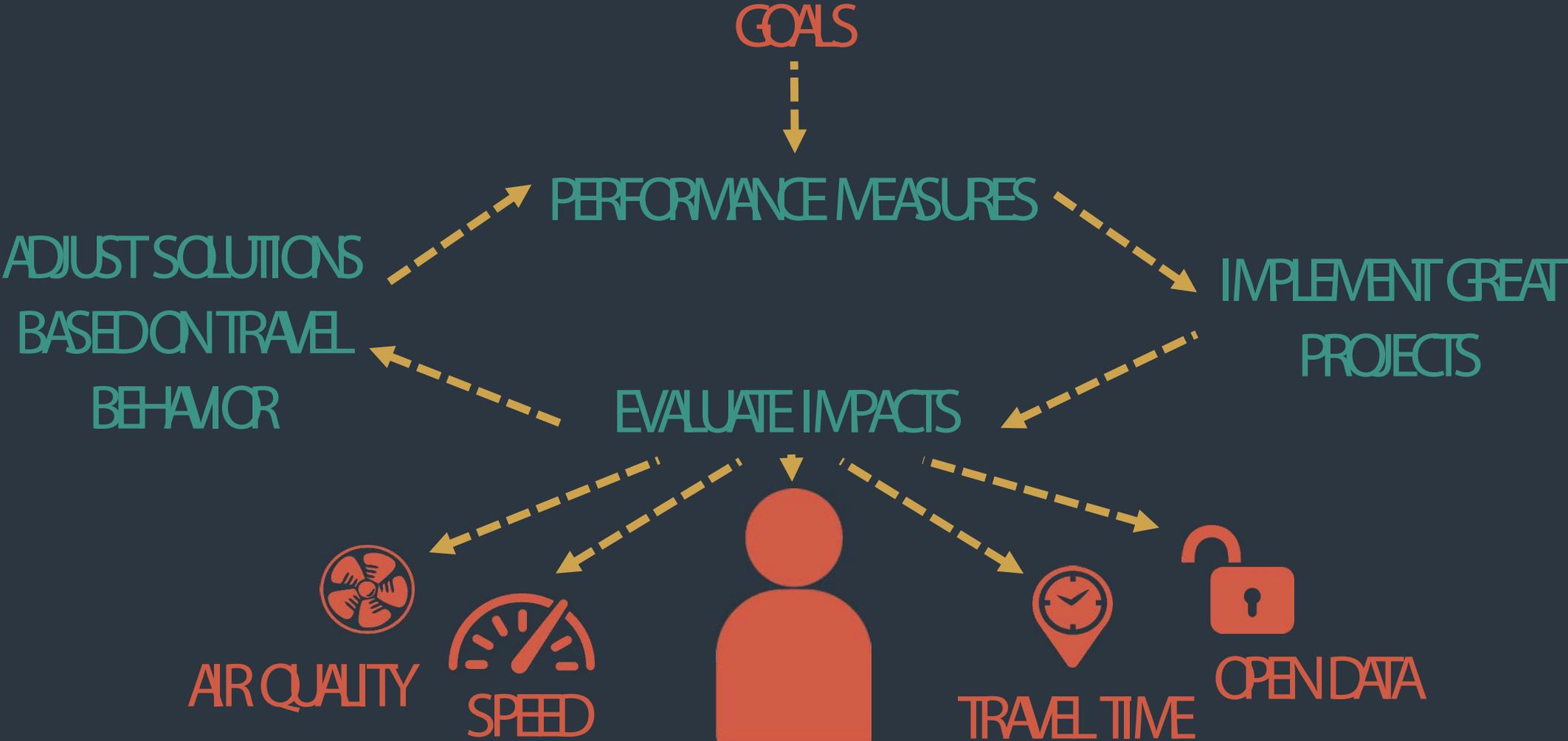
TRANSIT FARE POLICY CHANGES -1%

Research

CONSIDERATIONS



REGIONAL OUTCOMES FOR PEOPLE





REGIONAL EQUITY

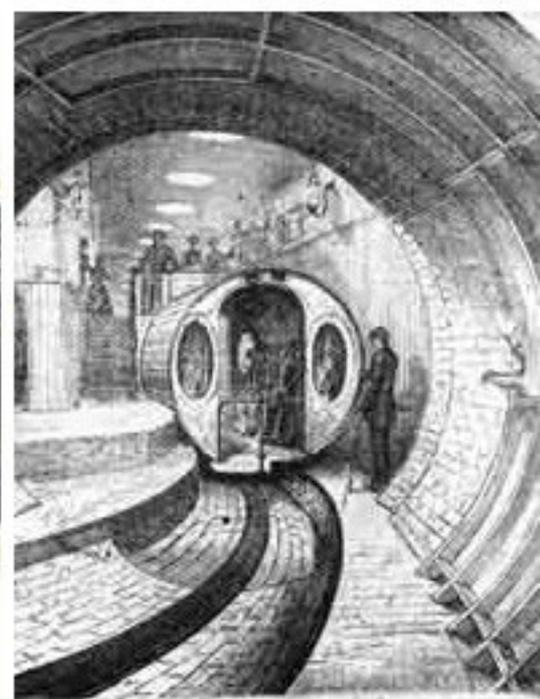
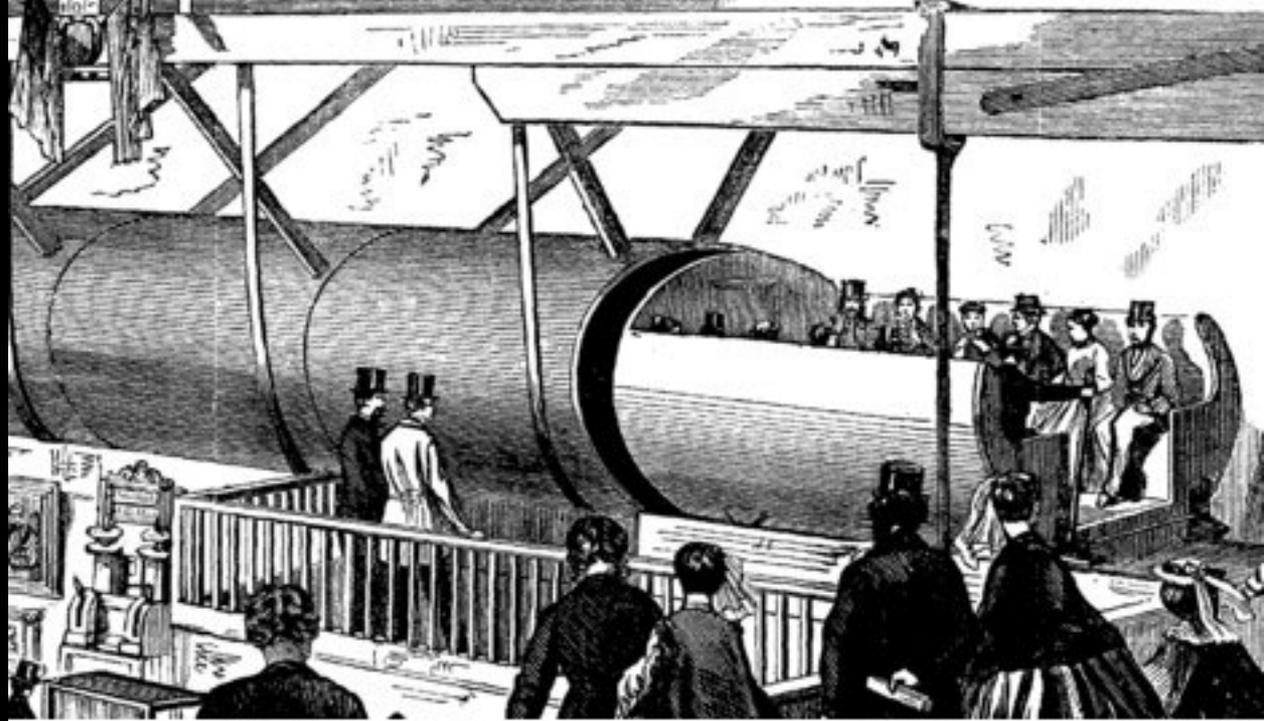
Mobility For a more Sustainable Future



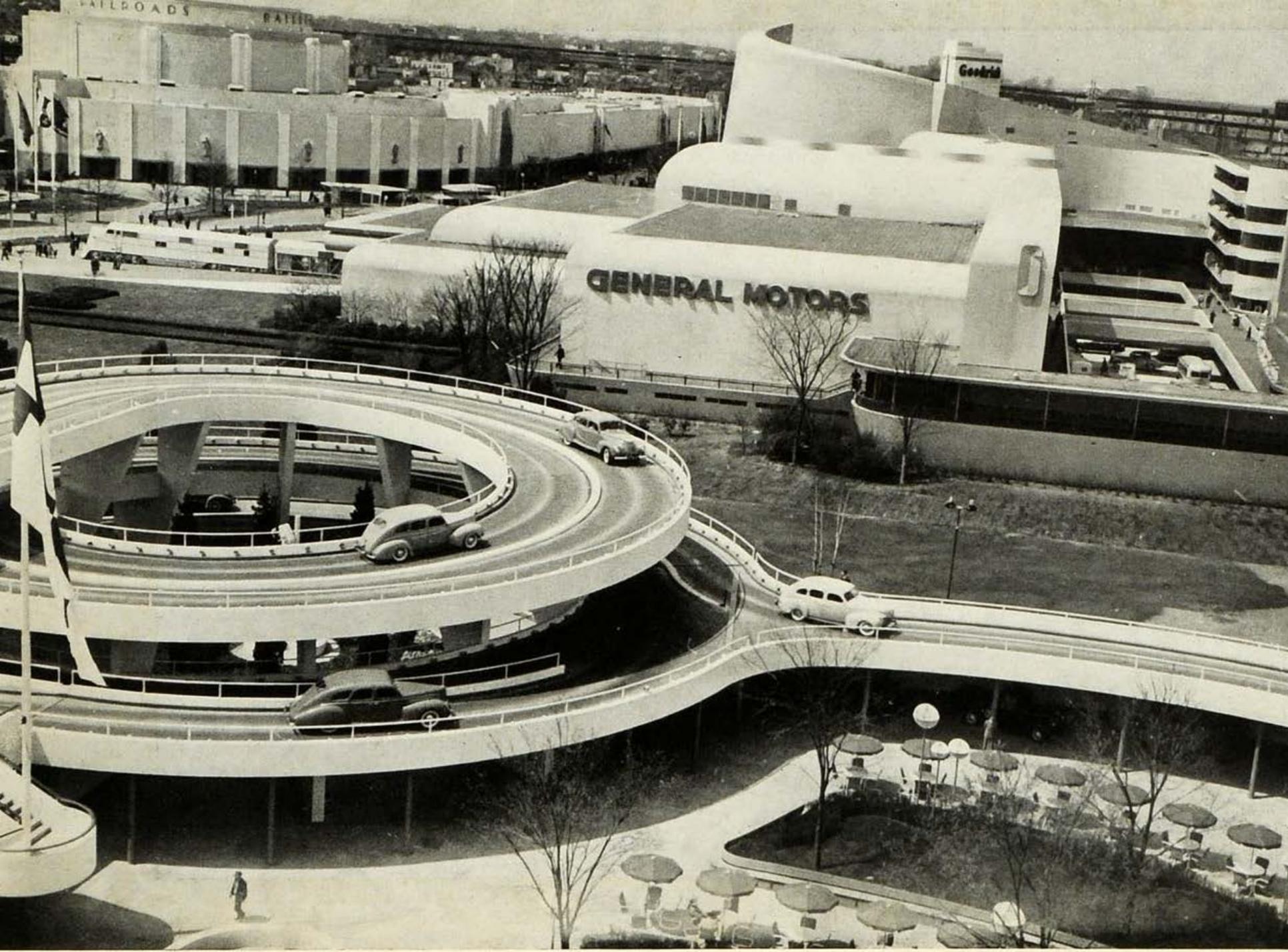
Jeffrey Tumlin
Boulder, March 21 2018

**Why
Transportation?**

Hyperloop: 1867







GENERAL MOTORS

Goodrich

RAILROADS



THE *Jetsons*



What is Sustainable Mobility?

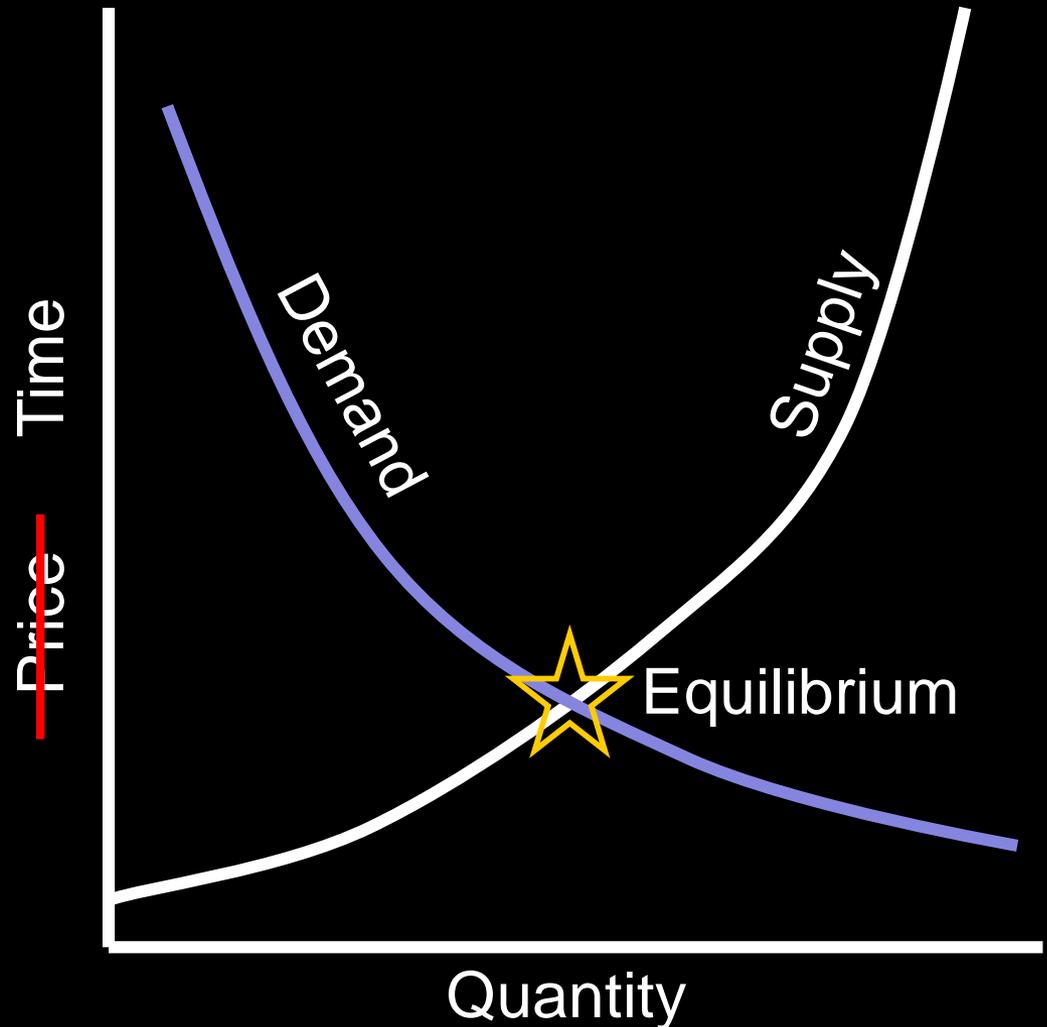
Personal Mobility: Most Inefficient Sector

- Cars used only
5% of useful life
- Only 25% of
capacity used

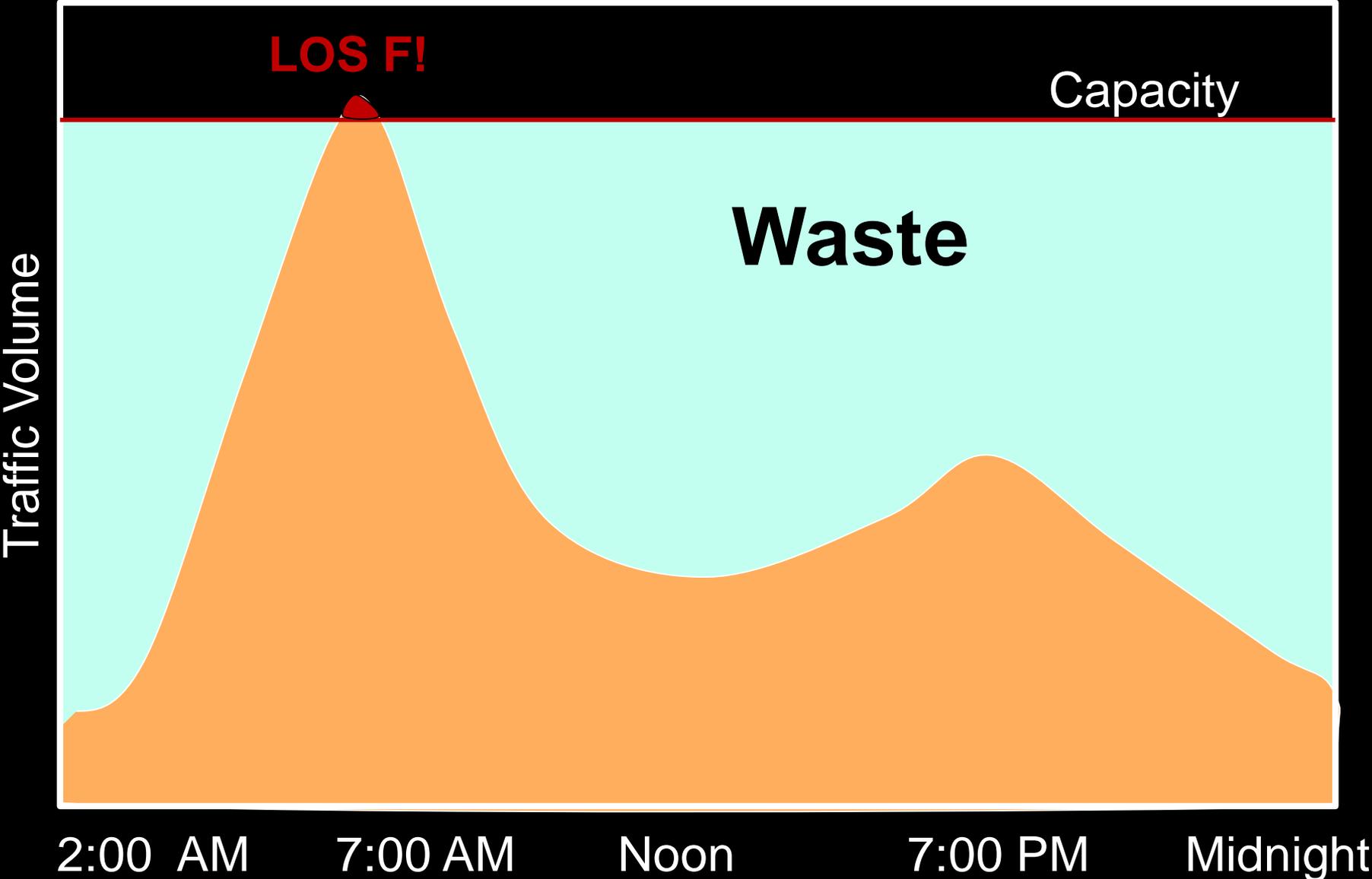


Transportation Demand Management

- Making more efficient use of existing infrastructure
- Making sure mobility is always available, whenever needed



Traffic Economics



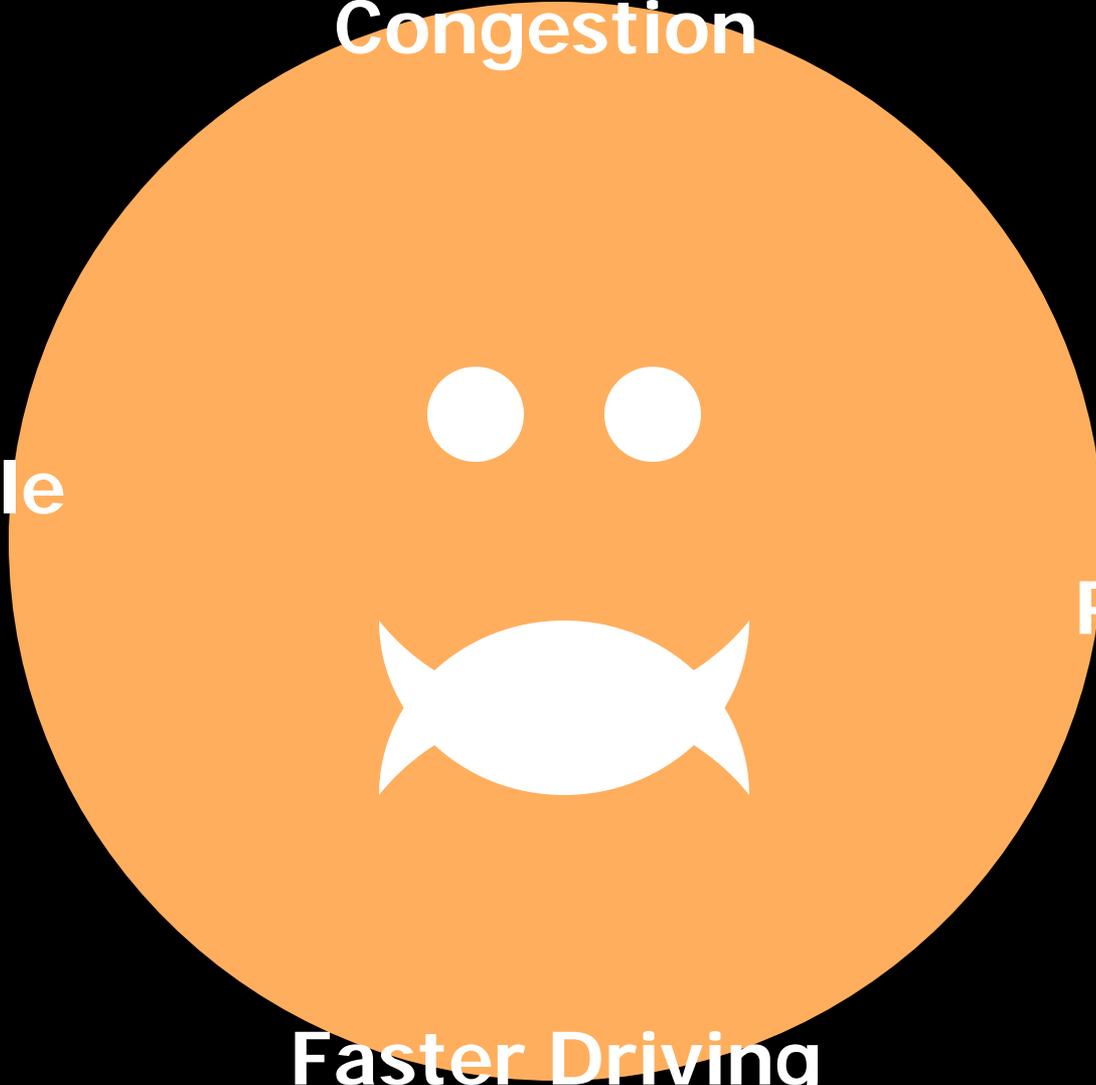
Induced and Latent Demand

Congestion

**More People
Drive**

**Widen
Roadway**

Faster Driving



Congestion

is an

economic problem,
not a technology or
infrastructure problem



Image source: Dinwiddie Monitor <http://dinwiddie-monitor.com/2016/01/heroin-addiction-affecting-communities-across-the-country/>

Geometry
Not Ideology

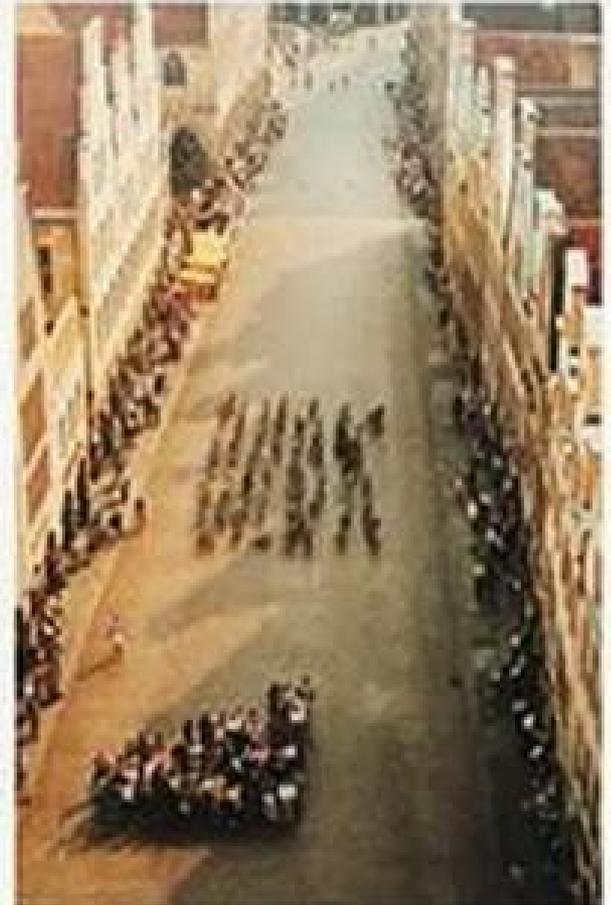
Space required to transport 60 People



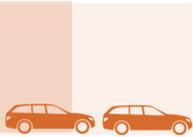
Car



Bus



Bike



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

As cities grow, they have no choice but to reallocate space to more space efficient modes.

In order to make it possible to drive for those who need to, make it easy to not drive for those who don't.

But

Autonomous Vehicles

Will save us, right?





Pop Quiz:

Who's investing the most in autonomous vehicle technology?

Pop Quiz:

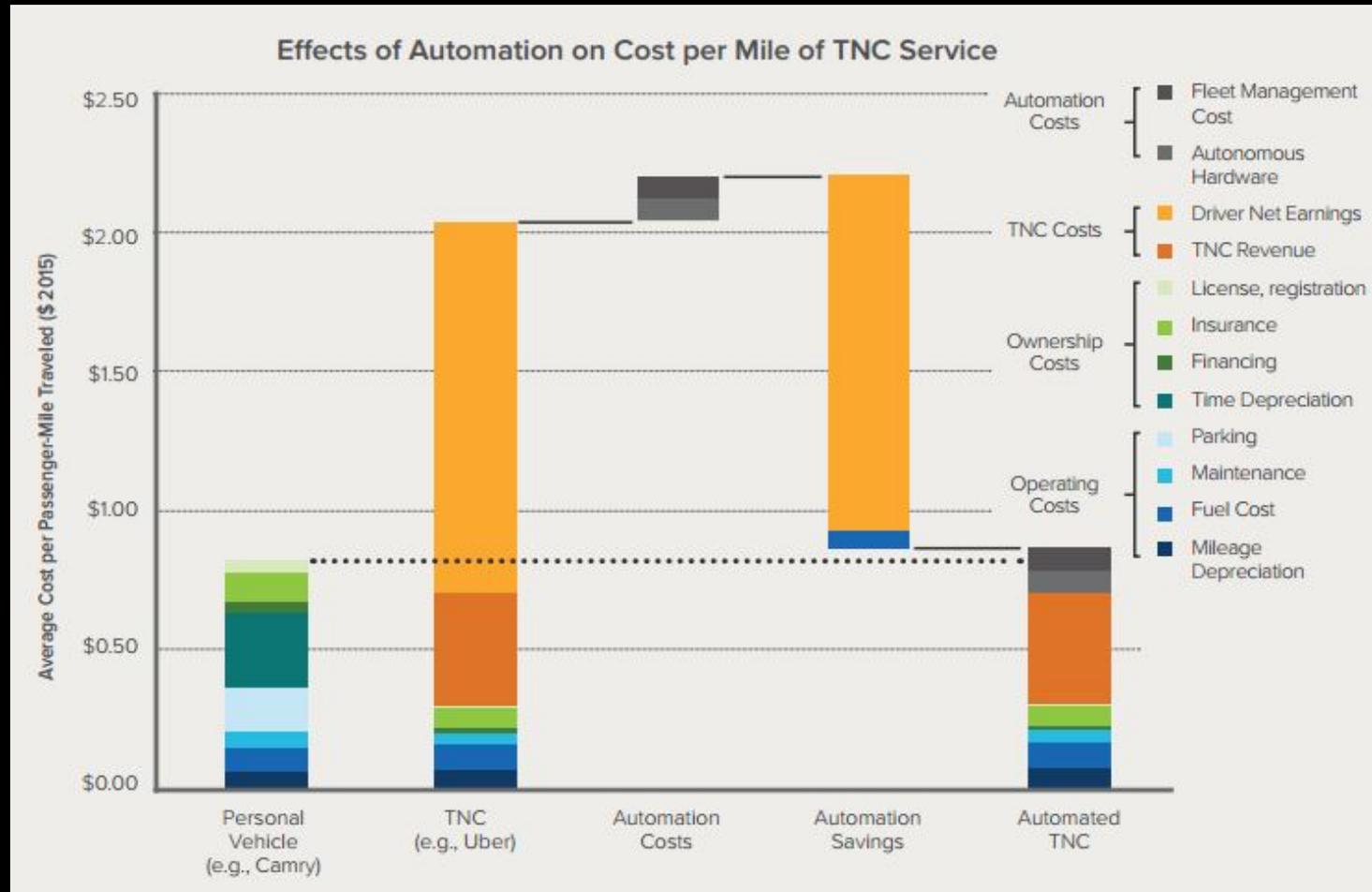
**What's
Google/Alphabet/Waymo's
revenue model? Selling
information, right?**

~ 96%
of Google's revenue is
Advertising

Cost Models

FACTORS THAT MAY DETERMINE ADOPTION MODEL

- Cost per ride: \$1 threshold vs. traditional autos
- Cost of AVs: Too costly for vast majority of people?



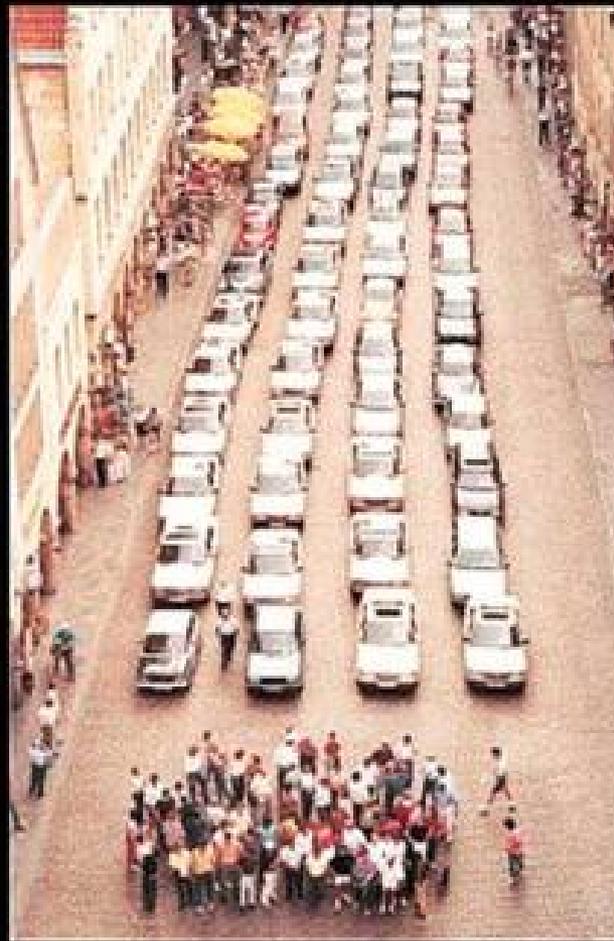
Minority Report



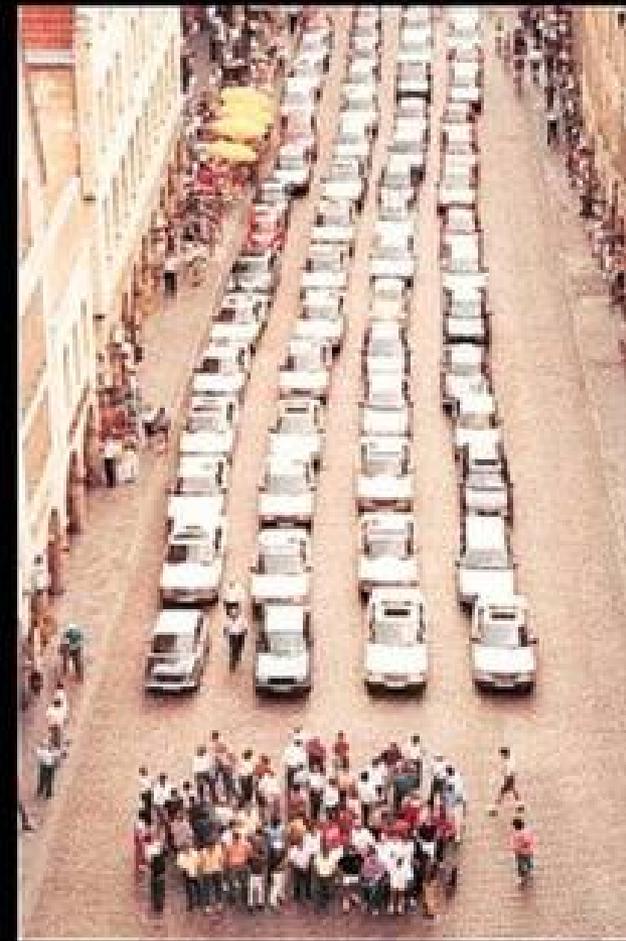
space required to transport 60 people



car



uber



autonomous car

**So What Should Boulder
be doing Now?**

Manage the street

- Manage public right-of-way for public good
- Dedicate space for most efficient modes
- Price congestion
- Price wasted space



Price Wasted Space for Efficient and Equity



Manage the curb

- Design standards for curbside dropoff
- Fees for curbside access
- Promote shared use
- Eliminate dropoff/bike conflicts



Build more compact, walkable housing

- The only good transportation plan is a good housing plan
- Boulder's lack of housing is the cause of its VMT and traffic problems

Objectives	Baseline	Progress	Trend
Reduce VMT in the Boulder Valley by 20% by 2035	1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.9 million daily VMT	VMT was last estimated at 2.49 million in 2016	<p>1994 2016</p>
Reduce SOV travel to 20% of all trips for residents and to 60% of work trips for nonresidents	1990: 44 percent SOV mode share for residents	Resident SOV mode share was 36% in 2015	<p>1990 2015</p>
	1991: 81 percent non resident SOV commute mode share	Non resident SOV mode share was 78% in 2017	<p>1991 2017</p>
Achieve a 16 percent reduction in GHG emissions and continued reduction in mobile source emissions of other air pollutants	423,892 million metric tons of transportation related GHG in 2012	448,994 million metric tons of transportation related GHG in 2016	<p>2013 2015</p>

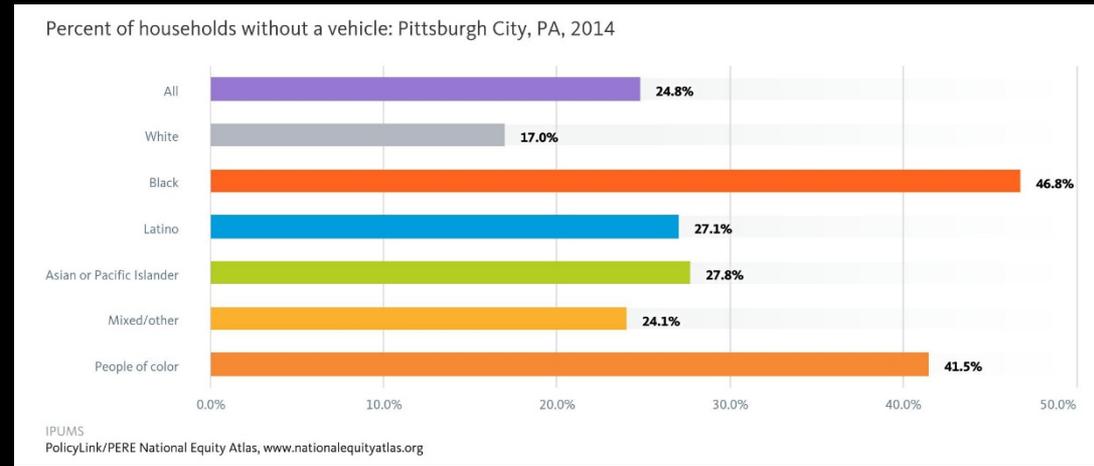
Modernize parking regulations

- Price for availability
- Eliminate minimums
- Establish maximums
- Unbundle
- Share
- Promote adaptability



Establish data protocols for public good

- Data should inform transportation system
- Barriers to flow of data between public and private sector
- Disaggregate data by race, income, and other demographic categories.
- Explain the problem that data will solve.



Quantify and Promote Equity

- Focus on outcomes:
 - Health
 - Access to employment and services
 - Share of income and time spent on mobility
- Consider ethnicity, income, age, ability, gender
- Price least efficient modes to subsidize mobility for those with the fewest choices
- Private profit motive will ignore those with greatest need



Reorganize government around mobility

- Be decisive about public transit agency survival
- Realign taxation: replace gas and parking taxes with VMT and congestion fees
- Align public right of way ownership (state, county, local) with operations
- New regional mobility authorities?



Transit Must Lead

- Best contexts for AVs:
 - Long haul trucking
 - Bus Rapid Transit
- Cities must partner with transit operators:
Dedicated right of way in exchange for AV BRT, 24/7 every 2 minutes
- Begin process now to minimize any job loss



Provide a quality future of work

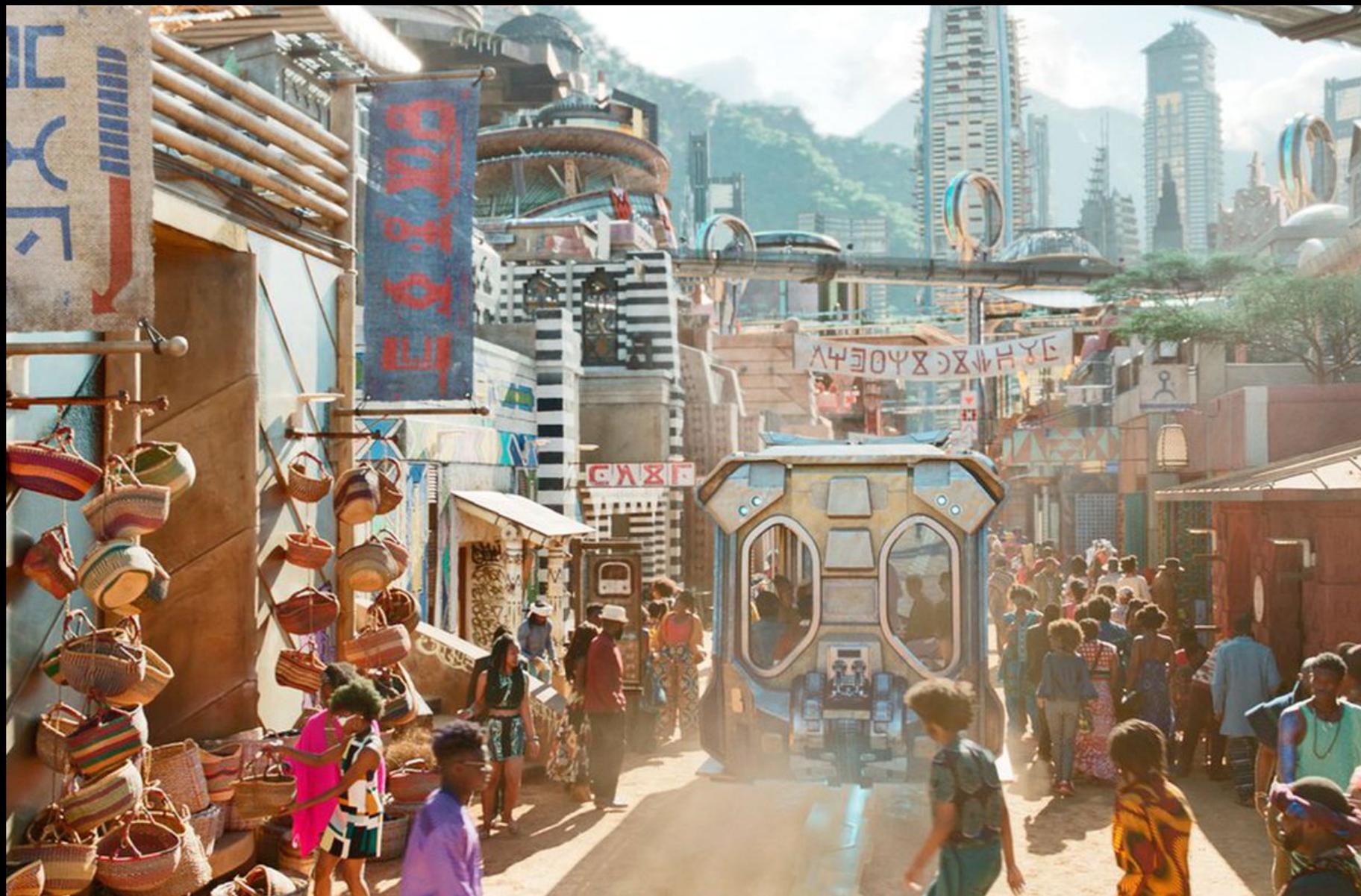
- 4.4 million American workers are drivers
- Partner with labor leadership now
- Future jobs require tech or customer service skills
- Current trajectory jeopardizes public sector pensions



Tell Better Stories



Tell Better Stories



**It's not sustainable
if it's not beautiful**



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San Francisco CA 94105
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jtumlin@nelsonnygaard.com
[@jeffreytumlin](https://twitter.com/jeffreytumlin)

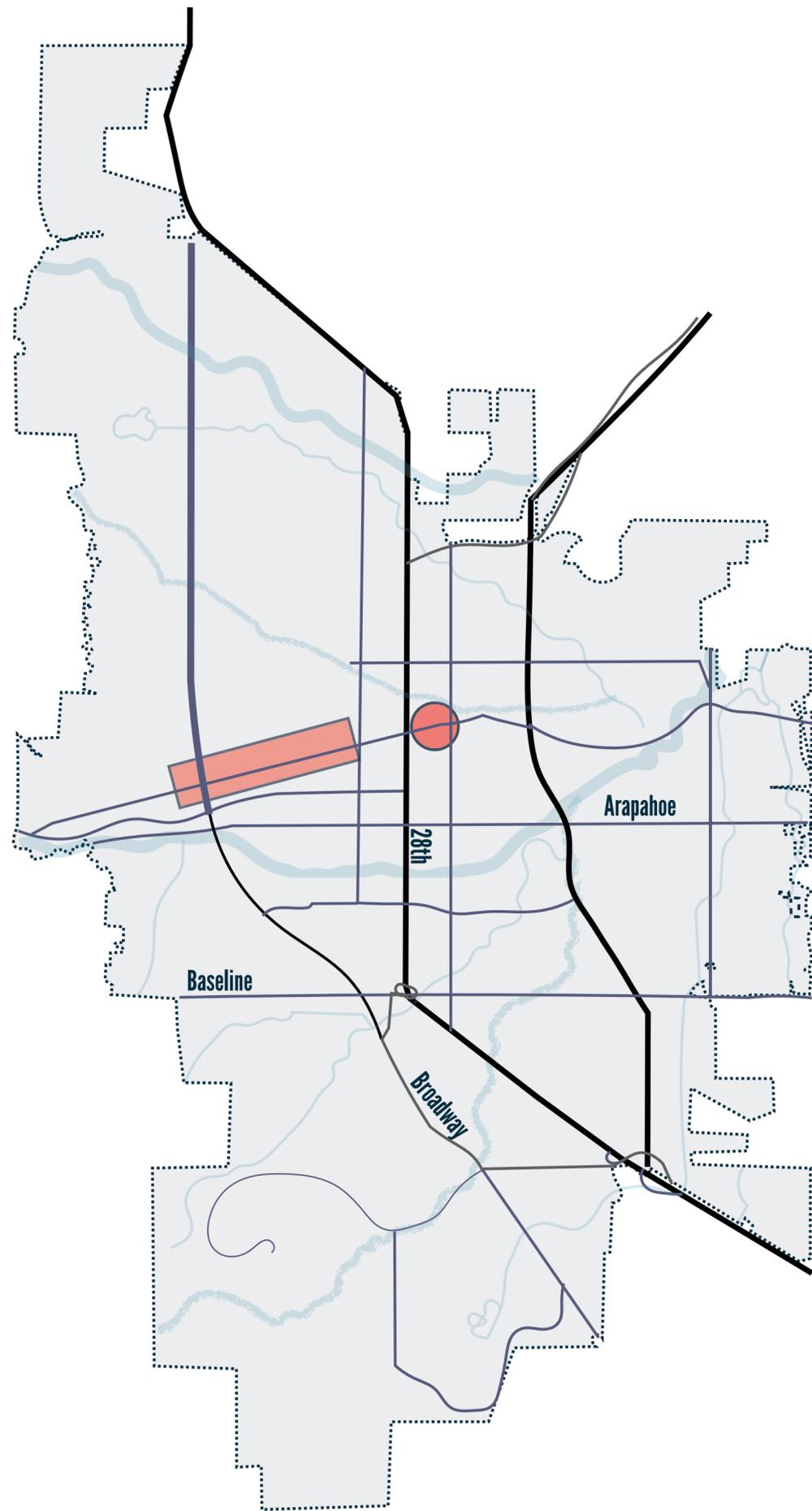
NELSON\NYGAARD CONSULTING ASSOCIATES © 2013

MODAL WARFARE IS DYING... BUT WHAT IS LIVING?

KEVIN J. KRIZEK

BOULDER TMP 2018

21 MARCH 2018



1

LET ACCESS BE
your **WATCHWORD**

2

ADAPT CITY
STREETS

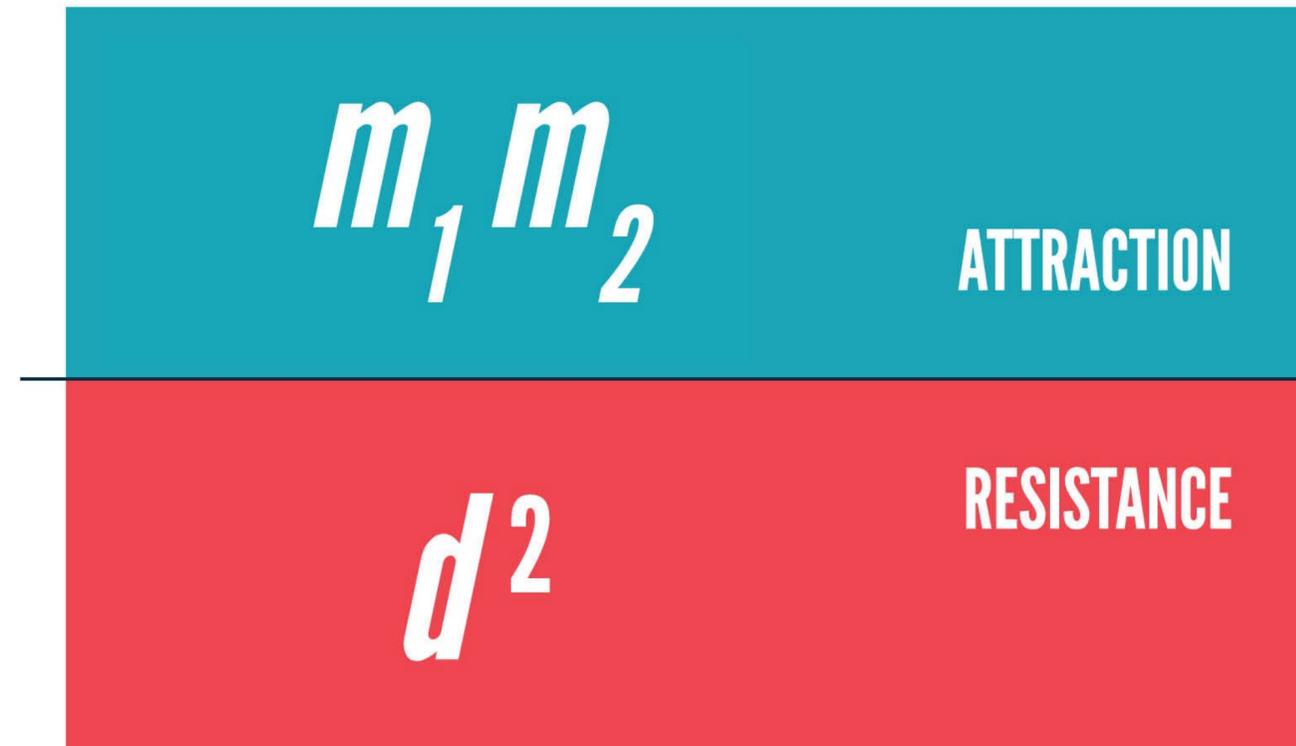
3

LEVERAGE
STRENGTHS

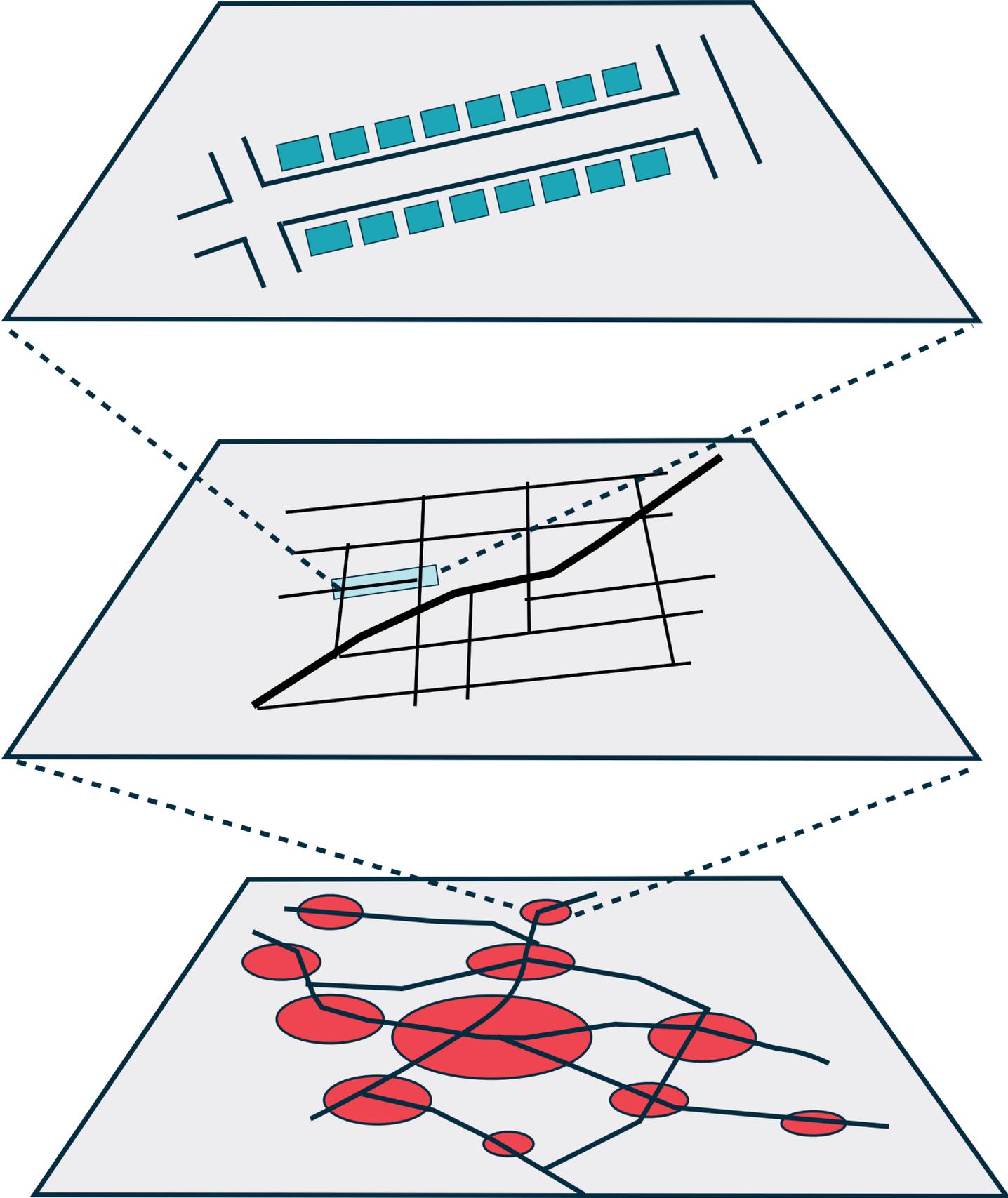
**1 - LET 'ACCESS' BE
YOUR WATCHWORD**



$$F = G$$



ACCESS & TRANSPORT: SCALE & SCOPE?





ACCESS=

$m_1 m_2$

ATTRACTION
PROXIMITY TO DESTINATIONS

d^2

RESISTANCE
CONNECTIONS TO DESTINATIONS

ACCESS & IMPORTANT URBAN FORM DETERMINANTS

street density | % bicycle facilities 20km lane miles/km² | 15% bicycle facilities



road safety

5 deaths/year



topography

50m/vertical gain



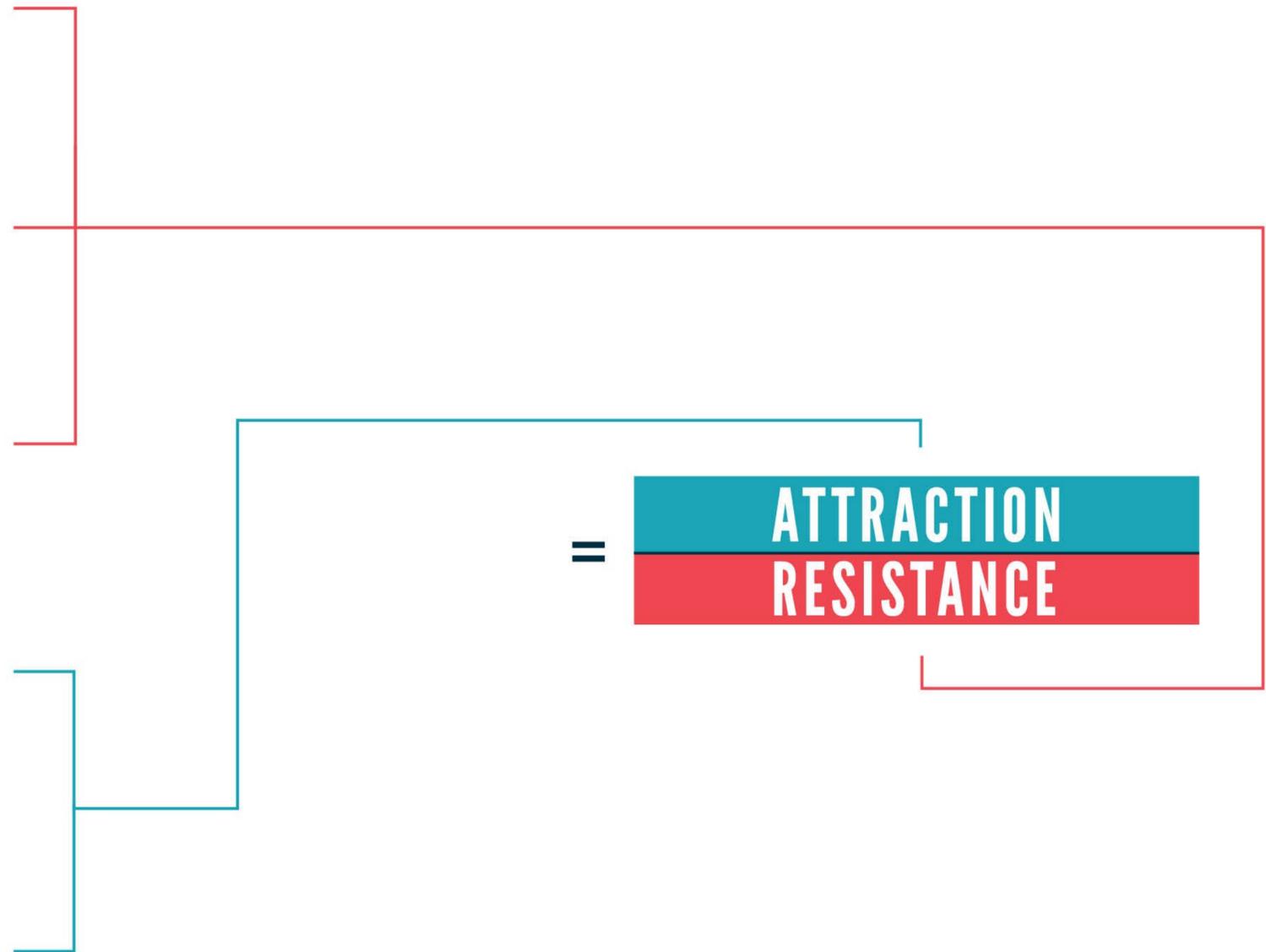
population density

25/ha



land use mix

medium

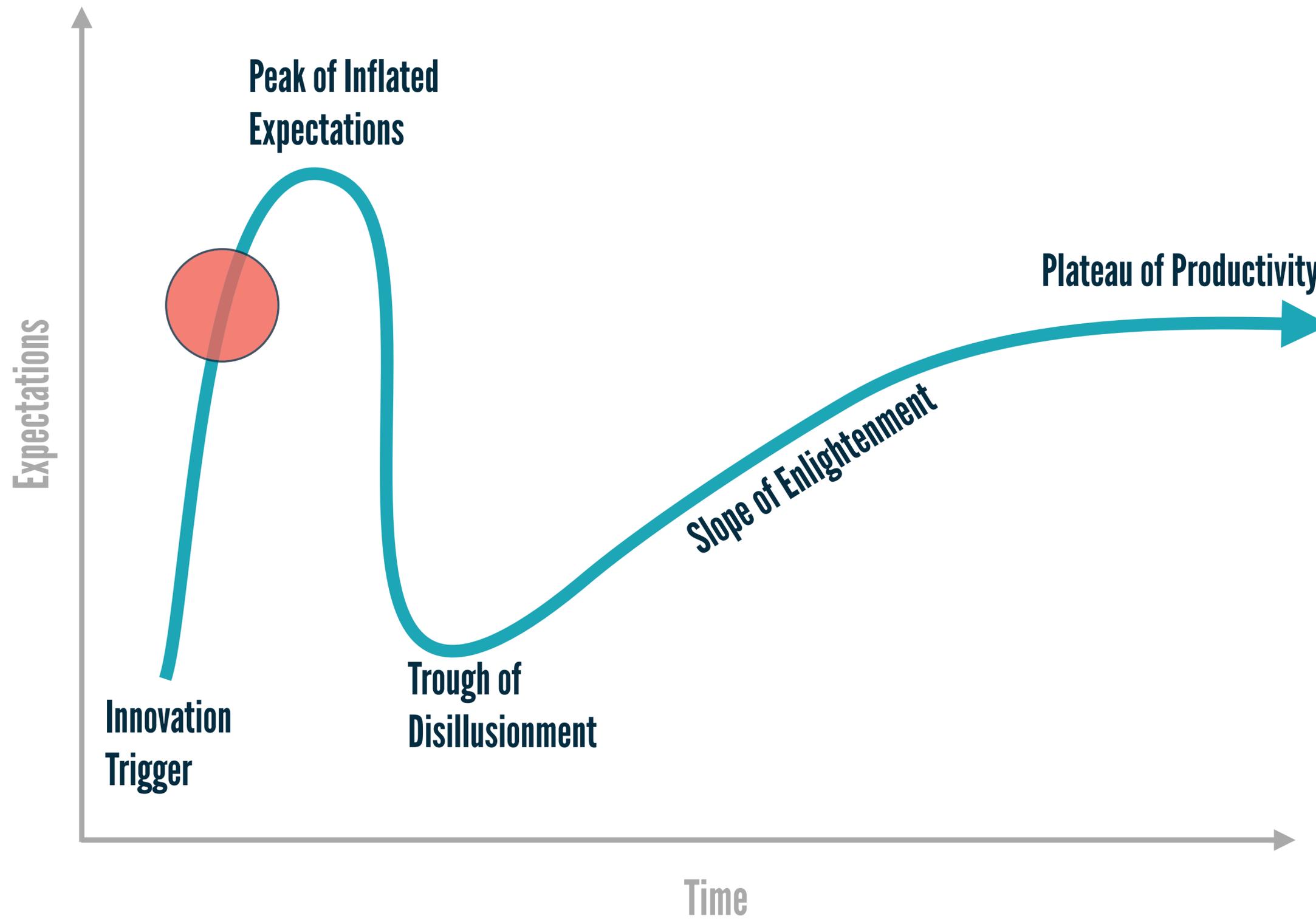


=

ATTRACTION
RESISTANCE

2 - ADAPT CITY

STREETS



source: Gartner hype cycle







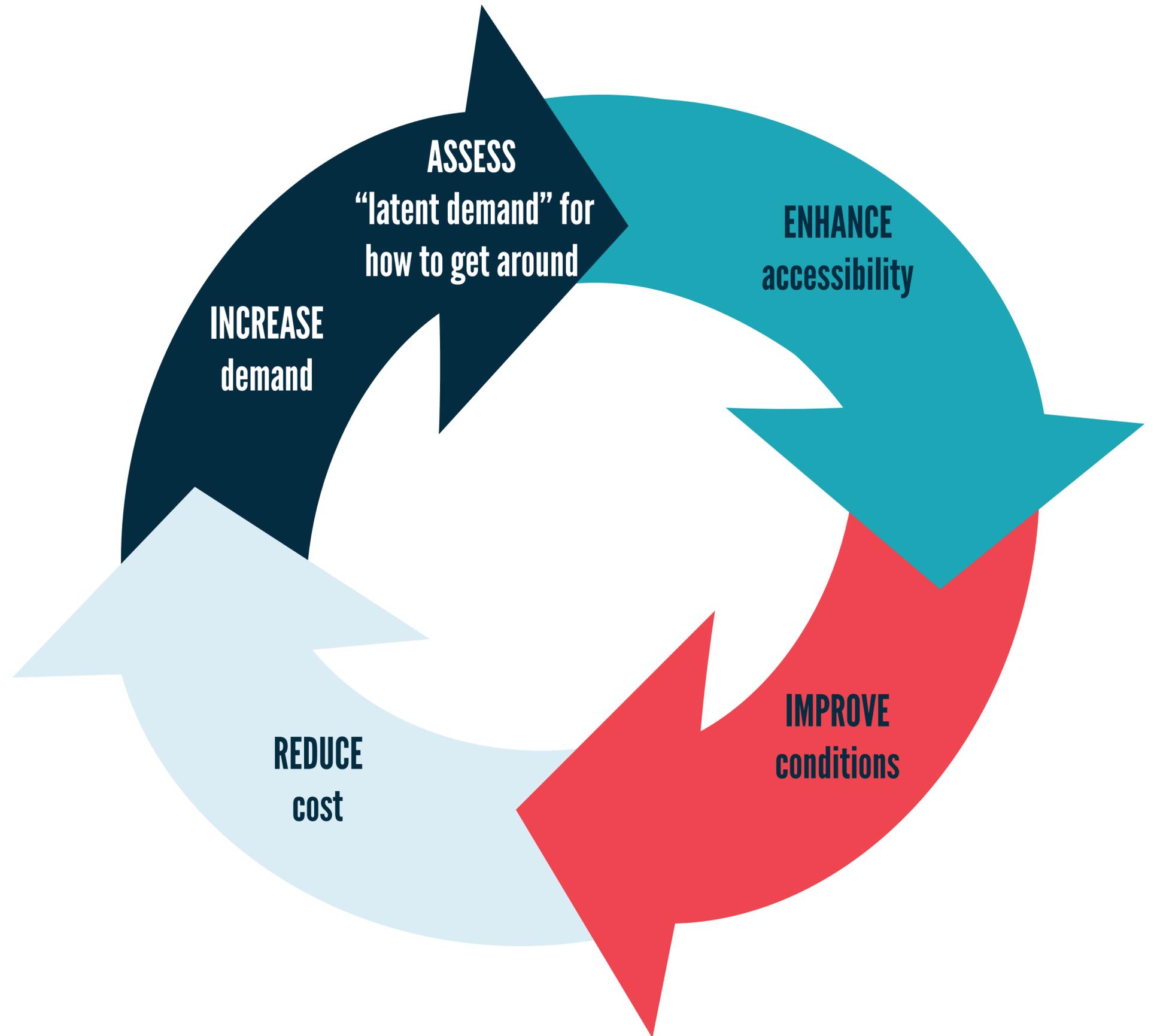




Images from: Urban Mobility: A New Design Approach for Urban Public Space. AWINB by Ben Immers, Bart Egeter, Johan Diepens, Paul Weststrate, 2016.



TRANSPORT'S POSITIVE INFRASTRUCTURE FEEDBACK LOOP

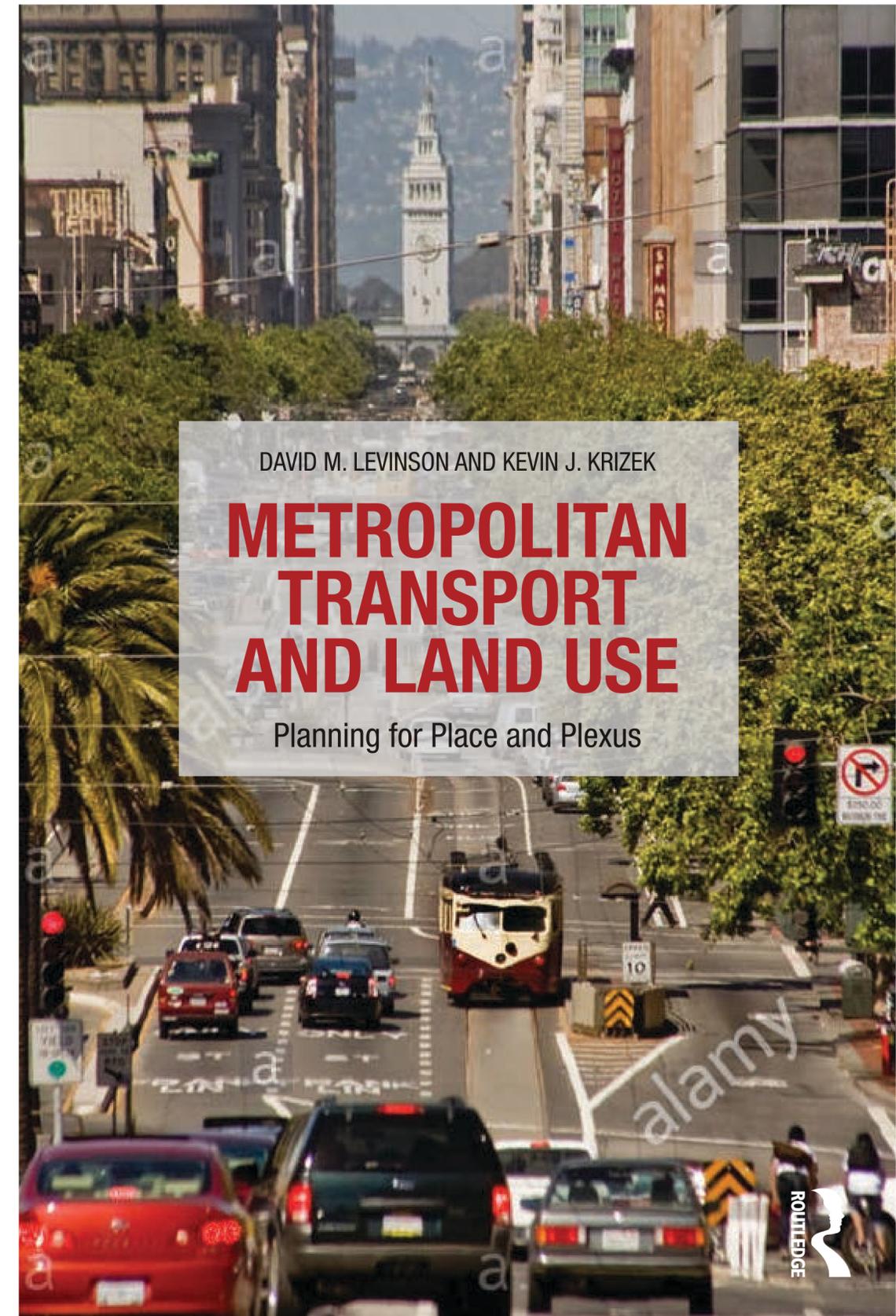


The End of Traffic & the Future of Access

A Roadmap to the New Transport Landscape



David M. Levinson • Kevin J. Krizek





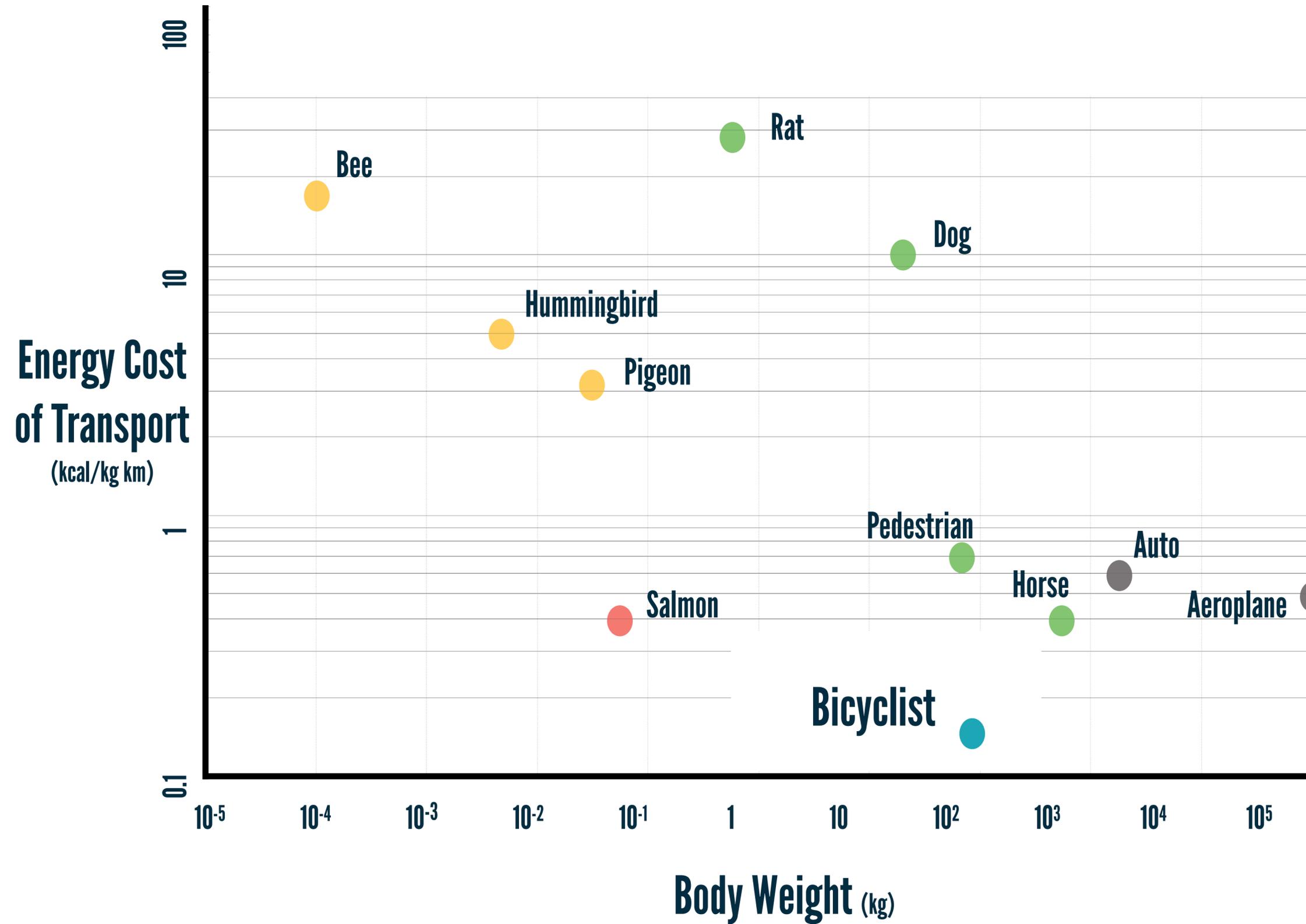
Bendik Kaltenborn 2015

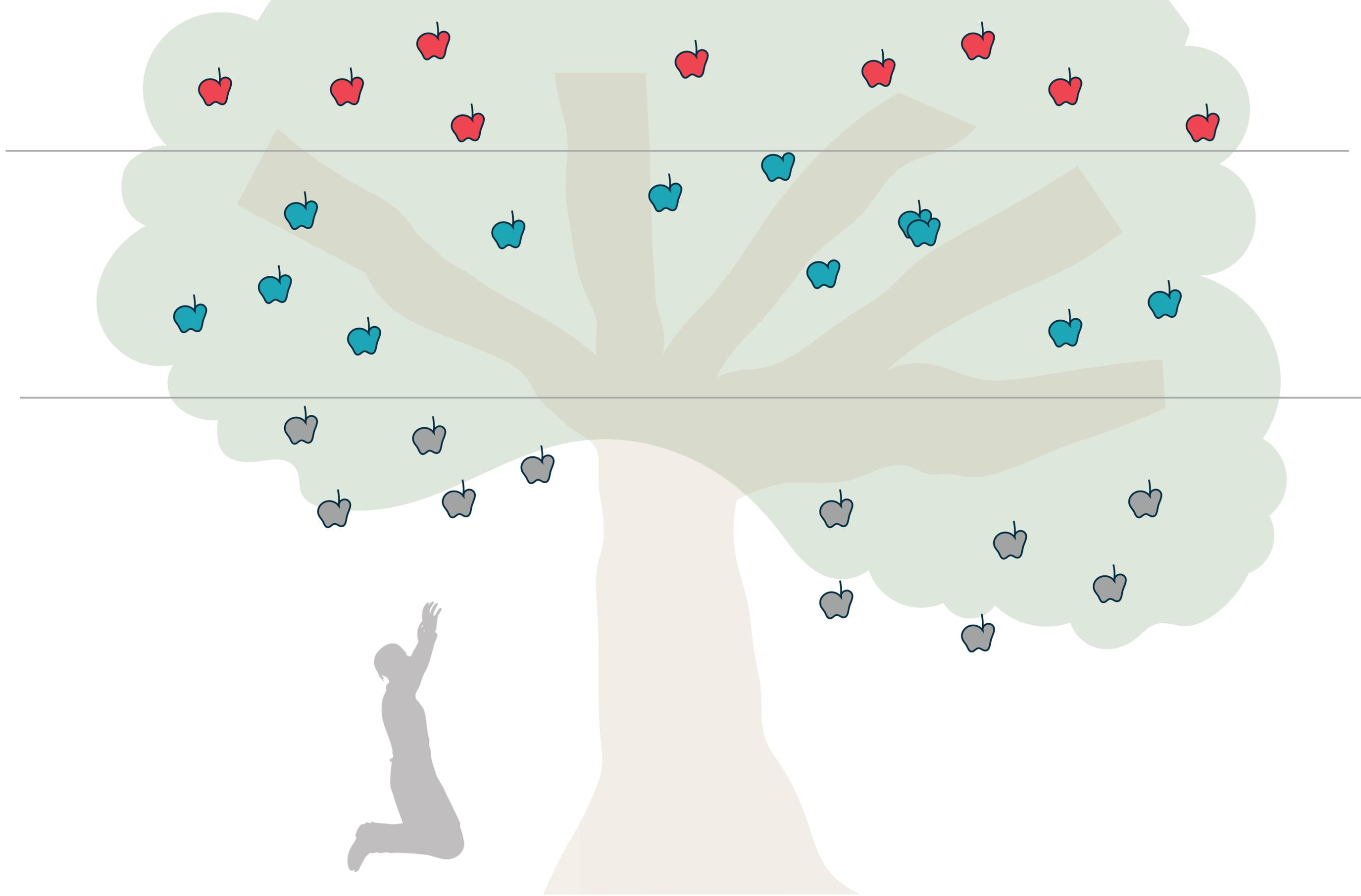


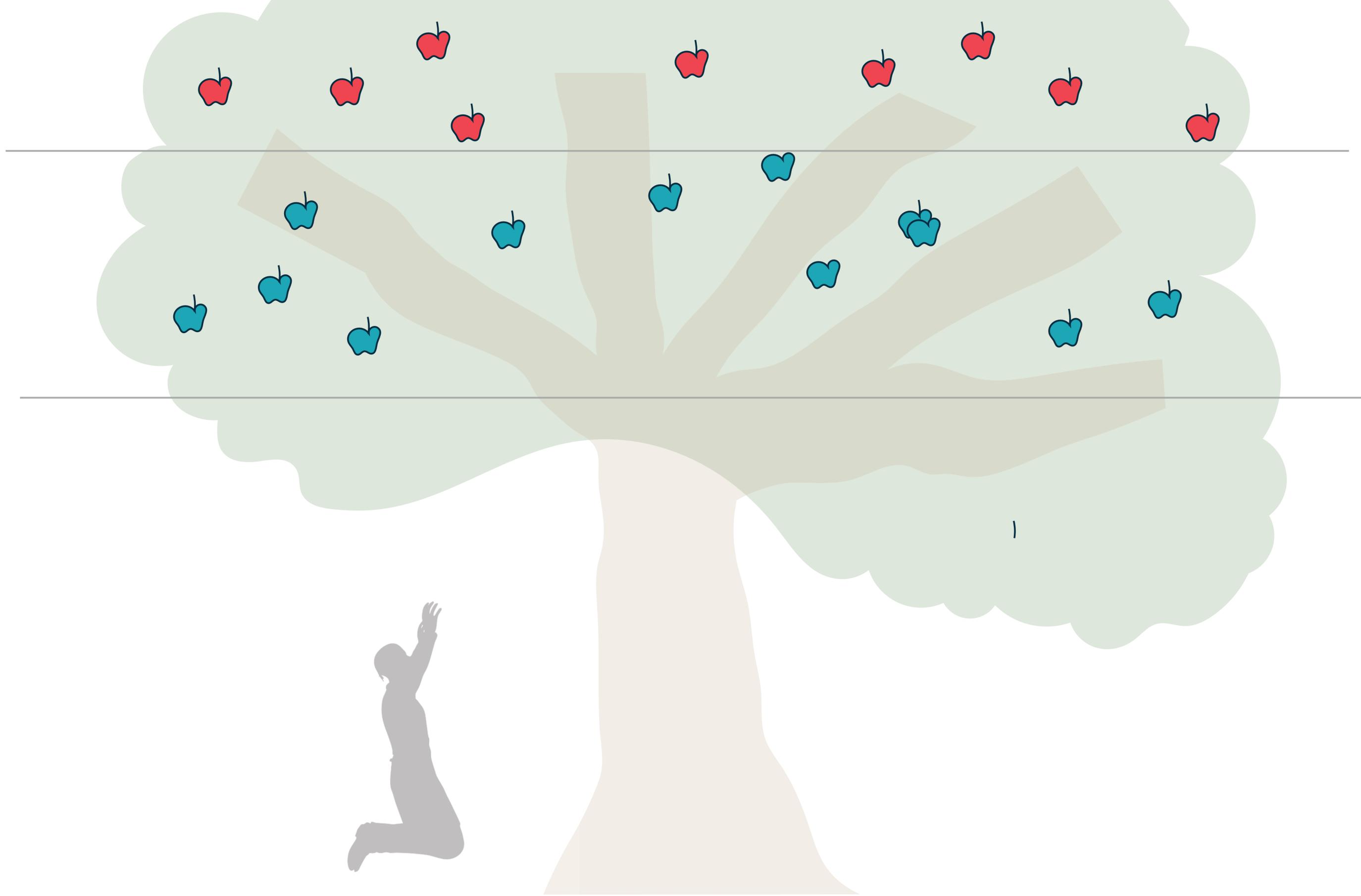
3 - LEVERAGE

STRENGTHS

FORMS OF TRANSPORT HAVE BIG DIFFERENCES IN ENERGY EFFICIENCY







BOULDER

United States



AMSTERDAM

The Netherlands



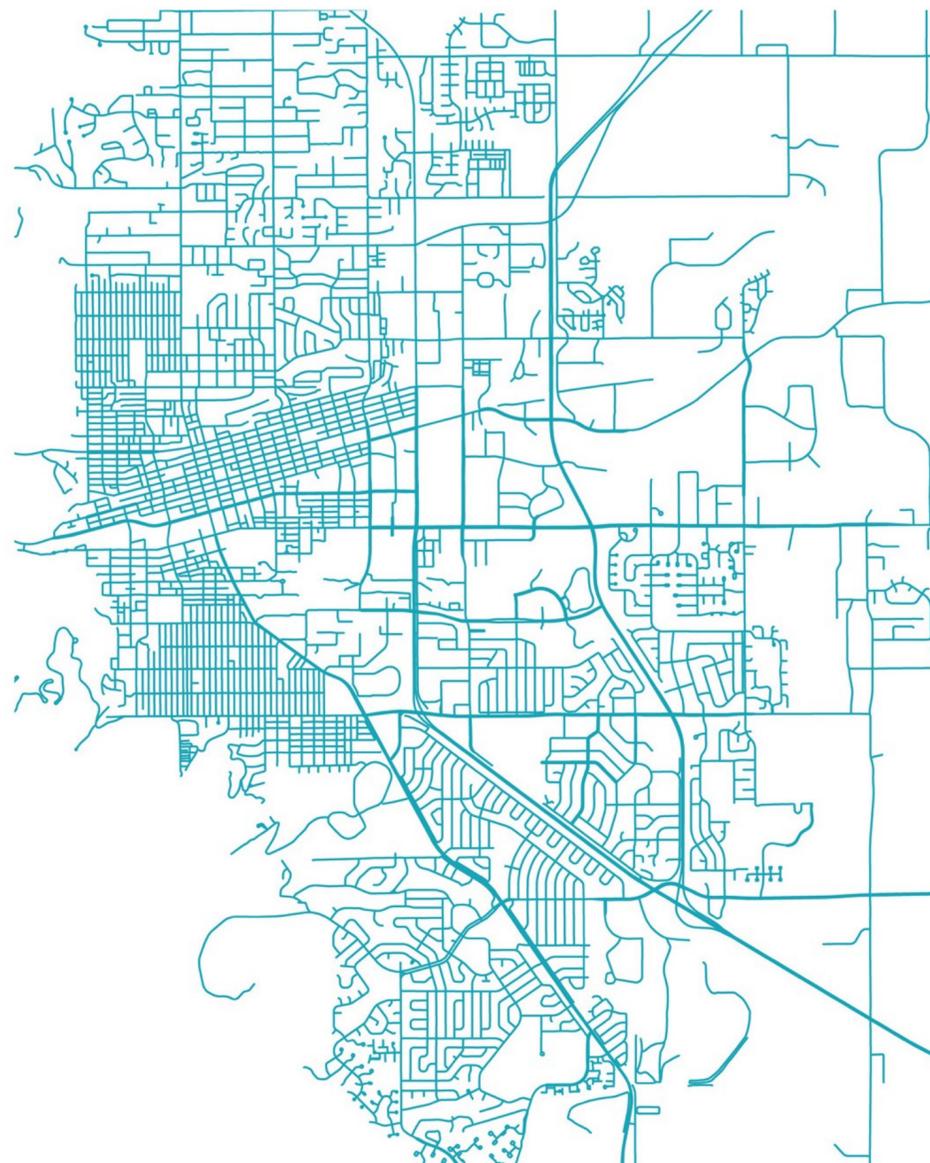
MEDELLIN

Colombia



BOULDER

United States



AMSTERDAM

The Netherlands



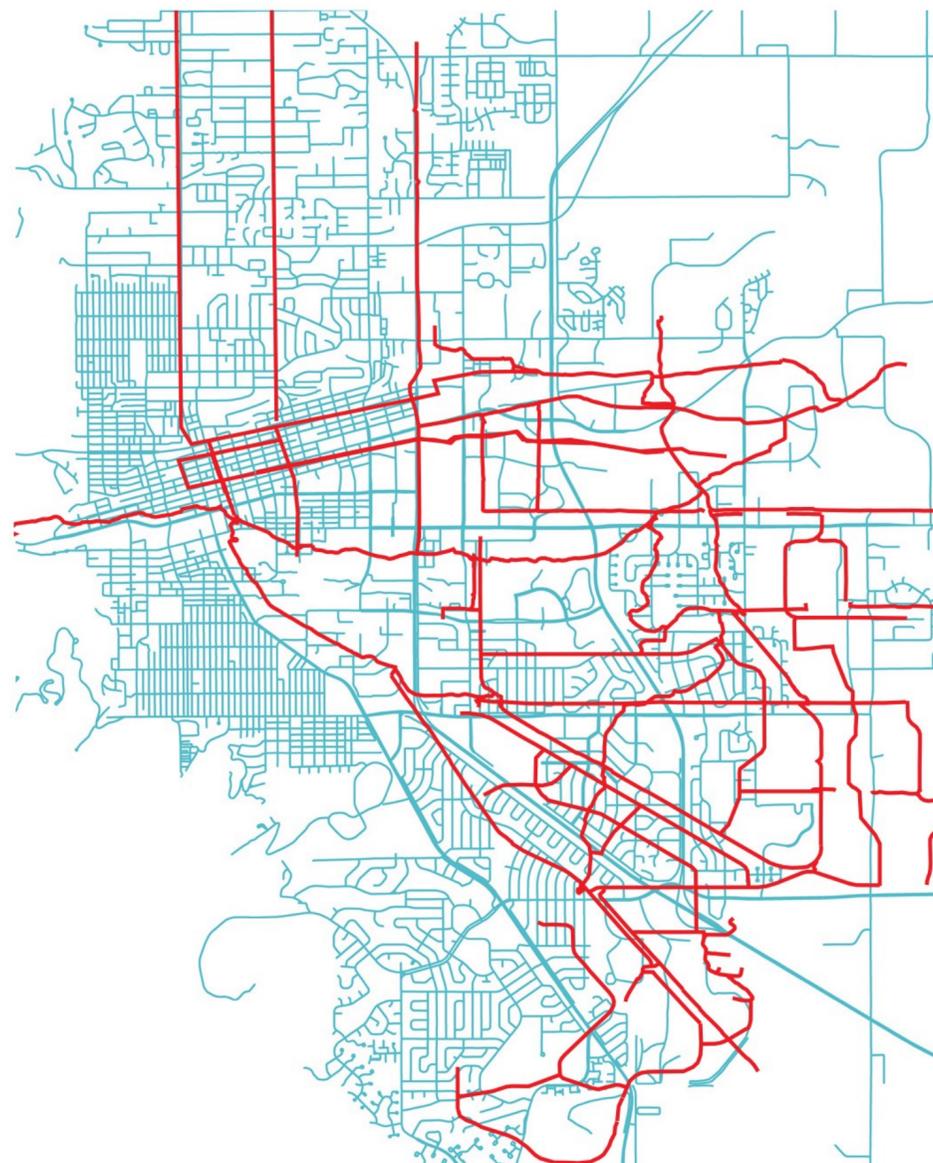
MEDELLIN

Colombia



BOULDER

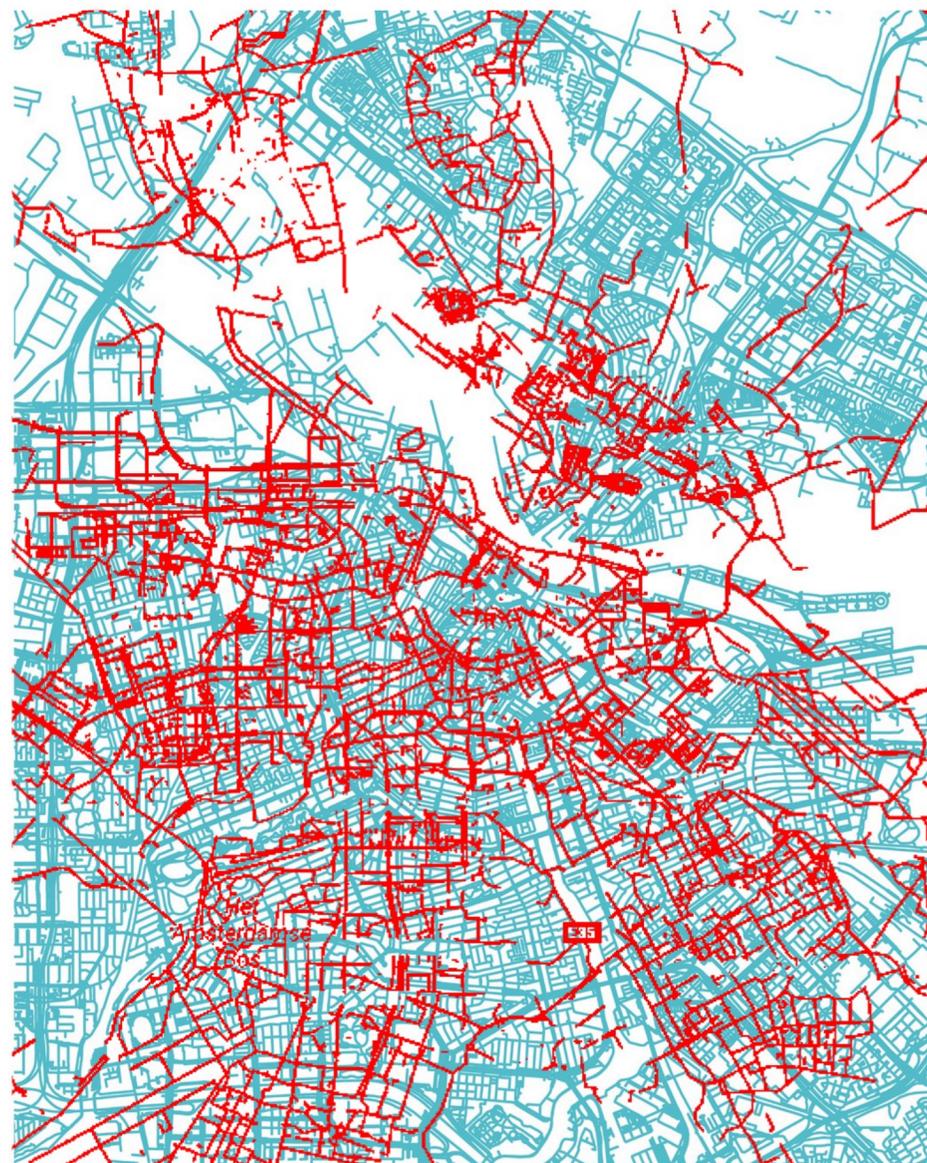
United States



25% bicycle lanes

AMSTERDAM

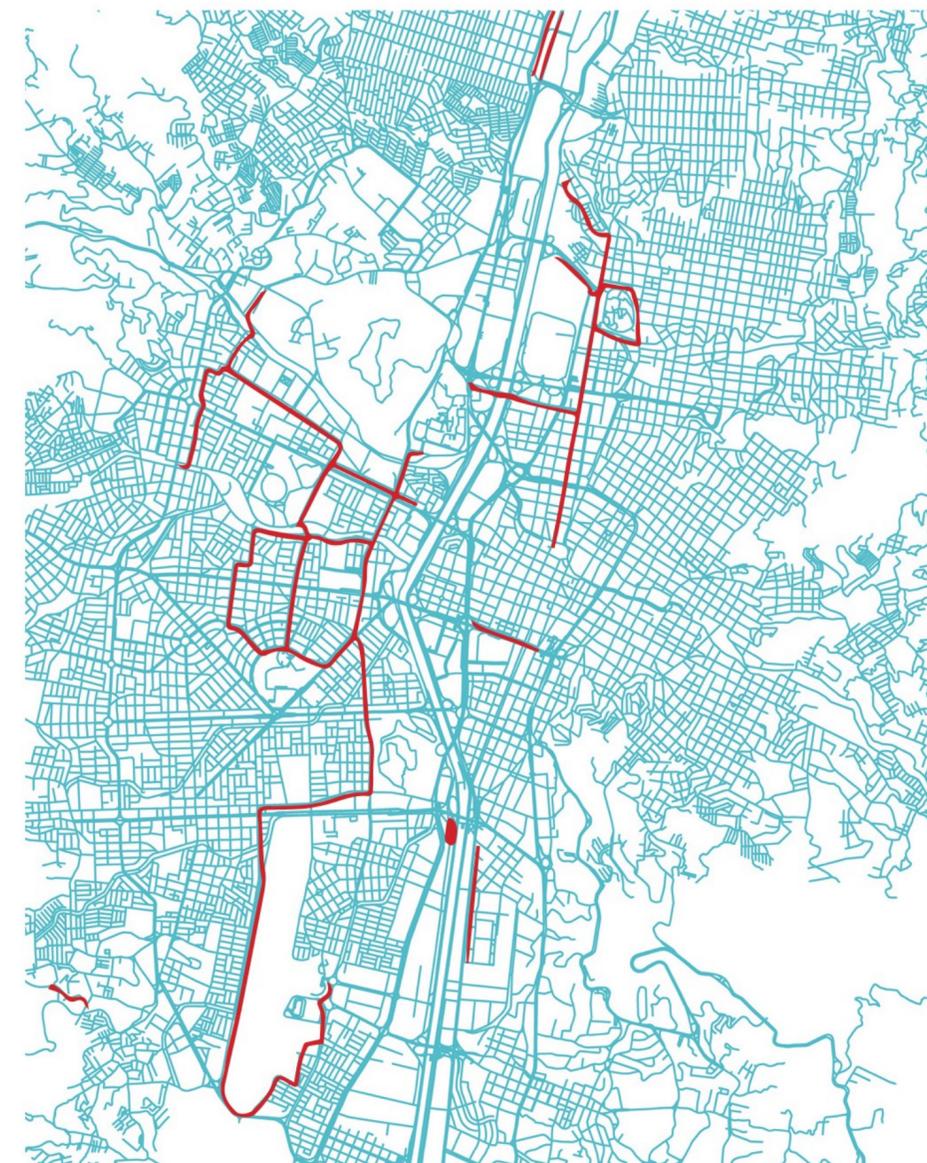
The Netherlands



80% bicycle lanes

MEDELLIN

Colombia



10% bicycle lanes

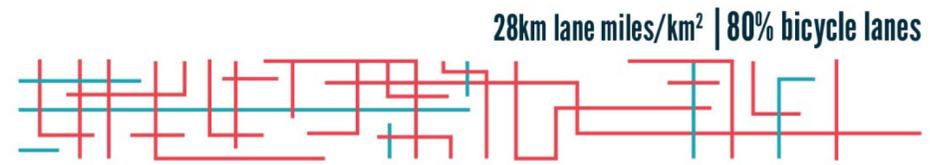
BOULDER

United States



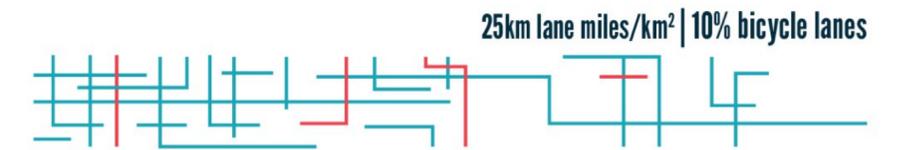
AMSTERDAM

The Netherlands



MEDELLIN

Colombia



BOULDER

United States

street density | % bicycle facilities 8km lane miles/km² | 25% bicycle lanes



road safety 4 deaths/year



topography 180m/vertical gain



population density 15/ha



land use mix low



AMSTERDAM

The Netherlands

28km lane miles/km² | 80% bicycle lanes



25km lane miles/km² | 10% bicycle lanes



Street density and percent of bicycle facilities calculated from GIS; road safety interpreted from annual averages for pedestrian/bicycle related deaths; values for topography gleaned from elevation data; population density recalculated using values from wikipedia and for entire city, not restricted to the area shown earlier; land use mix assessed experientially.

BOULDER

United States

street density | % bicycle facilities 8km lane miles/km² | 25% bicycle lanes



road safety 4 deaths/year



topography 180m/vertical gain



population density 15/ha



land use mix low



AMSTERDAM

The Netherlands

street density | % bicycle facilities 28km lane miles/km² | 80% bicycle lanes



road safety 2 deaths/year



topography 10m/vertical gain



population density 50/ha



land use mix high



MEDELLIN

Colombia

street density | % bicycle facilities 25km lane miles/km² | 10% bicycle lanes



road safety 100 deaths/year



topography 350m/vertical gain



population density 70/ha



land use mix high

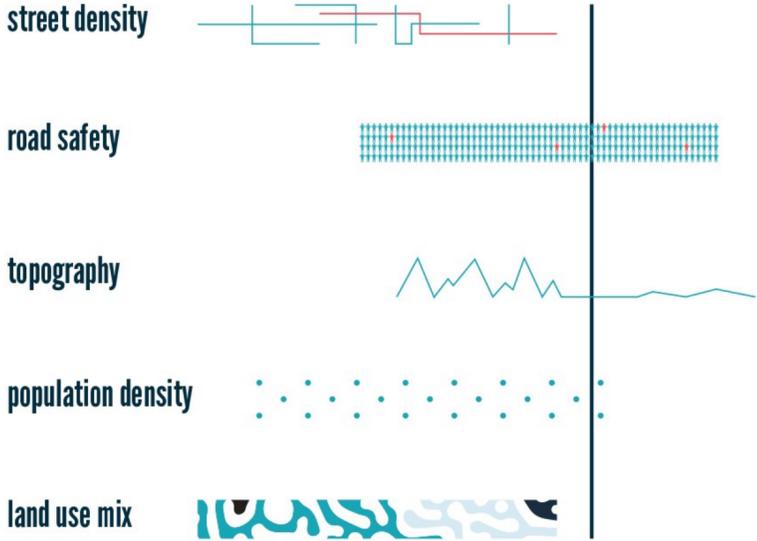


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THRESHOLDS to MEASURE and ADVANCE BICYCLING ACCESS

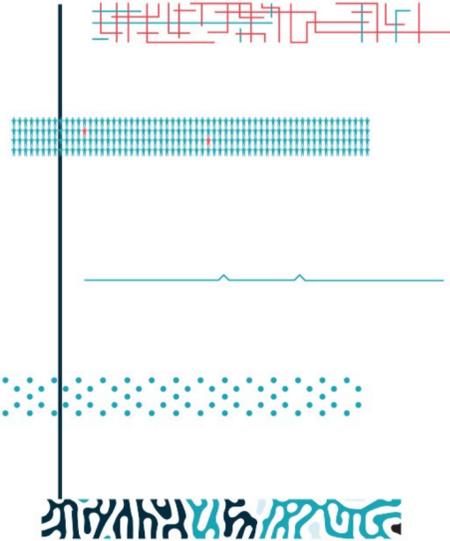
BOULDER

United States



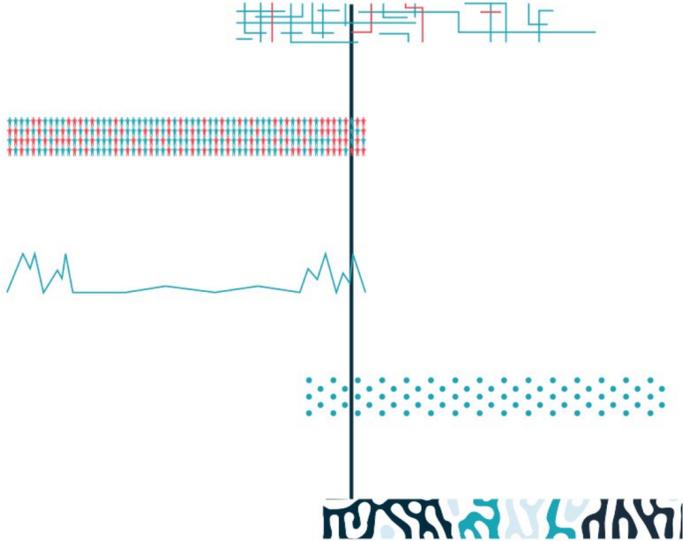
AMSTERDAM

The Netherlands



MEDELLIN

Colombia



BICYCLING ACCESS



$$m_1 m_2$$

ATTRACTION

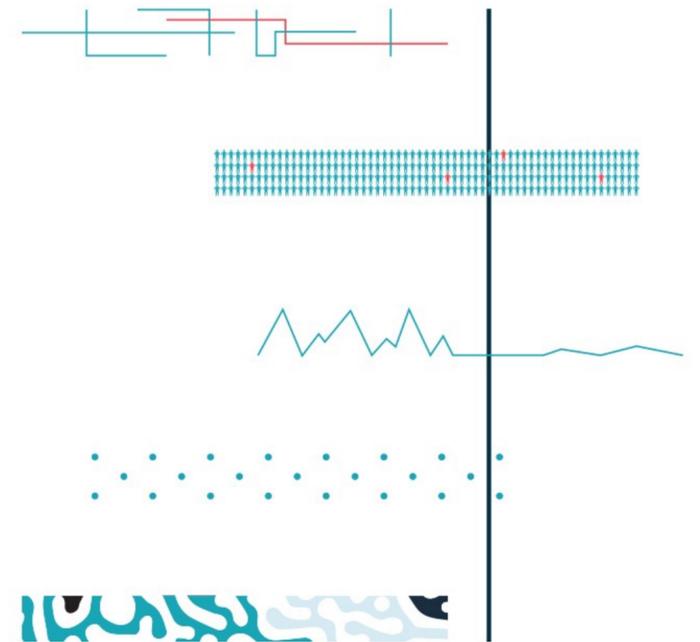
$$d^2$$

RESISTANCE



BOULDER

United States



MODAL WARFARE IS DYING... BUT WHAT IS LIVING?

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BOULDER TMP 2018

21 MARCH 2018

THANKS TO: JIM CHARLIER, WILL TOOR, ALANA WILSON, KRISTA NORDBACK, DAVE NEWPORT, DAVID KANG, HEIDI VAN GENDEREN, ROBIN MCWATERS & OTHERS

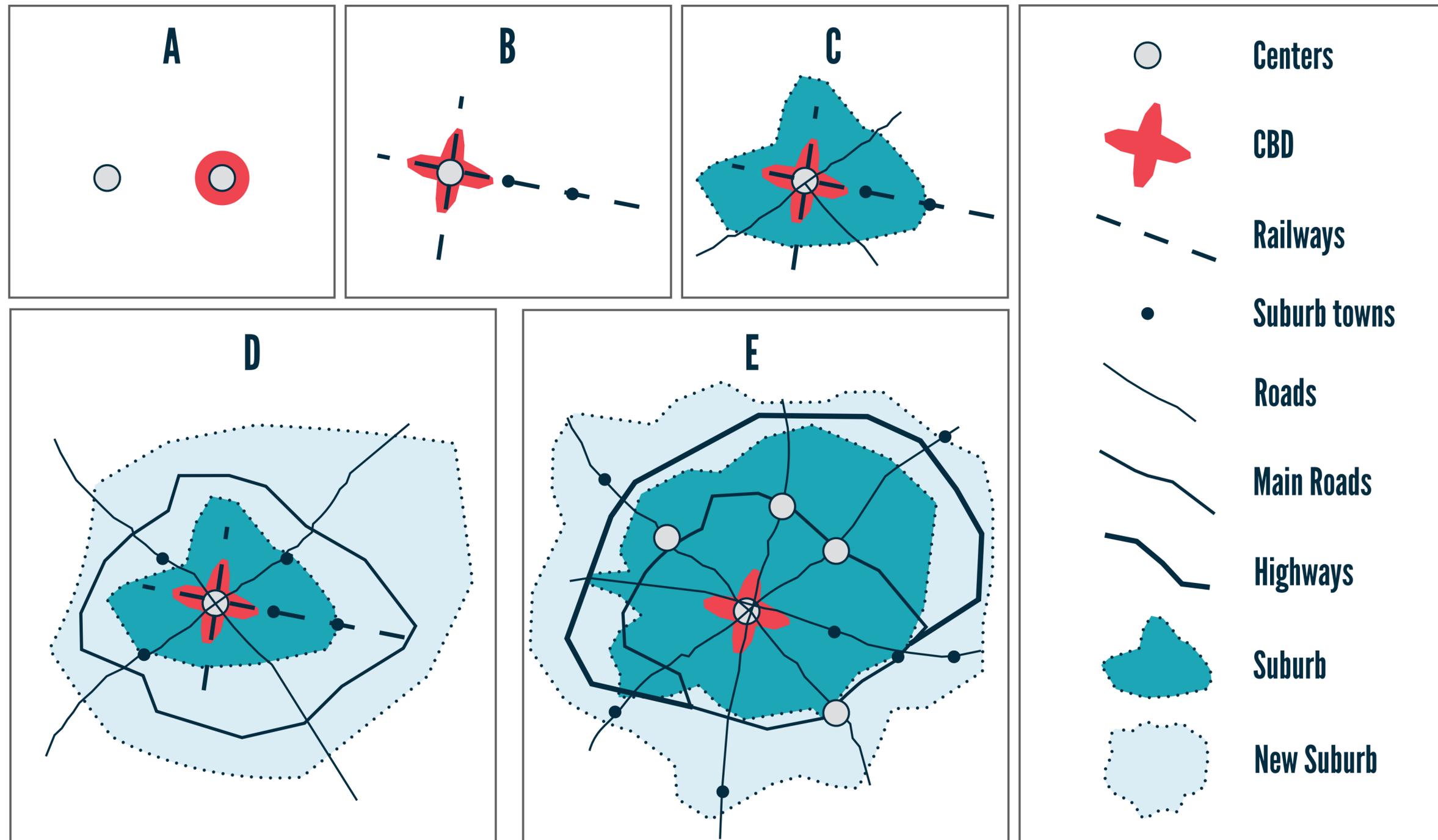


www.vehicleforasmallplanet.com

Radboud University



TRANSPORT & CHANGING URBAN LANDSCAPES



URBAN CHANGE PROCESSES

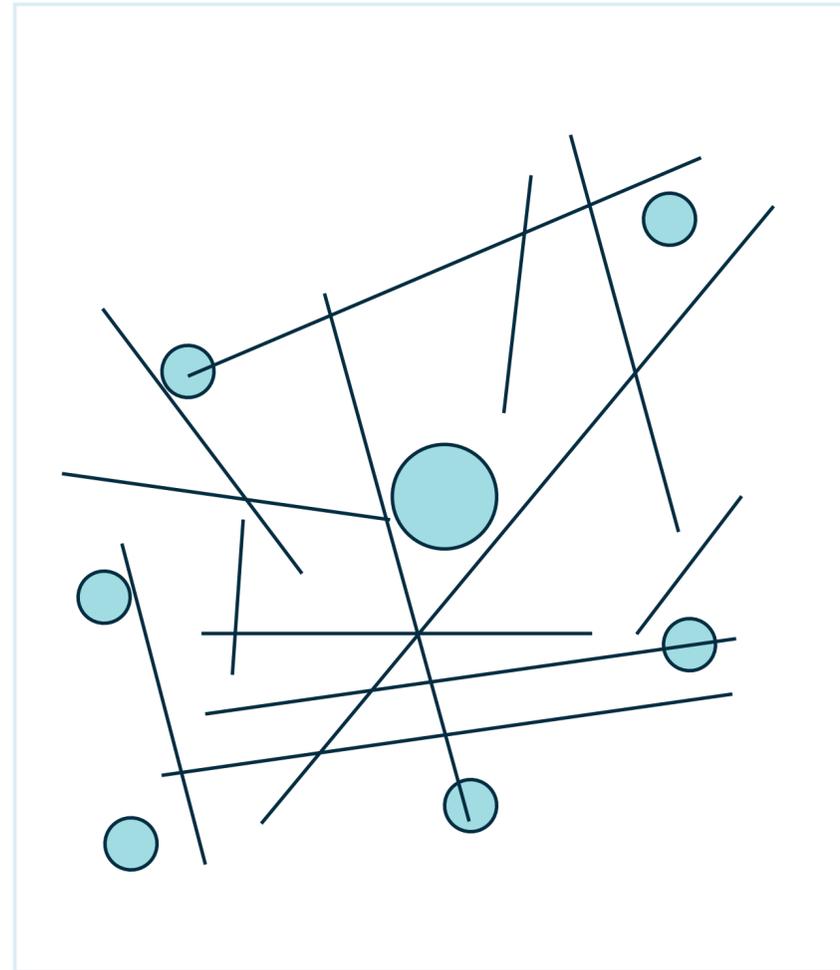
LEVEL	CHANGE PROCESS	STOCK AFFECTED	RESPONSE TIME (YEARS)	RESPONSE DURATION (YEARS)	RESPONSE LEVEL	REVERSIBILITY
1. Slow	industrial construction	industrial buildings			LOW	very low
	residential construction	residential buildings			LOW	low
	transport construction	transport system			LOW	nearly irreversible
2. Medium Speed	economic change	employment/unemployment			MED	reversible
	demographic change	population/households			LOW/HIGH	partly reversible
	technological change	transport equipment			MED	very low
3. Fast	labor mobility	workplace occupancy			HIGH	reversible
	residential mobility	housing occupancy			HIGH	reversible
	daily mobility	traffic			HIGH	reversible

TRANSIT & URBAN FORM

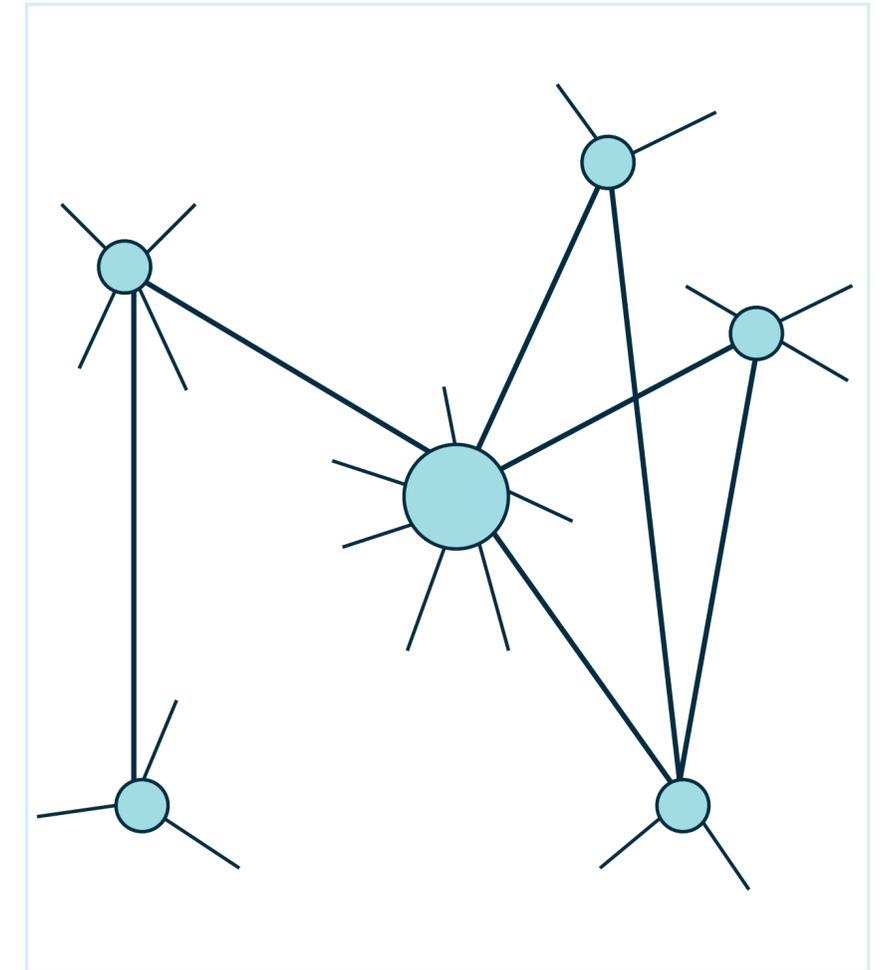
Adaptive Cities

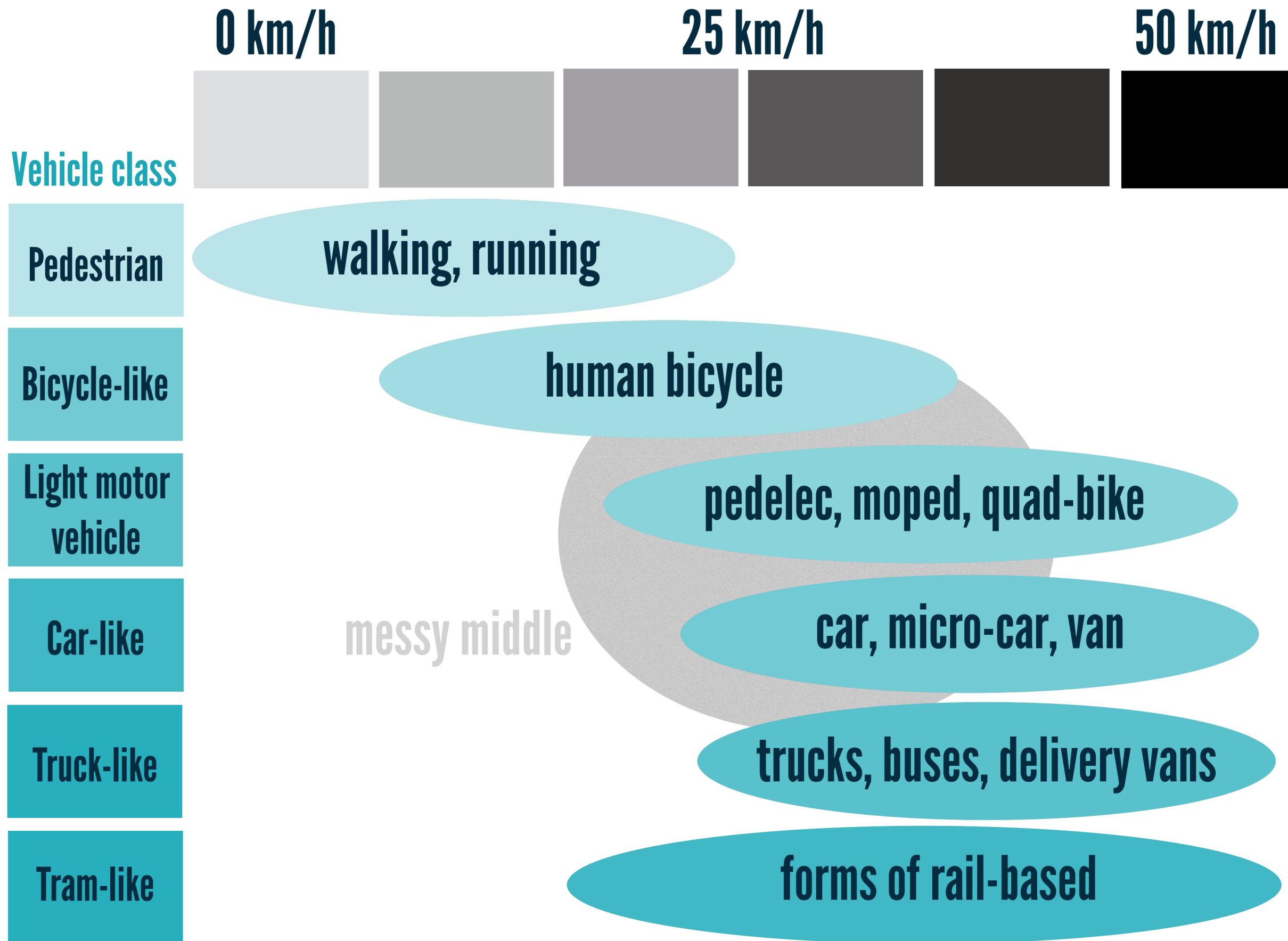


Adaptive Transit



Hybrids





BOULDER

United States



AMSTERDAM

The Netherlands



MEDELLIN

Colombia



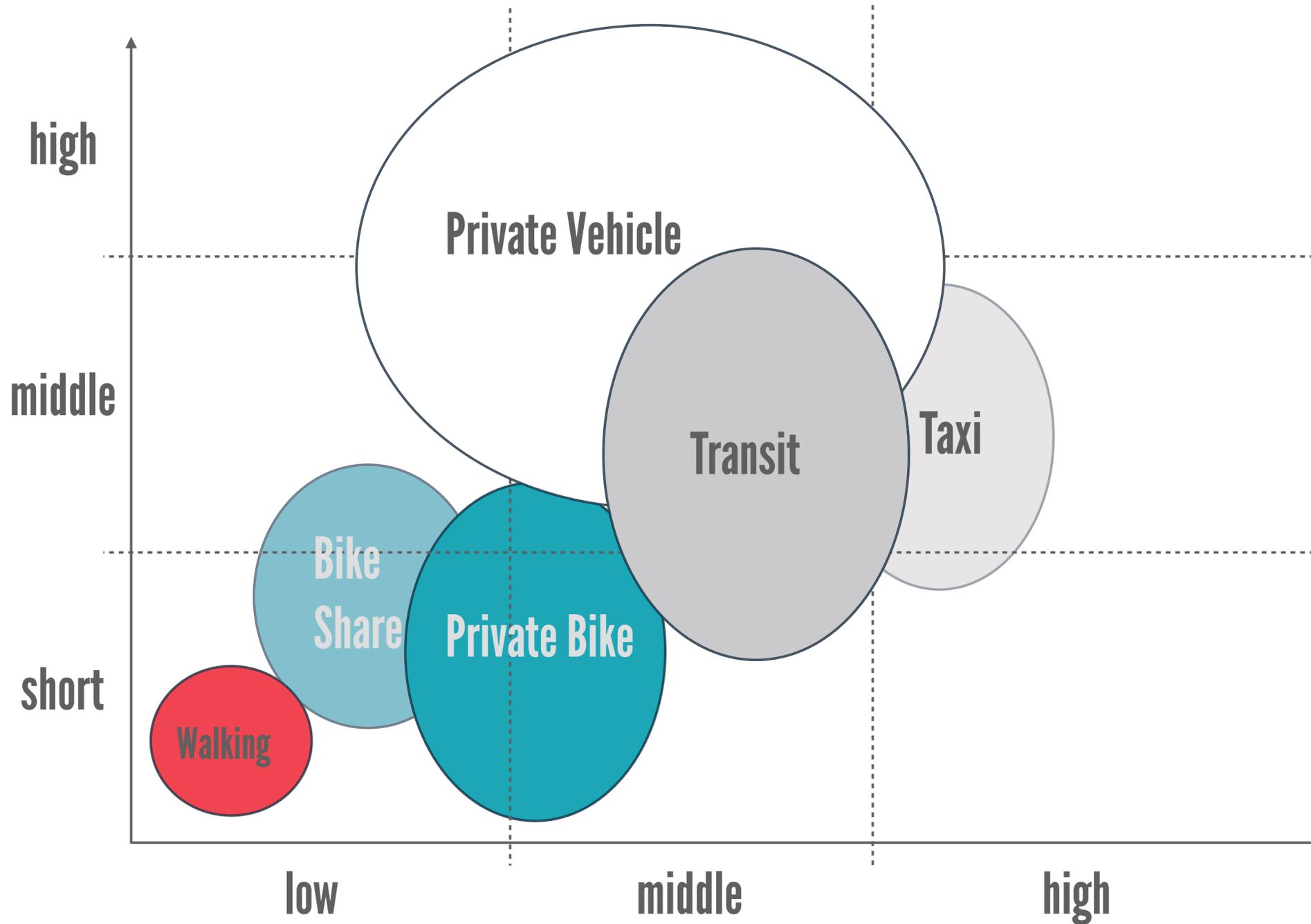
population density
people / ha

15

50

70

TRIP LENGTH



TRIP COST

CHAPTER V

WAYS TO THE NEOTECHNIC CITY

The transition from paleotechnic to neotechnic in actual progress around us; yet need of strongly emphasising these two types of Evolution as Inferno and Eutopia respectively. Necessity of ideal conceptions for every science. Example of this type, therefore, of Paradise and Inferno for the world, and no less than for theology and psychology.

The beauty of cities is of no mere sentimental interest: the æsthetic factor is recognised in war, in medicine, as at once a symptom of efficiency and health, and an aid to them. The limitation of past romantic criticisms of paleotechnic cities is thus avoided.

The cleansing of the city; starting from its mountain and moorland water-supply area, and proceeding inwards to meet town-planning extensions. These extend naturally star-wise along main thoroughfares, leaving unbuilt rustic areas between. These kept from growing together by here placing schools, playgrounds, allotments, gardens, etc. Value of opportunities of activity for youth, and for citizenship: civic virtues.

Cleansing of slums and creation of open spaces. As larger factories, breweries, etc., move to environs, small workshops may be grouped into their place, and sites thus left clear for open spacing. Needed concentration of garages; demolition of unnecessary mews; formation of garden-courts, etc. Such minor changes prepare for greater. Poseidon at Dunfermline.

IN Chapter II. we viewed our immense coalfield city-groups, our conurbations, as in the process of indefinite growth; while in the next chapter we presented the threatening aspect of the lower industry and cheaper life of our own and kindred lands, not only by internal exhaustion of coalfields, or by com-

petition upon lower levels, but rather by competition upon a higher one—that of the neotechnic order, now so plainly arising in other lands—Norway being but the best example, as having no paleotechnic development to speak of.

Yet, as already indicated, and as the reader must once and again have felt—this neotechnic order is open to us also; we have had no small part in initiating it. Where better may this advance than in a land, one of the best situated of any, still of cheap and abundant resources, of ample and industrious population? Not to speak of resources still only opening, like water-courses and peat-bogs, which yield their gifts like tides. Each inventor is busy with his part of this complex task, and the integration of further progresses is one main object of the neotechnic order.

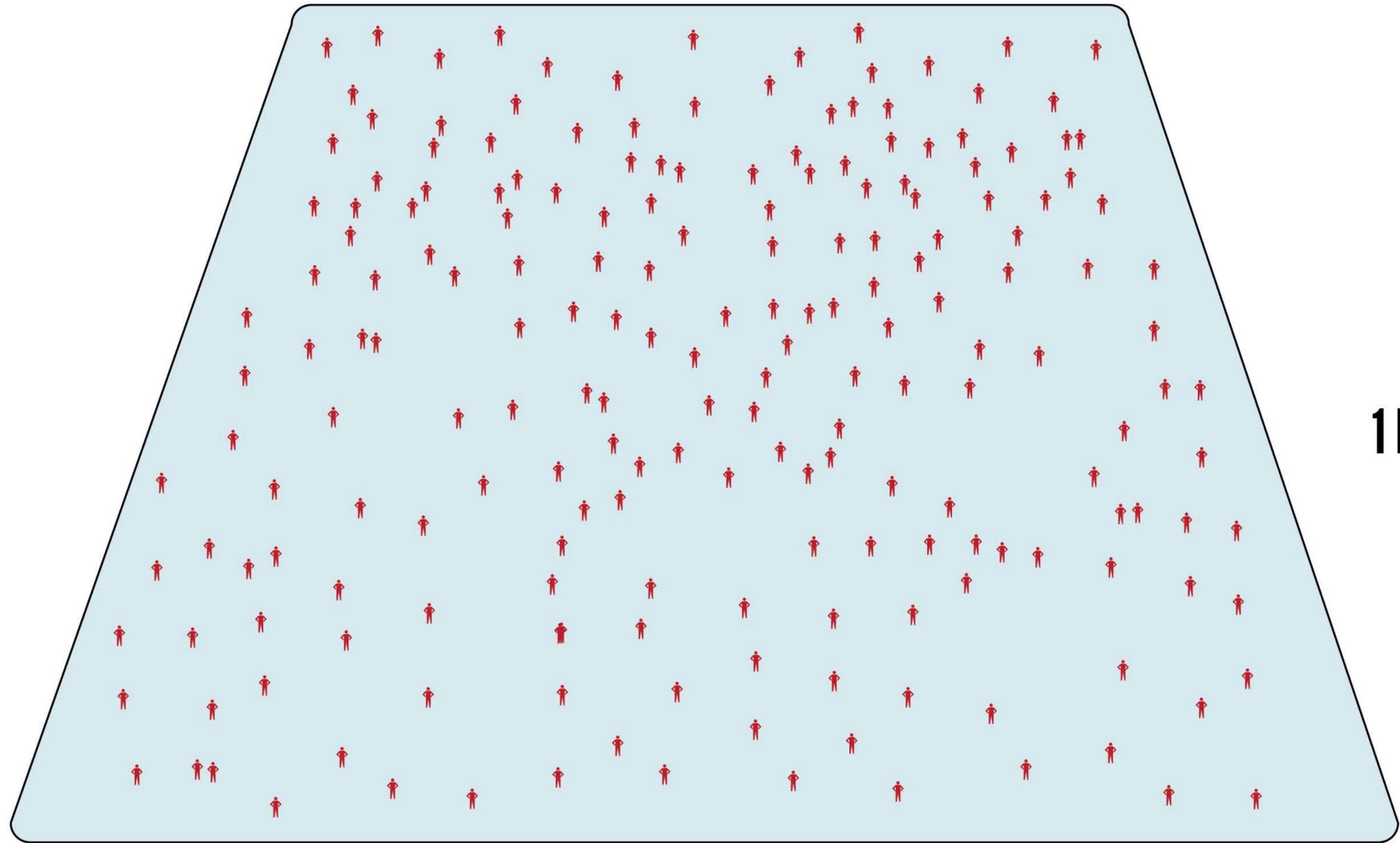
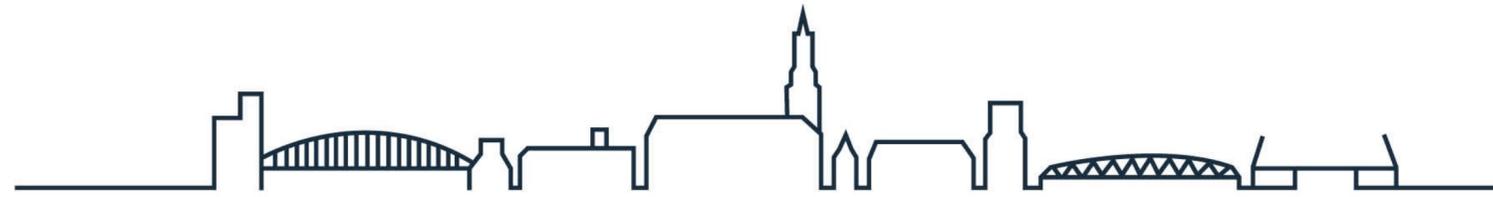
Since cities are thus in transition, is a defence needed of the present order, or is a new path to be sought forking of the path of evolution—industrial, social, civic? Our general view of the paleotechnic city has been, and is, a true one, but the full truth has not been said. Its evils—as per its reporters' columns of realistic novels, its problem plays—are here viewed as originating at the individual and commercial level, and thus normal to it, not removable by the efforts of the few philanthropists, who, unlike too much, but potent symptoms. A view surely pessimistic enough! Yet this pessimism is but apparent; its faith is in the

WHENCE

HOW

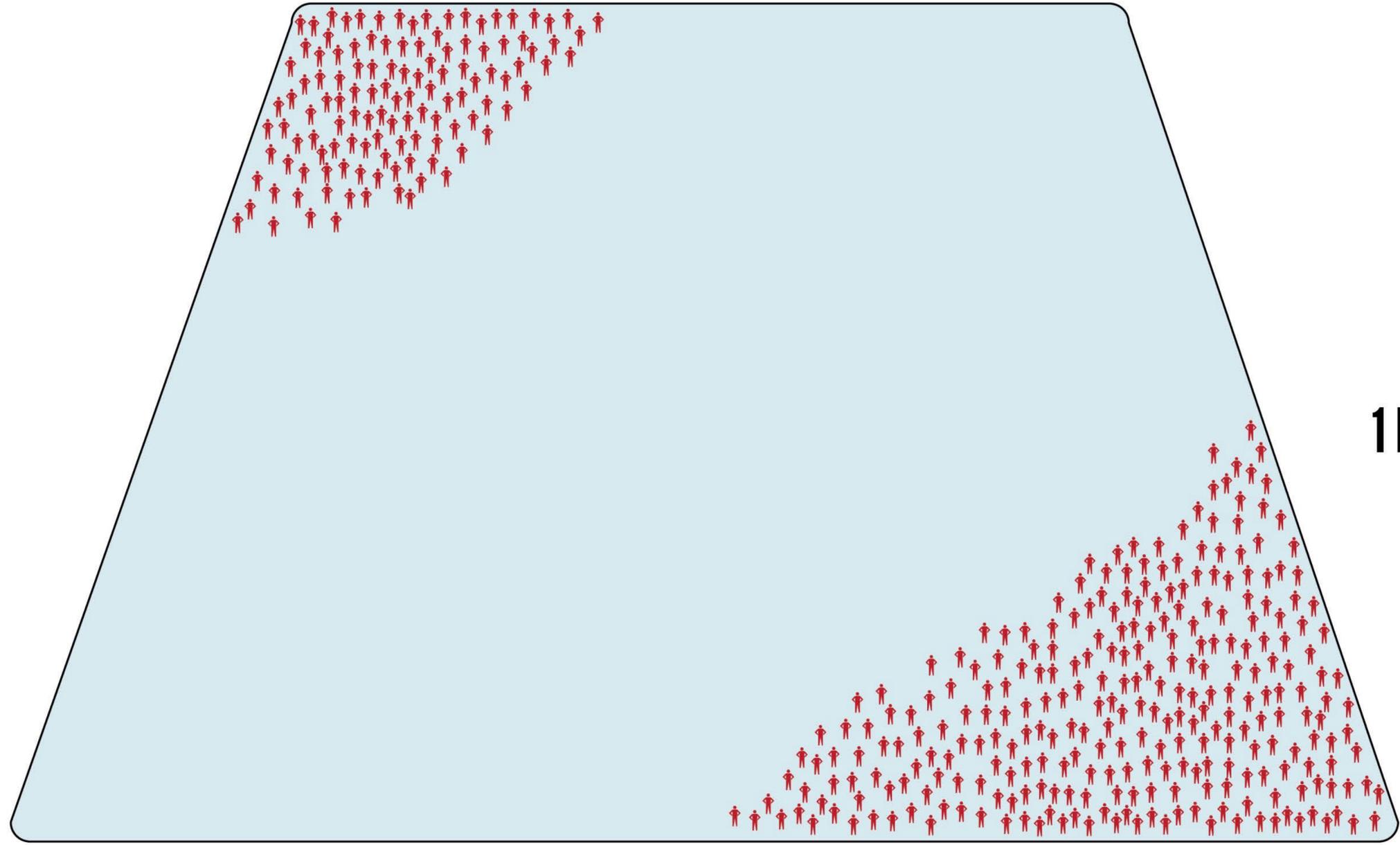
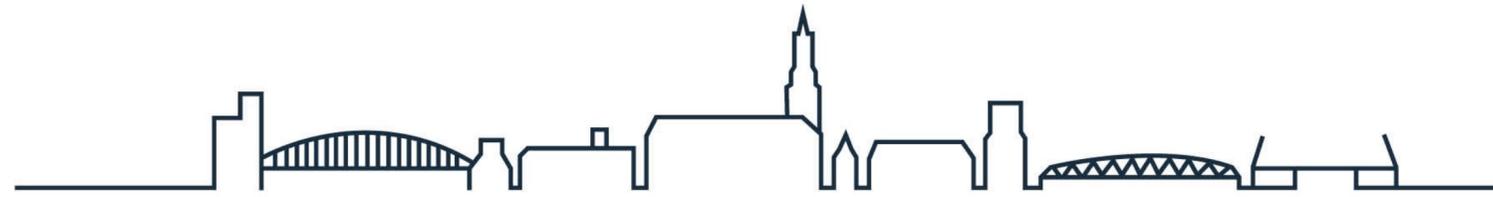
WITHER

"Evolution is most plainly, swiftly in progress, most manifest, yet most mysterious...the patterns here seem simple, there intricate, often mazy beyond our unravelling, and all well-nigh



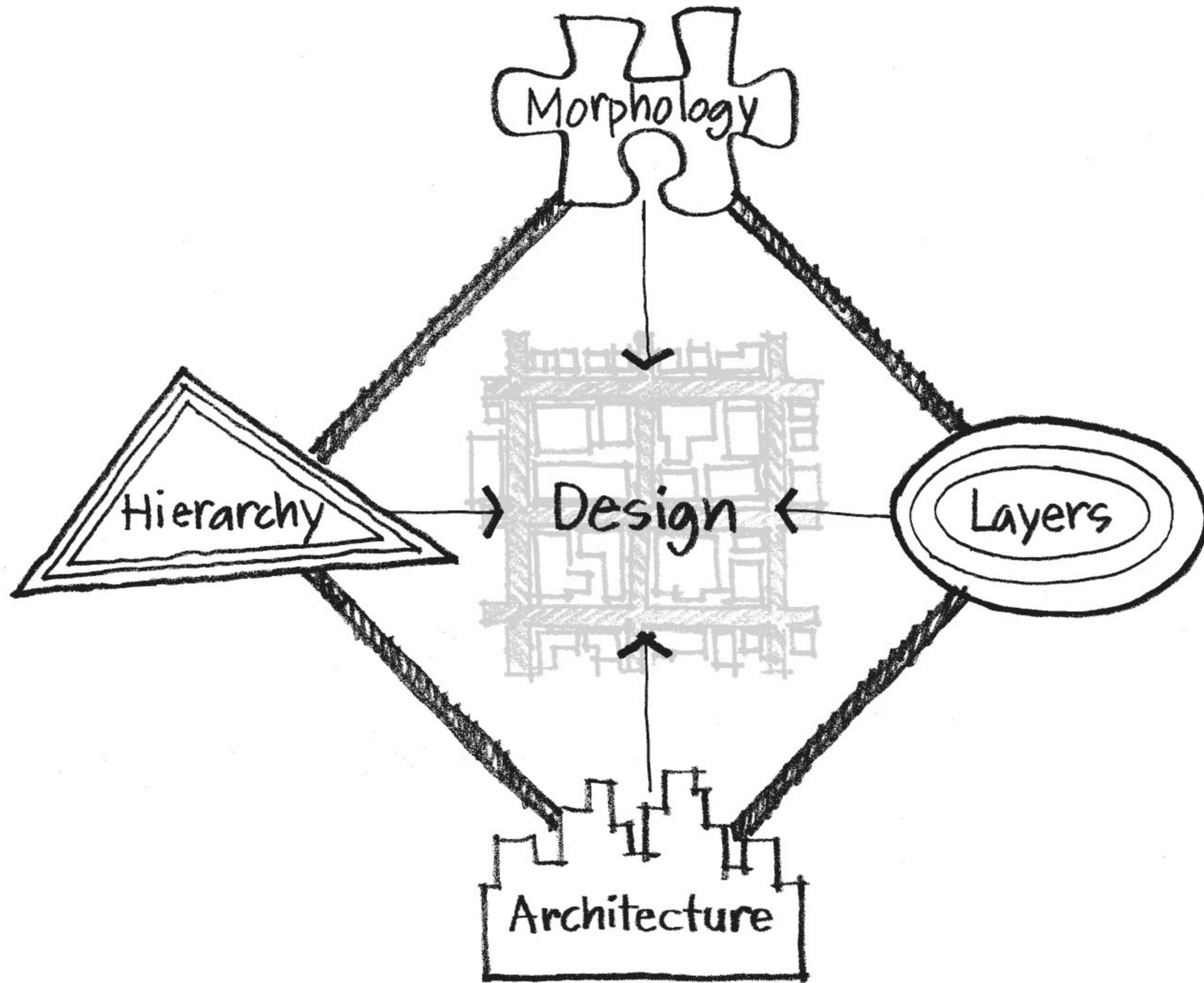
1 km

1 km

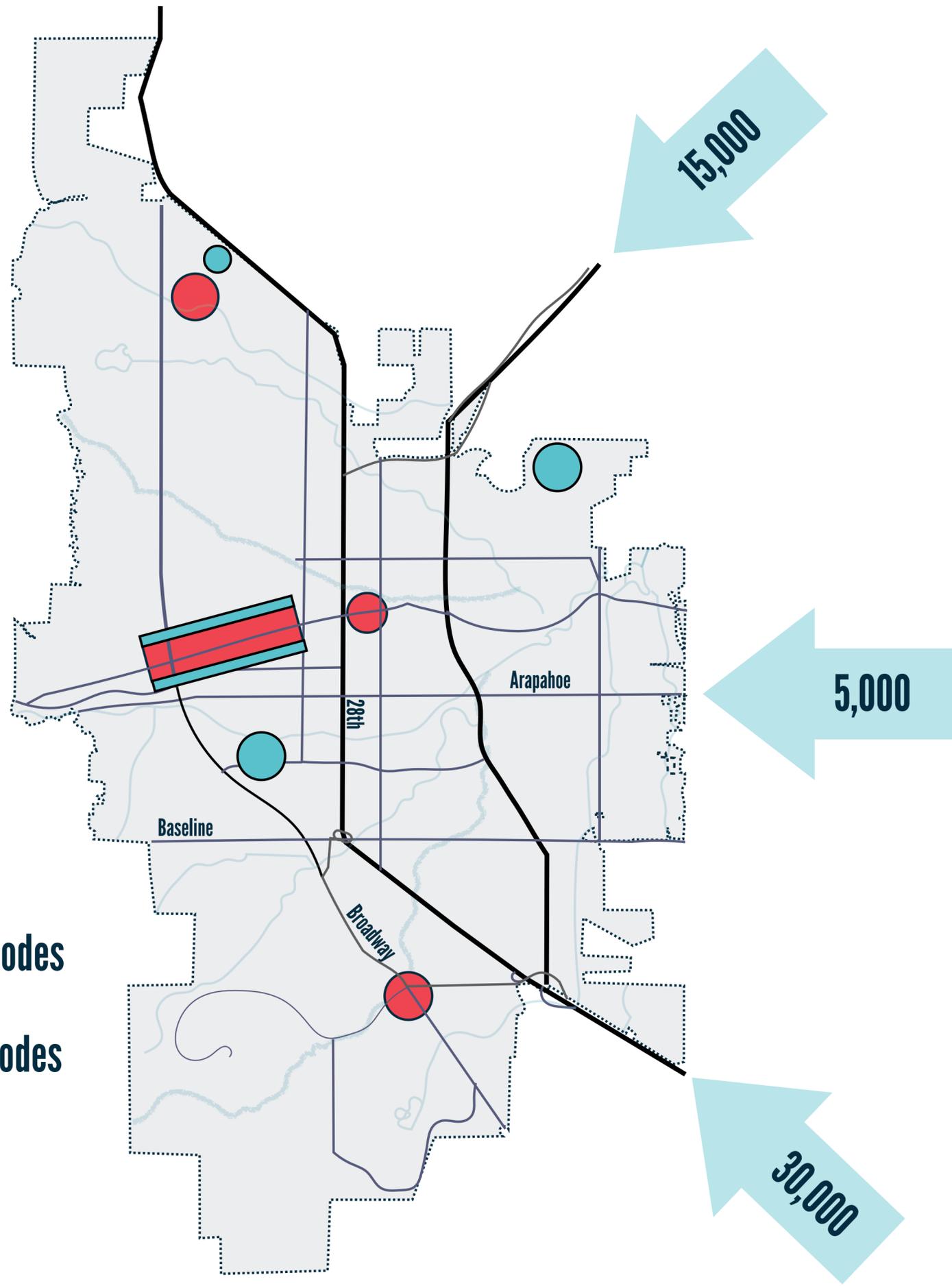


1 km

1 km



-  Commercial nodes
-  Employment nodes
-  Built area



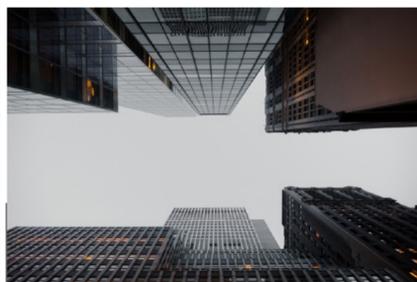
FUTURE PREMISES & GIVENS:

- 1. Transport solutions vary widely by context & culture**
- 2. Development densities will increase**
- 3. Robots are coming**
- 4. Flows (inc. humans) will be accurately monitored**
- 5. Humans prefer to travel (& not cloister-up at home)**
- 6. Gains in energy efficiency will nudge policies**

WHY (PURPOSE)?

HOW (MODE)?

HOW FAR?



30 housing / acre
50 emp. / acre



20 housing / acre
25 emp. / acre



20 housing / acre
25 emp. / acre



10 housing / acre
20 emp. / acre



5 housing / acre
15 emp. / acre



Density

Transit
Mode Characteristics

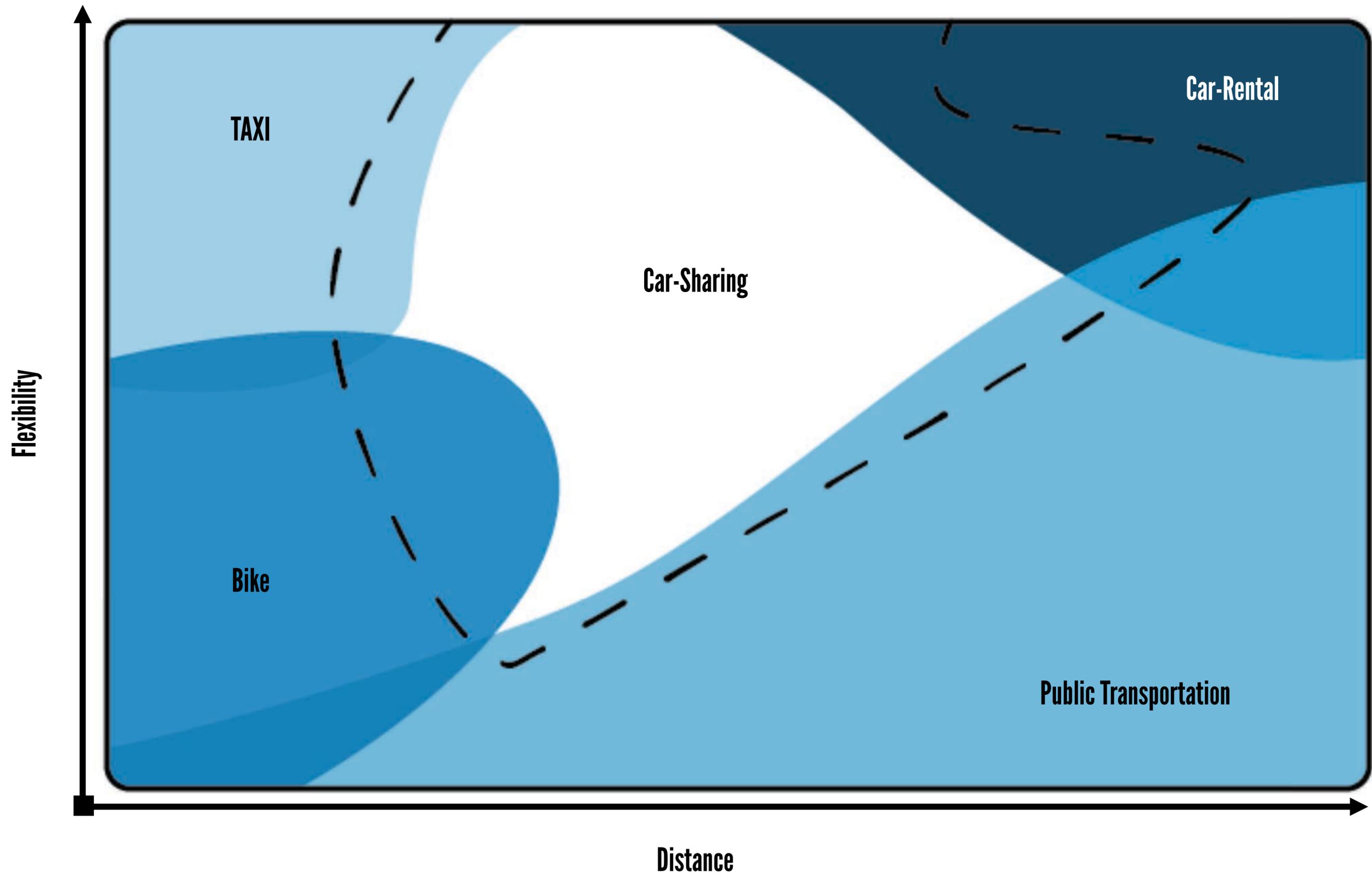
Light Rail

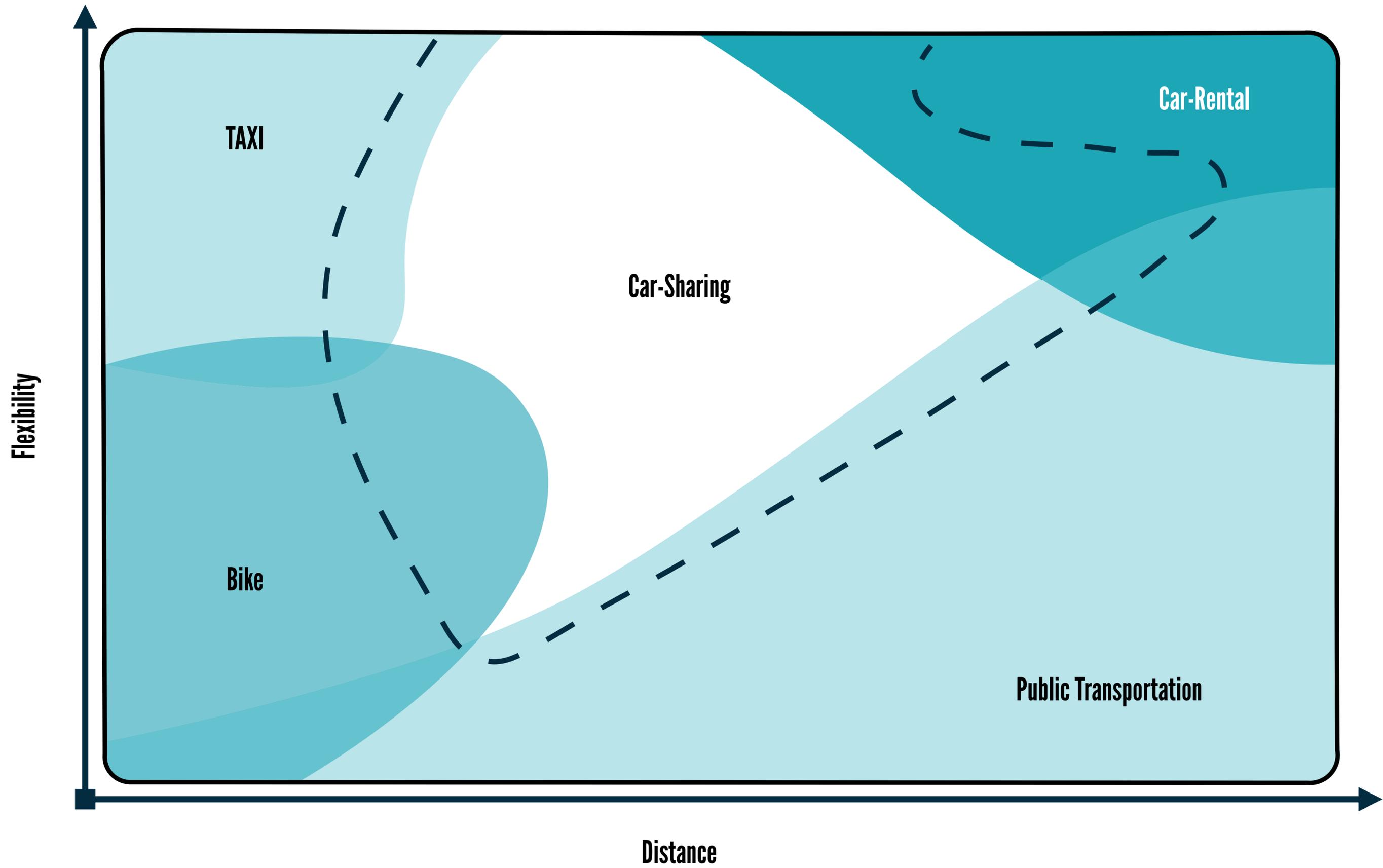
Streetcar Rapid
Transit

Bus Rapid
Transit

Commuter Rail

Partial Bus Rapid
Transit





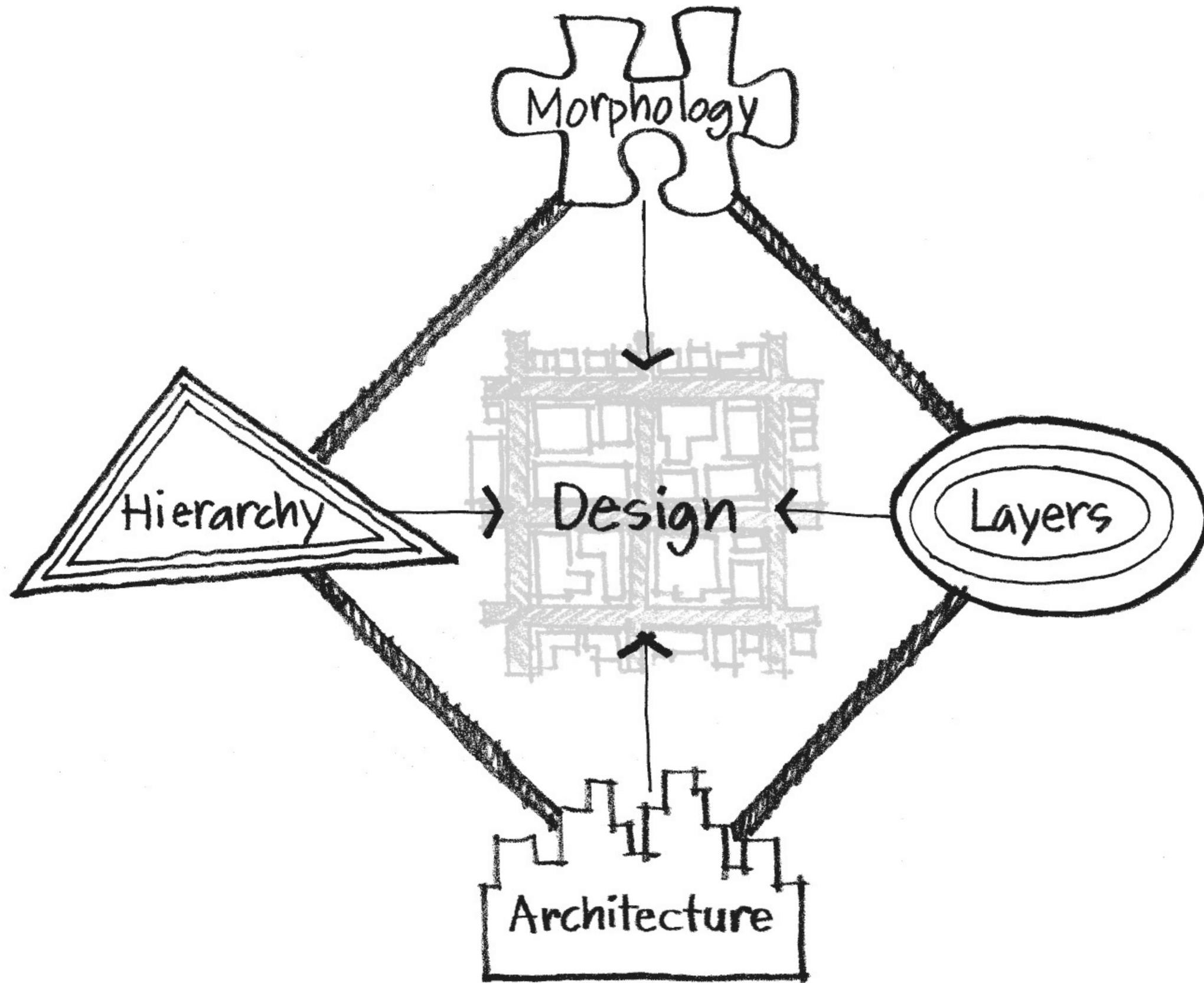
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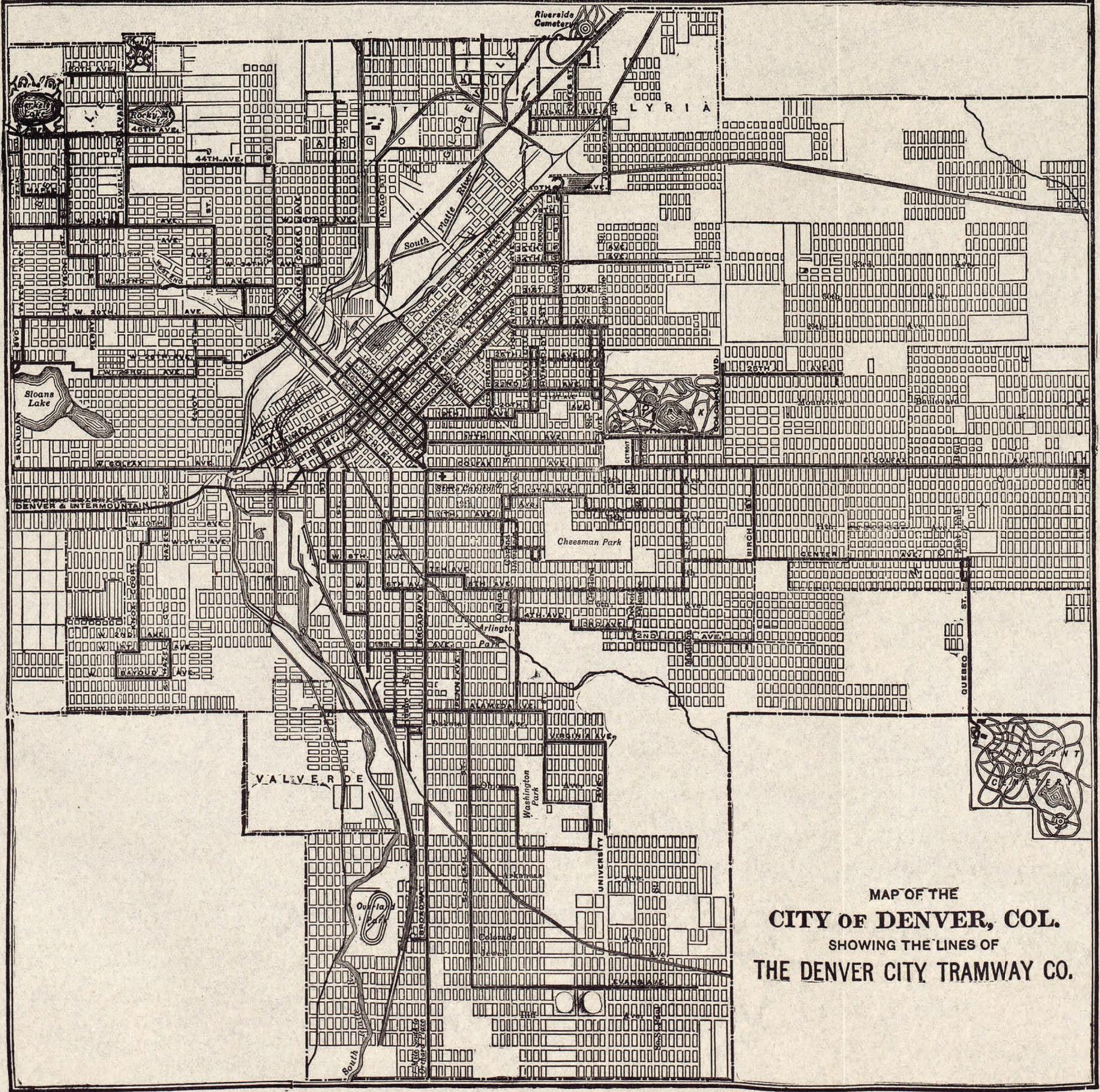
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**THERE ARE OTHER
FACTORS**

STICKING POINTS:

- 1. How to assign speed thresholds (3, 4, 5 or more)**
- 2. Which corridors**
- 3. Deal with intersections**
- 4. Pedestrians**
- 5. Delineating where city starts and stops**
- 6. Enforcement**
- 7. Feedback mechanisms**



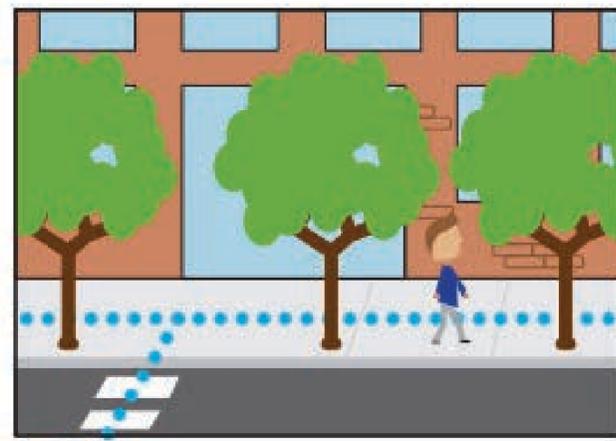
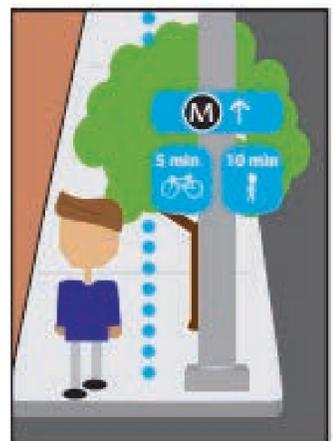


MAP OF THE
CITY OF DENVER, COL.
SHOWING THE LINES OF
THE DENVER CITY TRAMWAY CO.

THE MEET-UP!

In sunny downtown LA, we join Jeff in the middle of making plans to catch up with his long-time friend Bret...

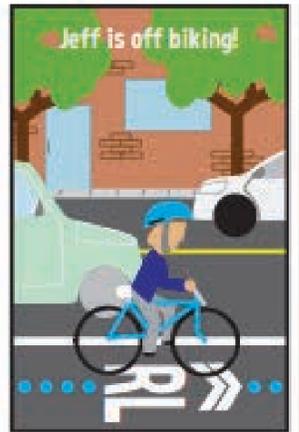
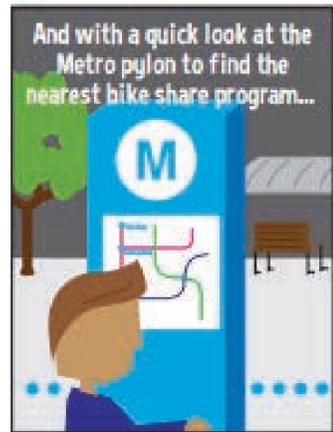
Sounds good, I haven't been to LACMA in a while...the Pathway? Hmm...I'll check it out. See you soon!



JEFF SETS OFF ON THE PATHWAY, following the signs to get to his nearest Metro station.



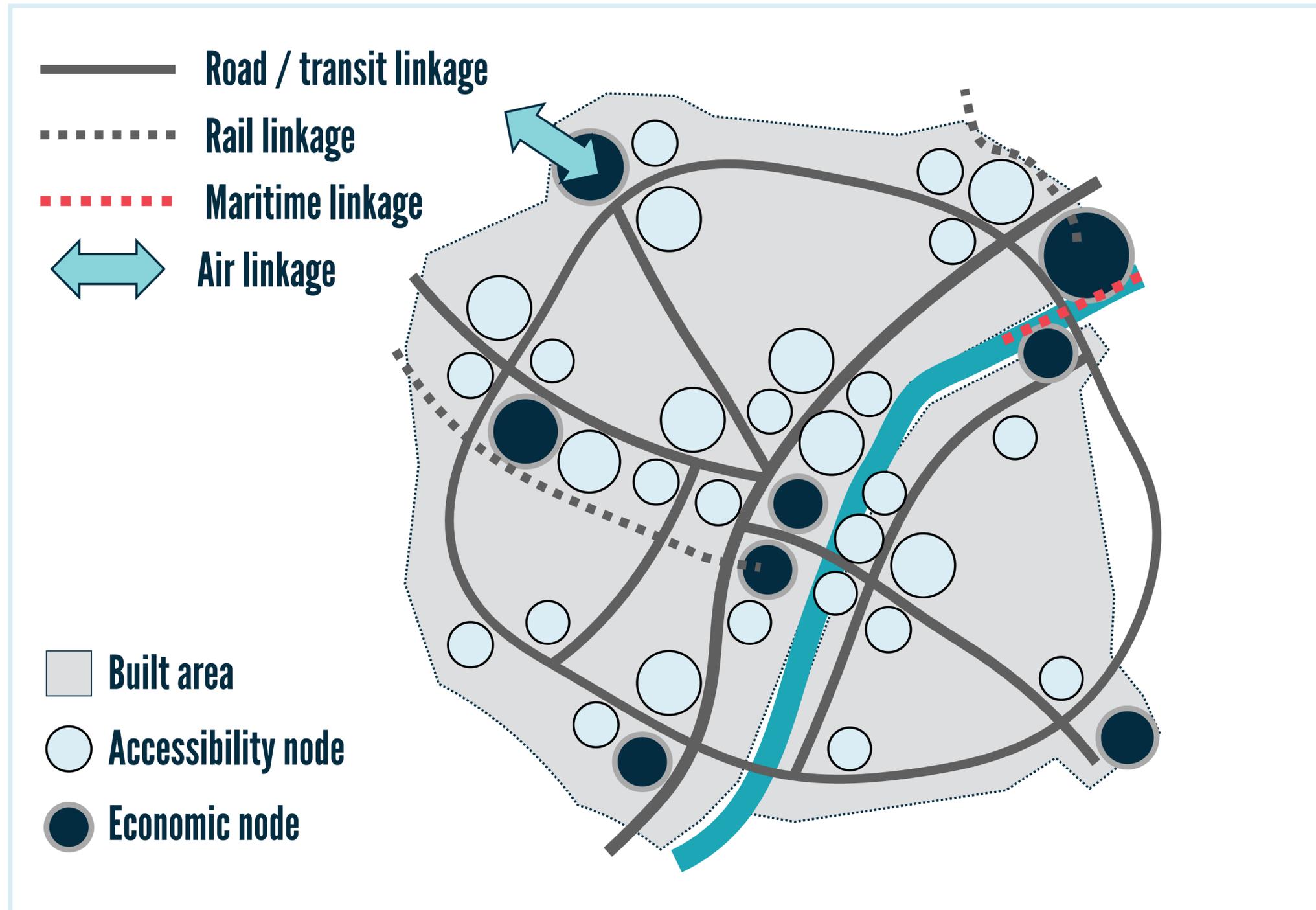
A SHORT AND SPEEDY METRO RIDE LATER...



RULES OF THUMB FOR DESIGNING STREETS

- 1. Undivided streets, < three lanes**
- 2. When divided by a raised median, < four lanes—two lanes in each direction, with left-turn lanes provided adjacent to a traffic separator at intersections; right-turn lanes may also be provided.**
- 3. Divided streets, can be > six lanes wide, but heed caution w/ intersection design (i.e., crossing distances short). At any intersection approach, only one left-turn lane may be added, small corner radii should be used, and right-turn lanes are discouraged and if used they must include channelizing islands to reduce pedestrian conflicts and crossing distance.**
- 4. One-way streets, < three lanes.**

NODES, LINKAGES & URBAN FORM



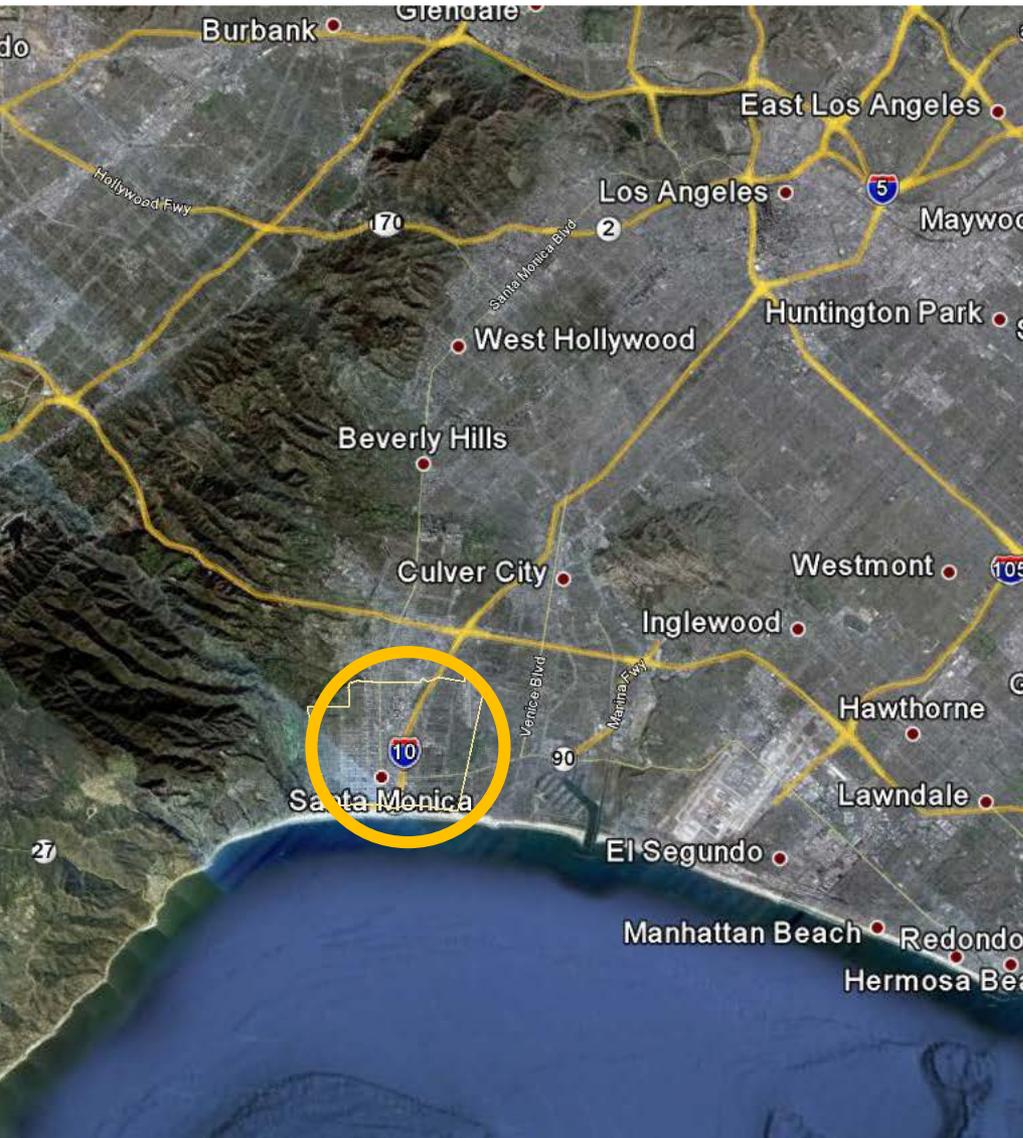


Francie Stefan

City of Santa Monica, Mobility Manager

francie.stefan@smgov.net

SANTA MONICA



The City

- Beach Community
- Health & activity
- Surrounded by City of LA
- Former “Red Car” streetcar destination

Demographics

- 90,000 residents
- 100,000 jobs
- 7+ million annual visitors
- Daytime population 200,000+

Land Use

- Single and multi-family districts
- Office districts, and growing tech
- Major Boulevards
- Housing and commercial redevelopment

WHAT MAKES IT A SPECIAL PLACE TO LIVE, WORK AND PLAY?

Strong and unique residential neighborhoods

Diverse & healthy economy

Sustainability as foundation of our identity

Valued historic resources

Progressive values/caring for each other

A committed and active community

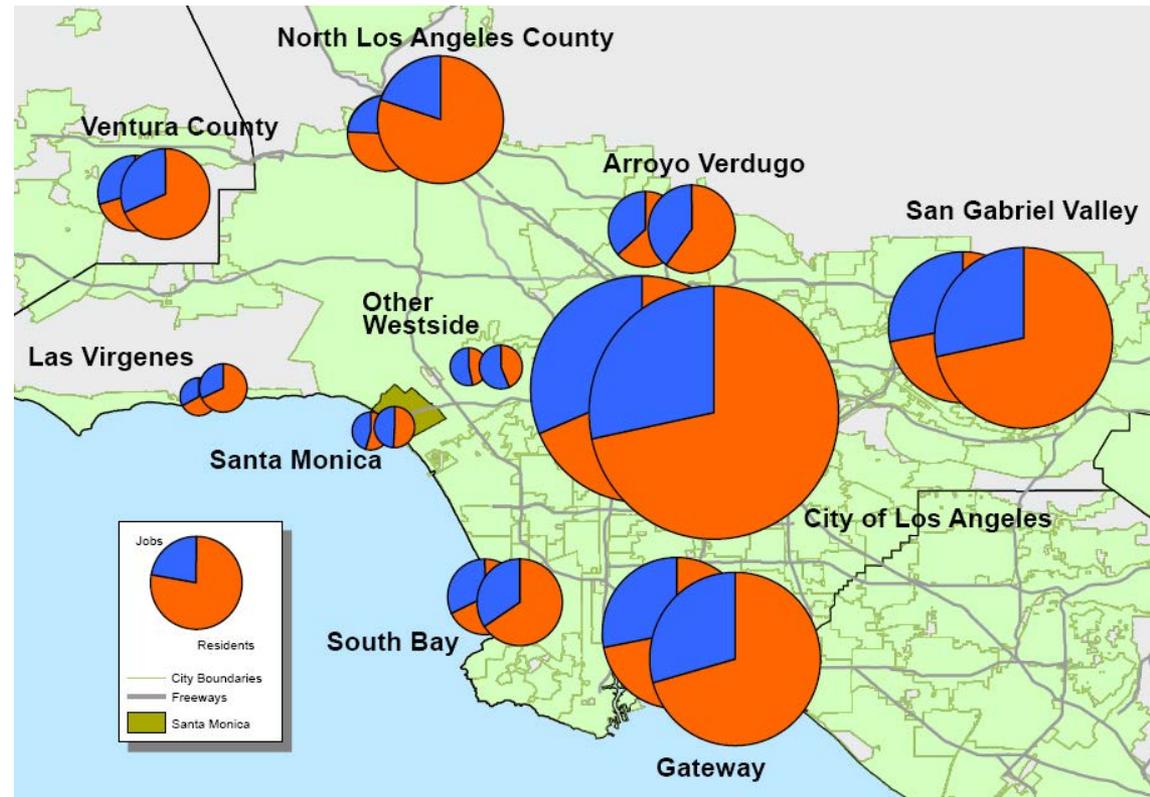
Stunning natural setting



THE LAND USE & CIRCULATION PLAN – A SUSTAINABLE VISION

...but there are challenges to making a Sustainable City when you're a smaller city **within a larger region**...

- Mass of existing and future traffic stems from regional pass-through trips
- Potential change in Santa Monica is minuscule compared to the growth and traffic happening on all sides
- Regional traffic will fill any less traveled streets
- Santa Monica has to create proactive tools for managing congestion.



What we heard from the community...

Neighborhoods

- *Changes to the physical and social fabric*
- *Speeding and **Cut-through traffic***

Transportation

- *Frustrating **congestion**, takes longer to move*
- *More Santa Monicans **driving out of the city** to work, shop*
- *Desire for more options, **seamless transit service***

Community Character

- ***Loss of housing diversity**– “where will my kids/aging parents live”?*
- *Threat to the “beach community” **character and historic resources***
- *Desire for **neighborhood amenities** – services, open spaces*
- ***Buildings out of scale** with surrounding community*

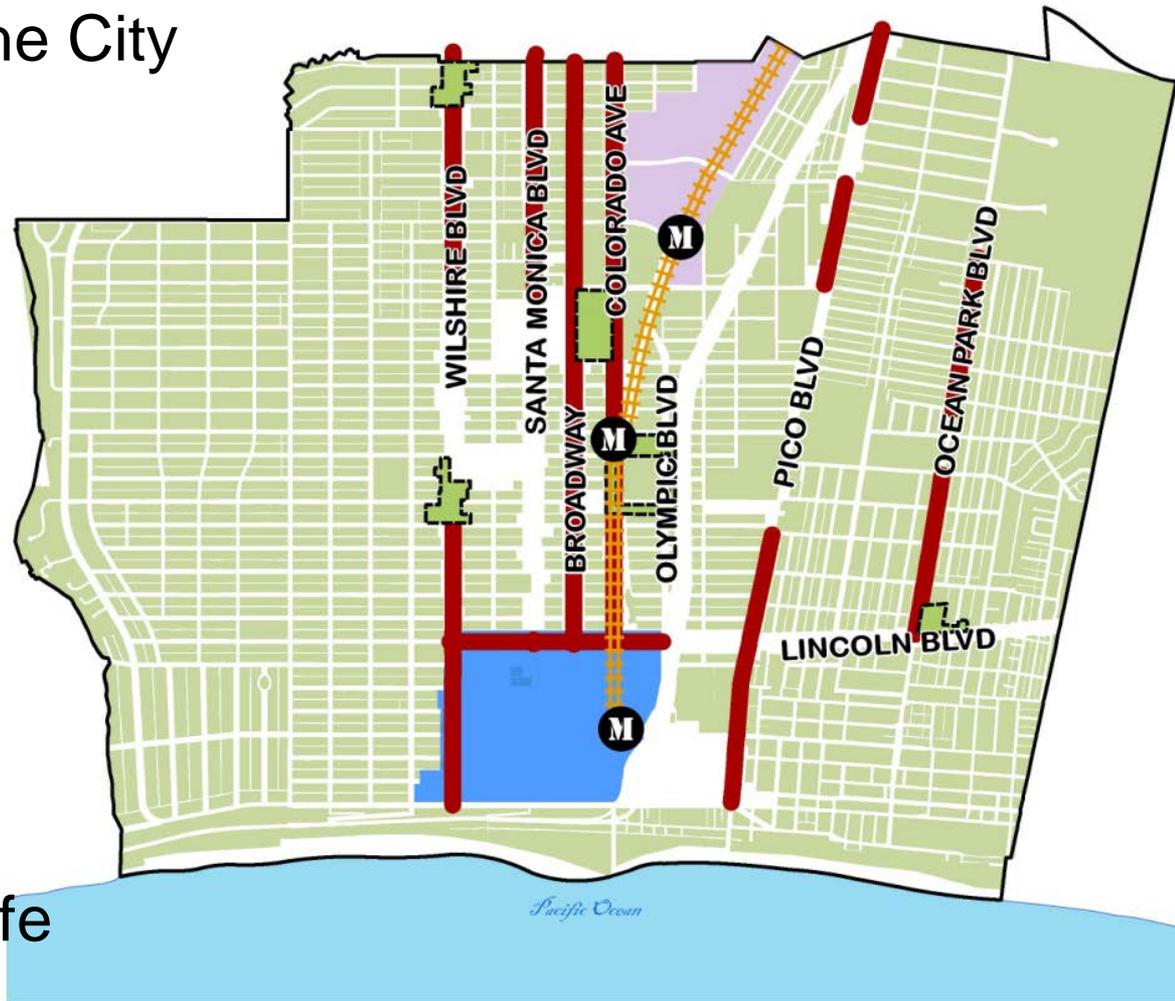
Community Benefits

- ***New projects not contributing** resources to existing community*
- *No link between **community design and health***
- *No integrated circulation policy to achieve **community’s sustainability goals***



CONSERVING SCALE & CHARACTER WHILE MEETING RESIDENT'S HOLISTIC NEEDS

- Preserves 96% of the City
- Boulevard & activity centers in walking distance to all
- Lower-scale, compact, TOD
- Small business opportunities
- Projects facilitate neighborhood completeness, mobility, & cultural life



A VISION FOR BOULEVARDS

TRANSFORM WILSHIRE BOULEVARD FROM AN AUTO-ORIENTED STREET INTO A LIVABLE BOULEVARD WITH ACTIVE GROUND FLOORS.



COMPREHENSIVE TRANSPORTATION MANAGEMENT

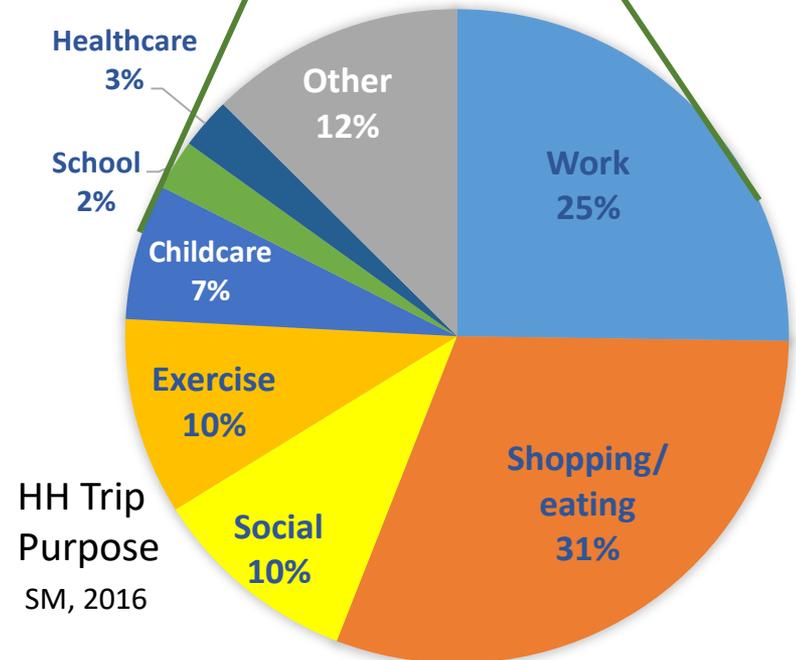
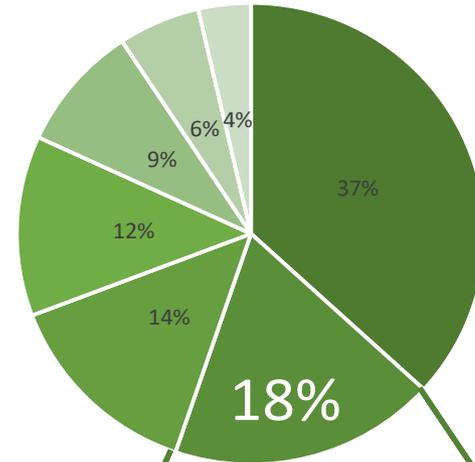
- No Net New PM Trips
- Transportation facilities fee: fair share payment for new mobility networks and programs
- Reduce existing trips, TMO
- TDM Districts
- Comprehensive transit system/shuttles
- Irresistible walking environment
- Reduced, Right-priced Parking
- Re-connecting street grid pattern



INCLUSIVE, EQUITABLE TRANSPORTATION SYSTEM

- Facilities for people ages 8 to 80
- Access for people living with disabilities
- Tools to thrive – access to jobs, school, services
- Affordable transportation
- Trip diversity – not just the commute trip!
- Lighting & security upgrades
- Low-emission mobility
- Parking cash-out

Annual HH Costs – 18% Transportation
BLS, 2016



HH Trip Purpose
SM, 2016

COMPLETE NEIGHBORHOODS – Easy Access to Daily Needs

Reduce traffic by reducing the distance or need to travel:



PROJECTS PROVIDE COMMUNITY BENEFITS

Community Benefits ensure that projects leave the community better and create complete neighborhoods

Tiered Performance Strategy

- Benefits provided by projects over 2 stories
- Larger projects negotiate development agreements
- On-going public participation

Ensures that projects:

- Reduce automobile dependence
- Contribute traffic management and trip reduction strategy
- Enhance infrastructure, multi-modal facilities, open space



Mobility Partnerships 1.0: Facilities



Mobility Partnerships 2.0: Services

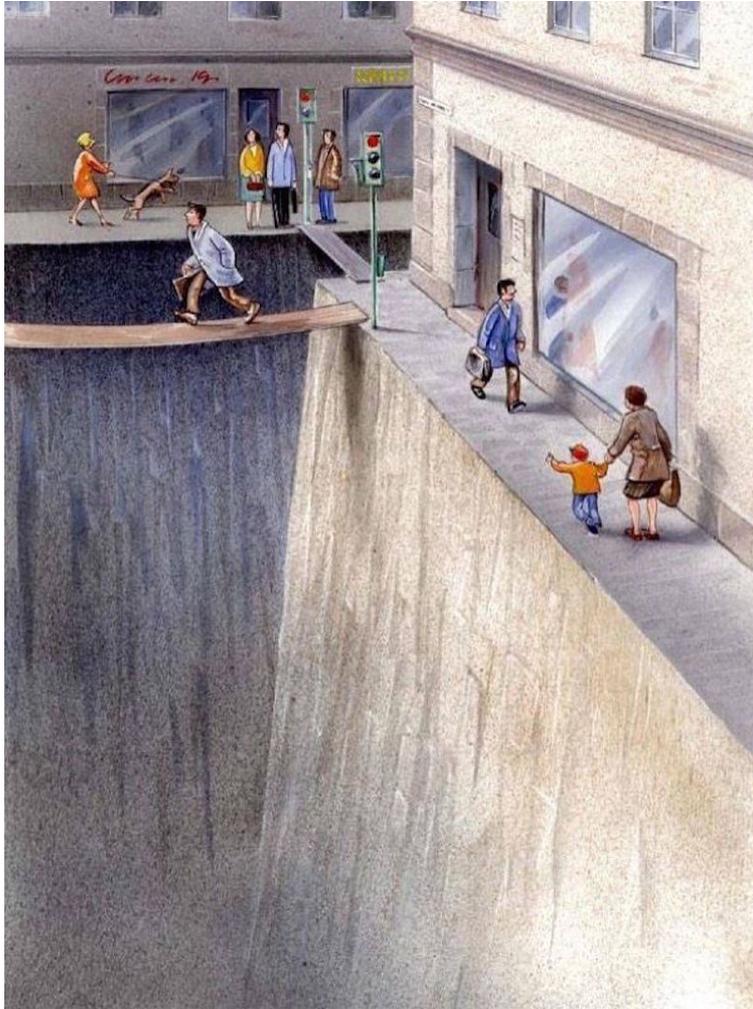
- Shared/Valet Parking
- Ride-hailing
- Micro-transit
- e-bikes, e-scooters
- EV Car charging
- On-site mobility services (Envoy)



Streets as Public Space

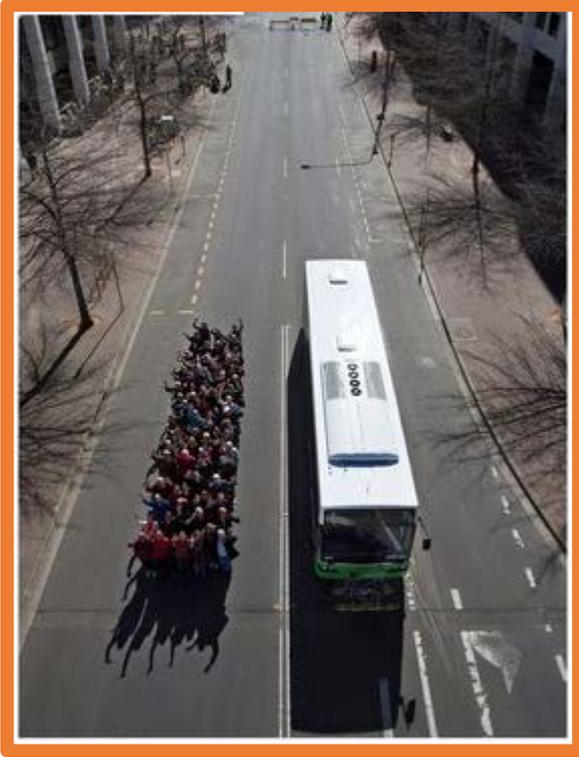
23% of Santa Monica land is public street





Challenges: Roadway Space – Geometry Counts!

Space required for 60 People in:



Bus



Car



EVs or AVs



Neighborhoods



Neighborhoods



Signature entries: Colorado Esplanade



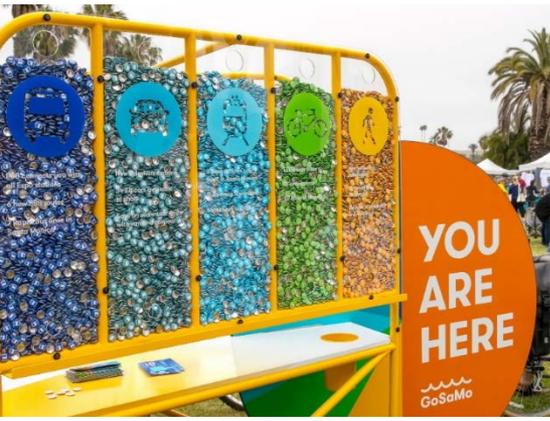
Signature entries: Colorado Esplanade



Public Art and New Operations



A Culture of Mobility—GoSaMo Mobility Campaign



A Culture of Mobility—Safe Routes to School



A Culture of Mobility–Kidical Mass



A Culture of Mobility—Family Bike Fest



A Culture of Mobility—Monthly Mayor’s Ride



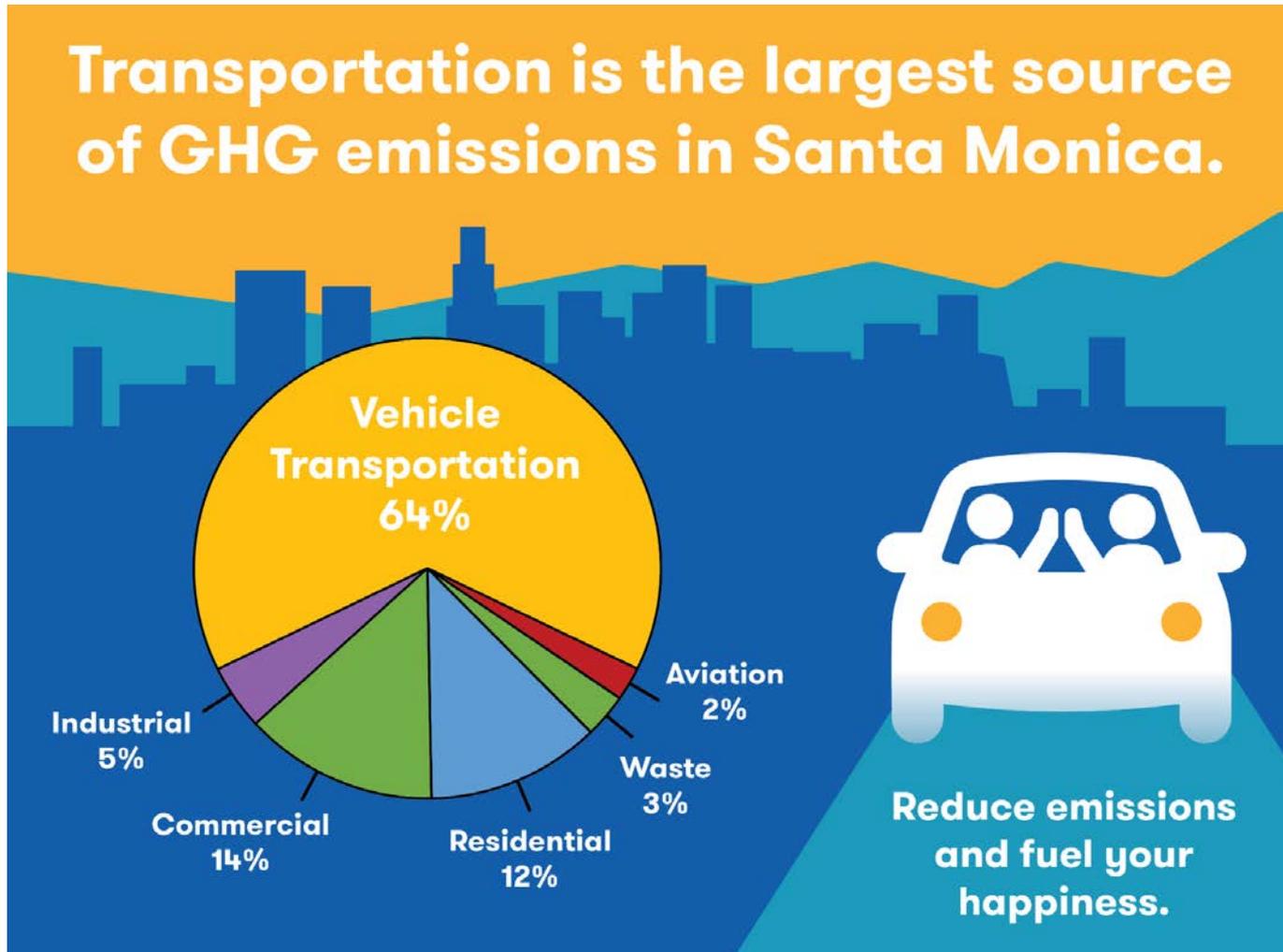
A Culture of Mobility: Open Street Festival



Looking Forward...



Carbon Neutrality: Climate Action Plan



Values and Priorities



Thank you!



francie.stefan@smgov.net
smgov.net/gosamo