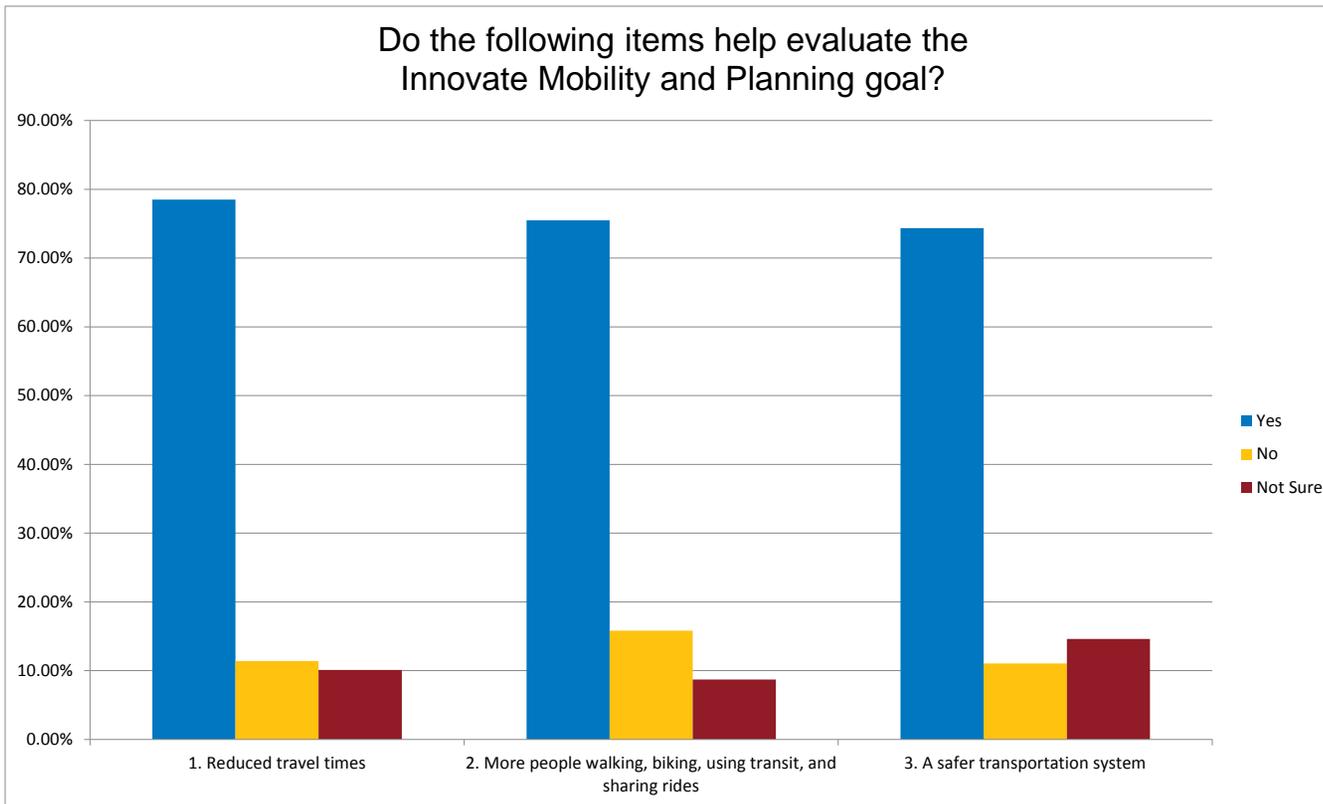


2019 Regional Plan Proposed Performance Measures

Do the following items help evaluate the Innovate Mobility and Planning goal?

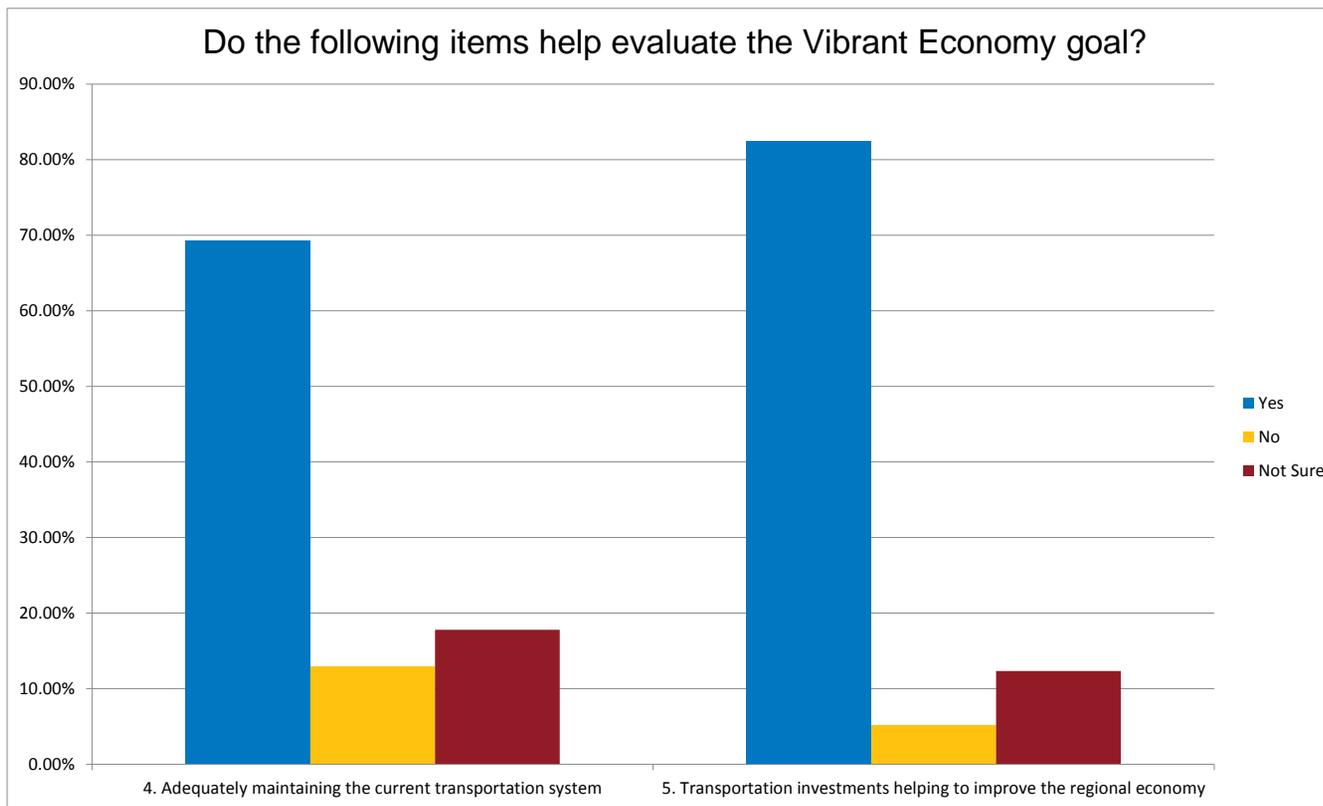
	Yes		No		Not Sure		Total
	Percentage	Count	Percentage	Count	Percentage	Count	
1. Reduced travel times	78.50%	241	11.40%	35	10.10%	31	307
2. More people walking, biking, using transit, and sharing rides	75.48%	234	15.81%	49	8.71%	27	310
3. A safer transportation system	74.35%	229	11.04%	34	14.61%	45	308



2019 Regional Plan Proposed Performance Measures

Do the following items help evaluate the Vibrant Economy goal?

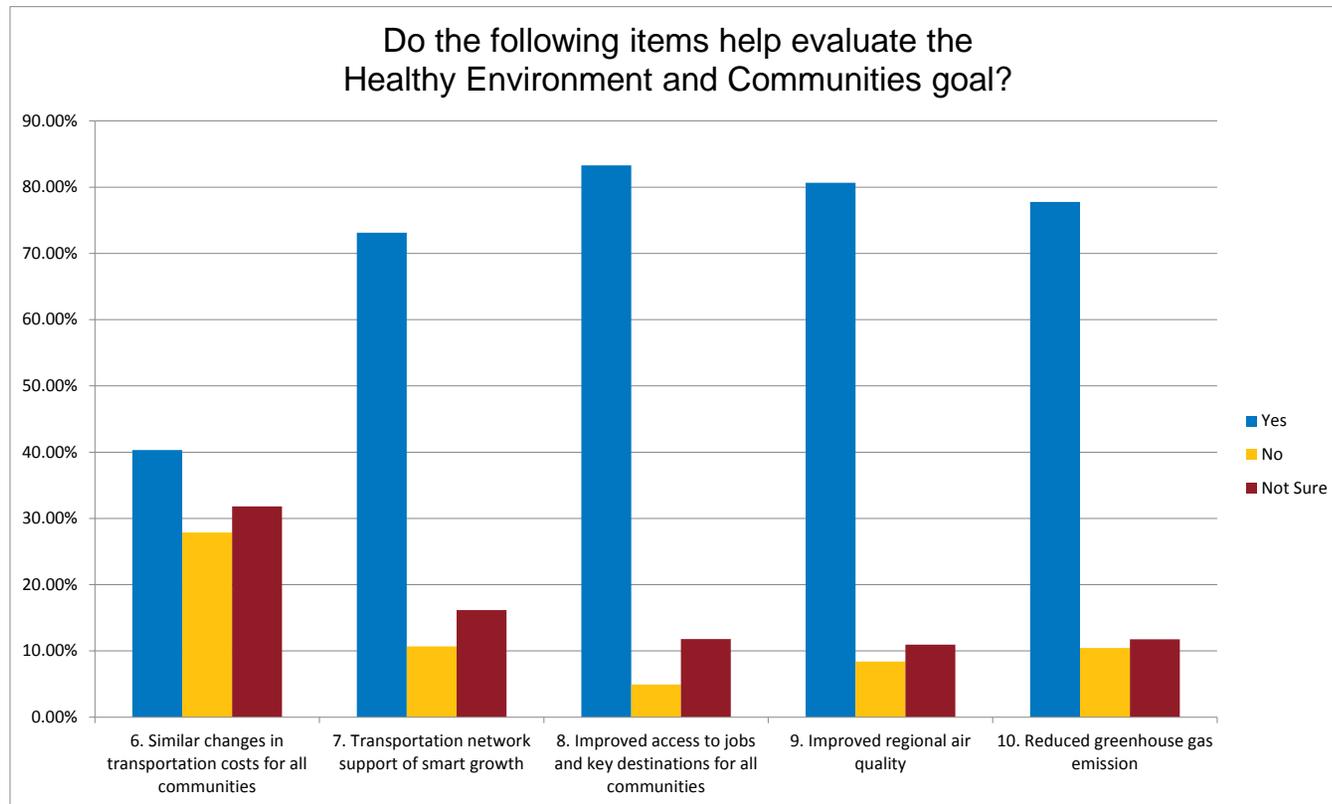
	Yes		No		Not Sure		Total
	Percentage	Count	Percentage	Count	Percentage	Count	
4. Adequately maintaining the current transportation system	69.26%	214	12.94%	40	17.80%	55	309
5. Transportation investments helping to improve the regional economy	82.47%	254	5.19%	16	12.34%	38	308



2019 Regional Plan Proposed Performance Measures

Do the following items help evaluate the Healthy Environment and Communities goal?

	Yes		No		Not Sure		Total
6. Similar changes in transportation costs for all communities	40.33%	123	27.87%	85	31.80%	97	305
7. Transportation network support of smart growth	73.14%	226	10.68%	33	16.18%	50	309
8. Improved access to jobs and key destinations for all communities	83.28%	254	4.92%	15	11.80%	36	305
9. Improved regional air quality	80.65%	250	8.39%	26	10.97%	34	310
10. Reduced greenhouse gas emission	77.78%	238	10.46%	32	11.76%	36	306



Online Survey - Comment Prompt 1

#	Q1: If there are other key areas that you think should be considered, please use the space below to provide your input.
1	SANDAG CBO Community Outreach Submittal from Alliance for Regional Solutions Performance Measures 12/12/2017 These comments are based on the information and discussion provided to CBO representatives on Performance Measures and shared at the Dec. 4 public workshop. Suggest add to or amend the list of draft/proposed performance measures: Under Innovative Mobility and Planning, add route and service frequency for all modes of public transit. This relates to key questions 1 and 2. Frequency is currently referenced indirectly under draft measure 7A (without defining "high frequency" or the modes this refers to), but needs to be measured universally for all public transit services/modes. Frequency here means how often a service/route is available to a rider, e.g. every 15 minutes, 20 minutes, etc. Draft measure 1B, suggest measure not just "peak-hour" but off-peak as well (since many work schedules today are "off-peak", and to measure non-work related trips, medical, commercial, etc.). And measure total hours of excessive delay, not just per capita. Draft measures 7A and 7B, measure not for only "high frequency" transit stops, but for all transit stops and stations; and measure within 0.25 miles, rather than within 0.5 miles (a quarter mile distance being a widely accepted measure of accessibility). And note additional "global" comment below re: how distances are measured in assessing tools/computer models. Draft measure 8A – Why 30 minutes, why not the 15 min. measure in 8B? Better, please measure and disclose percentages for several time distances, e.g. 5, 10, 15, etc. And as others commented, please measure for K-12 education as well as higher education. More global comments, relevant to performance measures and other information provided at the Dec. 4 workshop: Up to this new RTP round, my understanding is that the SANDAG Ridership model has not measured many of the things that actually drive ridership, notably, on a different network system. While it's good to have performance measures, it is also necessary to understand how these measures themselves will be measured. Please add a column to the right of "Proposed 2019 Regional Plan Performance Measures" for disclosure of how each performance measure will be assessed; whether by computer model (and which one), or by other means (and which).
2	Related to travel times, frequency, and real-world access: In measuring distances and times, use door-to-door travel times, to or from select points throughout the region, rather from TAZ centroids. Using the "artificial" centroid of a TAZ can throw off measures of actual distances and times. Use actual walking distance to true rapid transit; residences and jobs within a real quarter mile walk, not a simplified quarter mile radius. Finally, at the Dec. 4 workshop it was described how a set of "unconstrained network projects" have already been adopted by the SANDAG Board. I believe I heard that this closed set of projects are to be the only set of projects which will be reshuffled and reprioritized to make up the different transit system design scenarios to be defied this next Spring. This would appear to functionally exclude from consideration any alternative network design, and different projects in alternative designs. This is obviously an important point to be clear on. At the workshop I asked two different SANDAG staff if different projects can be submitted and included in this process at this time. I was encouraged to submit projects, if I knew of any. Referenced by this submittal, one or more said projects will be submitted to the SANDAG staff I have spoken with, and will be posted in the CBO Workspace set up for CBO work.
3	Level Of Service (LOS) measures should not be abandoned, regardless of additional analysis of Vehicle Miles Traveled "Per-Capita" measures of pollutants/emissions are irrelevant. They imply that today's total emissions are an acceptable baseline. "Total Emissions" is the only meaningful measure of pollutants. Can this region absorb the projected population growth without doing harm to the environment?
4	More bike paths and safety measures to protect bicyclists from motorists. Making signal lights bicycle-friendly. Providing low-cost or no-cost helmet cameras for bicyclists. Tax right-offs for bicycle commuters. Creating an easy to use app that allows bicyclists to photograph and report dangerous road hazards.
5	Measure total travel time for a transit trip, not just the speed of a bus from point to point. Include time needed for extra walking when eliminating bus stops, waits for transfer buses (better coordinate buses at transit hubs at night and on weekends so all leave at the same time) when truncating routes, what key community destinations are not served by route streamlines.. Also measure how many bus stops are at safe crosswalks--put crosswalks at bus stops or move bus stops to cross walks. Take an inventory of all types of key community destinations and measure how many are served by transit within a quarter of a mile of their entrances. Measure the equity of transit headways across the region so some people aren't waiting half an hour for a bus at a stop while they see other buses on a 10 minute headway pass by one after the other. Measure how many people are at isolated at home and how often and how many people are unable to access services because of inadequate transit services.
6	Transit trip times
7	Reduction of individual vehicular usage on a per capita basis.
8	Quality of Life - Transit time and access from work-home-parks-major events.
9	Consideration for efficient goods movement in all areas of the transportation plan.
10	Equal dollars spent on four modes: walk, bike, transit, single occupancy vehicles (SOV).
11	Shouldn't "safer" be part of "healthy environment"? And "innovate" means to make changes through new methods; what are the "new" ideas, or at least a mention of taking new approaches to solving old problems? "more people walking, etc." is rather abstract, but okay, keep it as a measure. I think, though, that there needs to be some focus on coming up with new ideas and a measure that evaluates that.
12	Instead of "similar" changes in transportation costs for all communities, I would suggest evaluating relative changes in transportation costs for all communities- meaning that transportation cost varies for communities of low-income and high need.
13	Some review of emerging auto-driven vehicles. The vast majority of San Diegans can't bike or bus to work or school. Maximizing new technologies for our roads and highways is a vital element in all of the above.
14	Reduction in Vehicle Miles Travelled (VMT), not just improved commute times.
15	Identification of coastal shoreline/lagoons sea level rise impacts using wildlife habitat vulnerability assessments for improvements to the current transportation system. Such as managed retreat and living shorelines that maintain habitats and human uses while protecting transportation infrastructure.
16	Access to food.
17	The extent that the transportation system will provide an economic, temporal, and quality of life incentive for people to adopt smart growth residences, work places, goods, and services.
18	5. The percent of miles traveled does not relate to improvement in economy. 7. Placing high density housing near transit stops does not encourage people to use transit. Need more information on why/why not people use the system.
19	1. Health Benefits with a mobility system that promotes active transportation. Measuring reductions in traffic-related death and injuries, reductions in obesity, diabetes and other disease attributed to reduced physical activity. 2. Increased use of transit/biking/walking. 3. Transit investments drives changes in land use.

Online Survey - Comment Prompt 1

#	Q1: If there are other key areas that you think should be considered, please use the space below to provide your input.
20	Using vehicle miles traveled (VMT) as the standard.
21	Reduce vehicle miles traveled (VMT).
22	Meeting state green house gas (GHG) reduction targets and city/county Climate Action Plan targets. Reducing vehicle miles traveled (VMT). Shift significantly to transit (including percent funding spent on transit, shifting transit development forward in the schedule). Cost effectiveness of transportation modes. Health benefits (including reduced air pollution, health benefits of walking/biking, fewer accidents, etc.). A deep look into bringing accessibility to jobs, schools, services without a car.
23	Being culturally sensitive to avoid language barriers when users communicate with driver using city buses.
24	Healthy Environment & Communities should also reduce Vehicle Miles Traveled (VMT). And social equity should be a factor in all areas. Cost of transportation, safety, economic opportunity all vary depending on the community. SANDAG should strive to make the greatest improvements in the areas that are at the greatest disadvantage.
25	At the public meeting, I brought up measuring the quantity of people walking/biking to locations w/in 5 miles (or other various distances) of their home in different communities. I was shown to the "20 mins of physical activity in regards to transportation" metric, but I realize now why I think that the percent doing so within a certain radius of their home is also important. Mainly, a low percentage for the 20 mins, while an important metric, paints an incomplete picture - do people not feel safe, or is there nothing close-by? The distance metric would help resolve that question.
26	Number of jobs accessible by public transit within 30 minutes by TAZ
27	Vehicle miles traveled (auto), hours of delay,
28	Travel time reductions should not be a metric if that means investments will focus on increasing auto throughput and speed. Rather the focus should be on moving people and stoking transit-oriented development that improved access to jobs, housing, and services.
29	Cost
30	Innovate Mobility and Planning should include alternatives for handicapped, seniors and mobility challenged.
31	Calculate the amounts of gasoline and diesel fuel used per vehicle registered in the state and in the county for each kind of vehicle. Do the same with heating fuels. When those fall, we can begin to think we're making progress.
32	Measure how much fossil fuel is used year by year to see whether it's declining.
33	Reduce VMT
34	Resiliency of the transportation network for the climate chaos associated with Wild Fires, Earthquakes, Tsunamis, Tropical Storms, etc. and the upcoming Global Climate changes from Global warming.
35	Key innovations not mentioned in the SANDAG Summary from 12/4/2017. SANDAG should plan for, rather than let happen: the impact of increased drone use; high speed rail line from San Diego/Tijuana; Transit connection to Cross Border Xpress to Tijuana airport; Driverless car regulation and implementation, etc.
36	Carpool should be separate from walk, bike and transit use. Air quality measures should be at local not regional level
37	People want to get from Point A to Point B efficiently, without a transfer of modes. When SANDAG learns that we will move forward.
38	Increase public transit access throughout San Diego County so that every community is served and connected to every other community. Investment in public transport systems that serve the last mile neighborhoods to home and work. Collaborate and coordinate with developers to produce activated, diverse, transit centric districts focused on a "Main Street" approach to more and compact TOD. Diligently support and incentivize the inclusion of Permanent Supportive Housing development at every major modal transportation site throughout the County.
39	The cost of supporting electric vehicles should be included. Support of Gas Tax Increase. Moonbeams Train to nowhere.
40	Please, better bike infrastructure and other public transit like busses and trolleys!
41	Travel time consistency with growth. Road pricing based on demand would help accomplish this.
42	This regional plan vision is all over the place and needs focus. My question is, why is San Diego moving so painfully slowly in building out a reasonable mass transit system? Just look at Los Angeles--they have vision. This plan here is not in my opinion. I understand they passed Measure M (and R before that), but somehow their transit officials have vision and clarity. This proposal here is very lacking, should be scrapped and started over.
43	Planning for more bike options should distinguish between those that use bikes for recreation and those that use bikes as alternate transportation. I don't believe they are the same in terms of reducing auto dependency. More emphasis, in my opinion, should be placed on creating both bike-friendly and pedestrian-friendly short connections within neighborhoods with connections to retail and other services that one might opt for an alternate to driving if there was a pleasant alternative. In my opinion, while recreational biking may promote a healthy lifestyle, which is a good thing, it should not be assumed to reduce auto dependency in the same manner that reducing the need for shorter, more local trips would be able to accomplish. Smart planning, even within projects, that account for a pleasant journey by bike or on foot might encourage families and individuals to take a walk or ride a bike for quick errands instead of driving the short distance for neighborhood services. With that in mind, key areas to consider would be the quality of the bike and pedestrian experience both within projects and communities as a whole.
44	One vision statement is provided followed by questions about four different goal topics. What are each of these goals? How are people expected to know performance measures for an abstract idea that is not defined?

Online Survey - Comment Prompt 1

#	Q1: If there are other key areas that you think should be considered, please use the space below to provide your input.
45	Reducing trip times is only good for transit not driving so your question above is ill-formed. Walkability/connectivity is a key aspect of whether or not transit stations will be well-used. A transit-friendly environment requires walking connectivity and especially in the era of online maps. Sidewalks with setbacks from busy streets and bridges allowing escape from car-dominated locations. The planned trolley stations are not being designed with adequate connections into the areas around them.
46	I think walking/biking should also be part of "Healthy Environment and Communities".
47	Well rounded plan including more highway lane miles/express lanes coupled with transit and active transportation. One alone does not solve the problem.
48	In areas where mass transit does not make sense, due to low density, it is important that road improvements take priority.
49	Prioritize projects by initial positive impact. i.e. consider first projects by ridership, environment impact and economic contribution.
50	Please prioritize the expansion of public transit and pedestrian-friendly, mixed-use neighborhoods throughout San Diego County.
51	Public transit and active modes (biking, walking, etc.) are crucial to improving transportation overall, building social equity, job opportunities, public health, and reducing environmental damage. Private automobile use is unsustainable, unhealthy, unaffordable, and unsafe.
52	More emphasis on automobile travel, not public transportation
53	Traffic congestion and improving traffic flow should be your top priorities. This affects all the other aspects of peoples lives.
54	Much improved regional public transit - let's speed double tracking coast - link Coaster with trolley - increase high density housing.
55	Moving cars on freeways should be SANDAG's number 1 priority.
56	1.) Start building double / triple decker freeways. 2.) If you yourselves are not going to give up your cars, do not ask the general public to give up theirs, either. 3.) Try to connect state route 56 to state route 76, between Interstate 5 and Interstate 15. 4.) Instead of having to wait at a five minute traffic light, use more round -abouts. 5.) Use "flashing" green lights to warn drivers of an impending amber traffic light. (Less auto accidents, and guessing.) 6.) Incorporate Uber - type transportation as part of the solution. You buy, maintain, fuel and staff the vehicle using a pay system similar to the "compass" system. 7.) Housing centers, train for employment, and feed the homeless.
57	San Diego County is the largest refugee resettlement site in the State of California. While trying to make sense of their new home and start life from scratch, refugees have to attend classes, job training, job search and cater for their families. The current transportation fare is not affordable for many families; it puts financial hardship and affliction on those who are barely starting life in the San Diego region. I suggest giving a priority to newcomers to have 75% reduced bus fare to elevate financial hardship and encourages newcomers to become active in attending classes, job training, and job search to help them overcome barriers to social and economic self-reliance and thrive.
58	On-time, frequent stops, conveniently located stops, and user friendly.
59	Yes, we need a transit-first, ADA-friendly, active-transportation filled Regional Transportation Plan for 2019
60	Connecting the trolley to the Airport seems to be key to these goals. This is the face of the City and embarrassing telling friends to take a shuttle to a car or other transportation hub.
61	Have more safe and walkable sidewalks and make bus shelters more welcoming.
62	Hope you look at University City next year. We have had little to no bike access to UCSD from the south east corner of campus where most people live.
63	If you're taking the pedestrian & cycling communities seriously then you'll have better air to breath & a healthier community. Will this be taken seriously? Then use buses with clean fuel or electrically run.
64	We could really use a direct/express transport option between uptown (Kensington through Mission Hills to Sorrento Valley) to alleviate traffic on the 805. Current options with connections take too long to be competitive with driving.
65	Quicker light rail lines.
66	Expand the network to rural areas.
67	Evaluate a shift of public tax dollar funded activity to the private sector in order to reduce the administrative burden.
68	Reduced fees if the fee revenue is not used to meet the intended goal.
69	This survey looks at big goals, not the daily frustrations that prevent people from using alternative transportation to get to work. I would suggest that you add an e-interface for the public, so people can check if buses and trolleys and trains are on time. Uber and Lyft can do this, why not Sandbag. I also would address the user experience on many levels: 1) kiosks - most are difficult to use and don't work correctly; 2) interiors of vehicles, including sound systems -- what would make people more comfortable, more efficient, and able to understand the announcements; 3) what routes and hours can be changed to accommodate the local ridership better? 4) what routes and hours can be added to accommodate the locals AND the tourists? It is a crime that #923 doesn't offer weekend rides -- there's no better way to see our beautiful harbor. I feel like your stated goals above are so "governmental, bureaucratic, and general" and don't begin to address the reasons people will not take public transportation. Start your goals from the bottom up -- figure out what the riders, and the potential riders want. Then set the goals.
70	Light Rail in North County to UTC area and Downtown

Online Survey - Comment Prompt 1

#	Q1: If there are other key areas that you think should be considered, please use the space below to provide your input.
71	The public transportation system in San Diego County is inadequate. There are not enough trolley lines and trolleys should be underground or above ground on bridges to avoid car traffic downtown. This will boost ridership.
72	Transit is a joke in North County....takes hours to get anywhere. Also must consider the coastline and views!!!!
73	Expand the number of lanes on major freeways, or increase HOV lanes.
74	More focus on bike friendly cities and safe commuting routes. I commute by bike from Solana Beach to downtown San Diego and it is very dangerous plus roads/bike paths are not properly maintained.
75	Presently Surfliner trains overnight at Santa Fe Depot, creating severe noise and pollution for thousands of downtown SD residents. A new layover facility is urgently needed, away from the growing city core. This new facility has been mandated by the City since 1983 and planned by CalTrans since 2001; it must be delivered!
76	Please extend trolley times to 3am to allow hotel workers to ride after shifts and night owls to use trolley instead of driving drunk.
77	The routing of MTS buses in the UTC, University City, Bay Ho, Alcott communities needs better coordination. Can we have a bus that loops Genesee Avenue to La Jolla Village Drive to North Torrey Pines Road to Genesee Avenue again?
78	More, faster, double tracking, no kidding!
79	Elimination of favoritism to the automobile by requiring merchants, landlords, employers, and schools to give transit users an equivalent benefit to the free parking offered auto users.
80	Develop more pedestrian and multiuse trails and pathways to connect communities to regional trails, parks and open space.
81	More train lines (like Coaster, Trolley) from Downtown to inland North County . More people will use public transportation if more lines are constructed. Like Berlin, New York, Santiago, any metropolitan city that has reliable public transit.
82	It was a huge help when the commuter lane was put on highway 15, what about 56, it is a problem for two reasons. Traffic backs up on 56 which causes a backup on 15. Consider a long term plan to double deck some of the freeways, I know what happened in San Francisco, I was there, not on this section, but something must have changed to make safer levels and we don't have the earth quake problems San Francisco has. Also extend the commuter lane further north, it is a nightmare to get on 78, which is also a problem. I know that the state has passed State law 1069 allowing for infill for more housing, well, where are these people going to drive. Our roads start backing up before 4pm, and the bus is not the answer.
83	Trains in San Diego are half empty and they blow soot every where. Trains here do not stop at major destinations like the airport, shopping centers, and Universities. Places with huge parking lots have many people wanting to go there.
84	Better public transportation to the airport and major tourist attractions. Why does the trolley not go to the airport? Why does the trolley not go to the beach?
85	There needs to be a bigger emphasis on making public transportation desirable as opposed to just being an option. Bus routes and trolleys should be prioritized over passenger vehicles when it comes to major city events such as December Nights. The city could have done better with respect to making it make sense to take public transportation from the city's neighborhoods to the event. Unfortunately, they forced people who wanted to take bus routes that would normally stop right at Balboa to go all the way downtown. Then to take another shuttle right back up to practically where they started from or else walk two miles from University and Park Avenue down to the event. This doesn't make any sense if you want to promote public transit. It should be a focus of the RTA and the City of San Diego to plan these events in a way that people would prefer and want to take the buses to the event as opposed to a half a million people being encouraged to drive to the event. This is just an example of why public transit appears to be an afterthought in this city when it could really be a boost to the city, the surrounding neighborhoods, and the county as a whole if promoted and expanded correctly. So better event planning and strategic expansion should be a focus on all fronts.
86	You should consider changing ineffective High Occupancy Vehicle (HOV) lanes to all use to benefit more tax payers. Specifically the Carroll Canyon parts.
87	We really need transportation to coordinate on land-use in order encourage more mixed-use development and housing. Inter-connectivity for North County and the City of San Diego would be key, I would suggest.
88	Improved bikeability. We have perfect weather for it, but the infrastructure is woefully inadequate and dangerous.
89	Making sure the resources are being given equally. Far more investment has been done for North County and golden triangle while East County has not changed including the 94 and 125 interchange. The 125 has daily gridlock, and 52 rush hour gridlock.
90	Earlier bus routes going downtown from Sabre Springs.
91	I'm retired and biking is not an option for me for doctor appointments and grocery shopping. Fix mass transit (which I have been waiting for 40 years for logical improvements) instead of more blacktop which makes everything hotter. Try to get past your lack of innovation to real solutions.
92	Are you trying to gain bond support with these questions? San Diego won't support more waste
93	This questionnaire is asked in such a biased way that I decided to leave it blank. I hope you do not do it to prove any talking points in the future.
94	Get someone to write questions that are not obfuscation for your own agenda.
95	The bus system should be expanded for East to coastal West routes, i.e. to La Jolla. It should take only 45 min -1 hour to get to uptown/mid-city to La Jolla on the bus during the week.

Online Survey - Comment Prompt 1

#	Q1: If there are other key areas that you think should be considered, please use the space below to provide your input.
96	Bus routes from East to coastal West areas need to be expanded (i.e. from North Park to La Jolla). Currently takes 2 hours. Travel time should be reduced to 45 minutes - 1 hour.
97	Highway 125 at eastbound 94 is a nightmare and like riding a roller coaster. Shame on Caltrans. Please correct this road and make sure it doesn't happen again.
98	Low density housing is part of a quality of life issue for people. Living on top of one another in the high density housing San Diego keeps trying to foist on us leads to stress, depression, road rage, mass shootings, etc. Stop with the transit oriented development of high density housing.
99	Light-duty vehicles (LDVs) emit the most GHG. Therefore, every MPO, including SANDAG should minimize VMT. Note that the State has the primary responsibility of improving fleet efficiency; MPOs responsibility is in reducing VMT.
100	Add 21st century technologies to street lights so we aren't stopped at lights for no reason.
101	Green byways and more contiguous greenspaces as a whole. More safe bicycle lanes. Dock-free rental bicycles.
102	Build a trolley line along I-15 corridor from Mission Valley to Rancho Bernardo / Poway to alleviate traffic congestion there.
103	Real cities have real public transportation systems that work and are on time. San Diego is deficient in this regard. Also, security is lacking the level of real cities like L.A. and San Francisco and Portland, OR. Light rail, subways are the way to go in the long run. Undertaxed San Diego must ante up and concentrate up to achieve the goals of the 21st Century. We are already years behind the pollution, homeless, and housing curve. We are a joke.
104	I think the HOV lanes do little to nothing to help our transportation. I think we should assess how many actual vehicles are removed by HOV lanes. I believe the result will be miniscule.
105	Bike paths are rarely used and increase auto travel times and pollution. Rail is also underused and diverts excess funds from roads.
106	Offer free public transit to Medicare recipients. It will get a bunch of old people off the street, and keep those seniors with extremely limited incomes from being isolated because they cannot even afford an \$18 a month pass.
107	Guaranteed free, or very, very inexpensive transit for homeless, senior, handicapped, and veterans so that they can be involved in community as minorities! With very easy access to getting tickets 24 hours a day, 7 days a week, with more and better bathrooms and shopping opportunities. Why should transit users, especially these riders in particular, have to make separate, extra trips, when the last mile is so critical to using transit.
108	Recommend a trolley from San Diego Airport, through Hillcrest, between San Diego Zoo and Balboa Park to Navy San Diego Medical Center.
109	Take off the toll for the 125.
110	This whole project is a mess....and an huge imposition on us who live in the area and ..this is California...no one really wants/uses public transportation in the first place
111	Promover intercambio de trabajos iguales o similares dependiendo del area donde vivimos para reducir el millaje de los vehiculos y la polucion. Promote equal or similar job sharing opportunities based upon the area where we live to reduce vehicle mileage and pollution.
112	El precio del autobus esta muy alto, demasiado alto para City Heights, una comunidad de bajos recursos. Bajen los precios por favor. The bus fares are very high, too high for City Heights, a low-income community. Please lower bus fares.
113	It was a wonderful workshop. I don't speak Spanish but I am trying to make sense out of the questionnaire.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
1	Rail freight needs to be considered as well as our marine terminals for ocean freight.
2	1. There needs to be more to #2 of "innovative measures" than just number of non single occupancy vehicles (SOV). That just means they might be carpooling. It is hardly a measure of use of alternative forms of transportation. You need to measure use of public transportation and self reports of increased use of bicycles, etc. 2. #3 What about a measure of accidents in general, not just injuries and fatalities? It is not safe if the number of "fender benders" increases. 3. #4, I would like to know what has actually been done not just amount of money spent. 4. #5, if we are looking to promote alternative modes of transportation, it seems to me we need to be measuring reliability of public transportation, not just the interstate. In order for folks to want to use public transportation, they need to know its safe and reliable. We are investing in more than just the interstate as part of our "transportation investment," right?
3	The travel times and VMT comparisons are good.
4	Along coastal transportation corridors and residential areas, there should be performance measures that evaluate how wildlife habitats will be impacted and maintained in vulnerable coastal areas that will be impacted the most from sea level rise in the future. These include: sandy beaches, rocky intertidal, seagrass beds, dunes, bird nesting areas, estuaries, salt marsh and coastal lagoons.
5	Some hard numbers rather than percentages: -Total number of bicycle miles pedaled by commuters. -Number of automobile miles not driven because would-be drivers use bicycles. - Number of automobile miles not driven because would-be drivers use public transit. -Physical count of commuters using bicycles & public transit. If "major transit stops" enable transit housing density bonuses, then we must assure that transit equipment actually services those locations frequently. MTS changes its schedules to suit budgetary and other goals, but once added, that housing density will always remain. So designation of a transit bonus zone must be a permanent commitment. How to measure the good faith performance of the transit agency? Perhaps a positive measure: "Average frequency of commute-time service at TOD-designated transit stops." Obviously I'm expecting the agency to struggle with compliance, so we need a measure that will challenge them to try harder. How about: "Percentage of commute hour opportunities at designated transit stops with actual service frequency of 15 minutes or less." What performance measures were used for the previous regional plan? Were any abandoned? Suggest some continuity to trace historical versus future progress. Also, repeating from previous page, Level Of Service measures should not be abandoned, regardless of additional analysis of Vehicle Miles Traveled. "Per-Capita" measures of pollutants/emissions are irrelevant. They imply that today's total emissions are an acceptable baseline. "Total Emissions" is the only meaningful measure of pollutants. Can this region absorb the projected population growth without doing harm to the environment?
6	I think it is important to include a measure related to healthy food access in the Regional Plan. Measures could include: average distance to retail stores with fruits and vegetables, or percent healthy food retail stores within X distance from public transit, etc.
7	Introduce a qualitative metric for the transportation side of the plan as opposed to focusing completely on efficiency. It seems quality is only mentioned when speaking of the environment.
8	The metrics previously listed are so broad they almost have no meaning. Please be specific in the performance measures as it relates to a vision of our region.
9	Please use Vehicle Miles Traveled as the basic measurement. Assess youth VMT and Youth Active transit miles travelled. Overall VMT reduction to match Caltrans target of 3% a year and to exceed CARB targets for 2025,2035 and 2050. Mode shift to transit, as required by AB805 Compliance with Climate Action Plans on mode share targets. Meet or exceed VMT reduction goals for 2025, 2035 and 2050. Regarding the percent of income spent on transportation (equity measure), change the guiding question of relative costs of transportation (Question #5) from "changing similarly" to "changing equitably." Additionally measure the percent of family income spent on transportation per family member. Overall cost effectiveness of transportation by mode share - cost per mile traveled - What is the cost per mile traveled both in terms of public funds (overall cost of building, maintaining roads, law enforcement, accidents etc.) and to the user (purchase of car, parking space, bike, shoes, insurance, maintenance, depreciation etc., AAA and Edmonds.com can help provide this information for users). This is important if we want to reduce the overall cost of transportation and show one of the benefits of mode share shift.
10	1. "Percent of non-single occupant vehicle (SOV) travel (work-trips and all trips)" is inadequate to measure mode share. SANDAG should look at public transit and bike ridership, which are already measured by MTS and the regional bike counters, respectively. 2. "Is the current transportation system being maintained?" fails to take into account that future investments require more maintenance. Average cost of maintaining a transportation investment (i.e. freeway vs. bike lane) should be factored into performance measure. 3. "Do the transportation investments help to improve the regional economy?" fails to take into account social equity. Areas with less access to jobs and less access to cars should be prioritized for improvements. This is true for "Are the relative costs of transportation changing similarly for all communities?" It is more expensive for some communities (rural/suburban) to maintain infrastructure than others because of miles of road needed to connect them. 4. "Percentage of population/employment within 0.25 miles of a bike facility (class I and II, cycletrack, and bike boulevard)" fails to take into account whether said bike facility provides a connection to employment. A half-mile of bike lane on a random street that is not connected to a network is useless. 5. "Is access to jobs and key destinations improving for all communities?" again fails to take equity into account. Some communities should have to accept deferred improvements to ensure a more equitable society.
11	I brought up measuring the quantity of people walking/biking to locations within 5 miles (or other various distances) of their home in different communities. I was shown to the "20 mins of physical activity in regards to transportation" metric, but I realize now why I think that the percent doing so within a certain radius of their home is also important. Mainly, a low percentage for the 20 mins, while an important metric, paints an incomplete picture - do people not feel safe, or is there nothing close by? The distance metric would help resolve that question.
12	Number of housing (low, market, high) built within half mile of high frequency transit system
13	Environmental impact should include effects on water quality and land use (% of public space claimed by roads and parking, that could be used for community spaces, housing, schools, and other social needs). The criteria places too much emphasis on travel time, which given the dominance of private autos means increasing driving speeds, which are hazardous, stressful, and antisocial. Noise needs to be included as a criterion for local roads as well as highways. I live a half mile from I-5 and the noise level is insane; we cannot use our back yard, and the racetrack effect begins daily at 5.30am. It interferes with my sleep and causes distress all day and evening. Traffic to and from the nearby schools is also loud, stressful, and dangerously fast, far above the supposed 25mph limit. I estimate people typically drive 35 mph and even 45 on our short residential stretch. Bring back the school buses. Traffic calming is another needed criterion.
14	Average travel times are a sound and simple measure of performance, but I think other criteria, like number of transfers, amount of time used for helping disabled riders, increased availability of alternative routes, more penetration into residential areas would also be useful information.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
15	There must be a measure of connectedness/walkability between the stations and planned nearby increases in density and the closest major "destinations" such as beaches or theaters etc. with respect to the locations for transit stations. A successful and safe transit environment requires a safe walking environment. Right now, stations are being pushed into locations without adequate connections. Possible measures of this are: sidewalks with setbacks from busy streets vs either no sidewalks or sidewalks without setbacks (most current conditions in car dominated areas in the cities here). Bridges over car-dominated areas that cannot be otherwise made walkable. The importance of this cannot be emphasized enough. Getting people out of cars requires a pedestrian-friendly-designed environment around transit stations. Everyone who uses transit is a pedestrian - even if they drive to a parking lot next to a station. We are not making these connections and it is a key mission component of so-called "smart growth."
16	Under the "Healthy Environment and Communities" goal, there doesn't seem to be a performance measure for the actual health of a community. Are the measures referring to people/community's health as a function of the environment/air quality etc...? I am just curious to see if there will be a physical/mental health component factored into the decisions made around transportation. Will people's reported satisfaction, happiness, mental, and/or physical health factor into the measures somewhere?
17	Moving cars and reduction of traffic gridlock should be a performance metric.
18	For the question "Are travel times reduced?" I would suggest also considering weekend travel times on public transit to leisure destinations (Mission bay, beaches, Balboa park, etc.)
19	Given the severity of our climate crisis, the only performance measure that makes sense is the reduction of VMT.
20	Measures that determine the effectiveness of the various transportation options.
21	The most important performance measure is "Reduced Travel Time" and should outweigh all other performance measures combined. It needs to be the #1 goal.
22	Travel times should include from homes/residences to major freeways and public transportation hubs.
23	"Average travel time" to work is an important metric that impacts the regions economic output, air quality and housing issues. Driving that time number down will raise people's satisfaction and feeling of well being.
24	Separate carpool from transit and active commute modes Measure all modes, not just SOV trips. Identify how they will be measured. Key Question (KQ) 4. The question is whether the system meets needs, not whether we're maintaining a system that is not effective KQ 7. measure percent of population within quarter miles of ALL facility types, not lumped together. Include measure of commute enjoyment and satisfaction. Set minimum standard for air quality by city, not for the region.
25	SANDAG CBO Community Outreach Submittal from Alliance for Regional Solutions Performance Measures 12/12/2017 These comments are based on the information and discussion provided to CBO representatives on Performance Measures and shared at the Dec. 4 public workshop. Suggest add to or amend the list of draft/proposed performance measures: Under Innovative Mobility and Planning, add route and service frequency for all modes of public transit. This relates to key questions 1 and 2. Frequency is currently referenced indirectly under draft measure 7A (without defining "high frequency" or the modes this refers to), but needs to be measured universally for all public transit services/modes. Frequency here means how often a service/route is available to a rider, e.g. every 15 minutes, 20 minutes, etc. Draft measure 1B, suggest measure not just "peak-hour" but off-peak as well (since many work schedules today are "off-peak", and to measure non-work related trips, medical, commercial, etc.). And measure total hours of excessive delay, not just per capita. Draft measures 7A and 7B, measure not for only "high frequency" transit stops, but for all transit stops and stations; and measure within 0.25 miles, rather than within 0.5 miles (a quarter mile distance being a widely accepted measure of accessibility). And note additional "global" comment below re: how distances are measured in assessing tools/computer models. Draft measure 8A - Why 30 minutes, why not the 15 min. measure in 8B? Better, please measure and disclose percentages for several time distances, e.g. 5, 10, 15, etc. And as others commented, please measure for K-12 education as well as higher education. More global comments, relevant to performance measures and other information provided at the Dec. 4 workshop: Up to this new RTP round, my understanding is that the SANDAG Ridership model has not measured many of the things that actually drive ridership, notably, on a different network system. While it's good to have performance measures, it is also necessary to understand how these measures themselves will be measured. Please add a column to the right of "Proposed 2019 Regional Plan Performance Measures" for disclosure of how each performance measure will be assessed; whether by computer model (and which one), or by other means (and which). Related to travel times, frequency, and real-world access: In measuring distances and times, use door-to-door travel times, to or from select points throughout the region, rather from TAZ centroids. Using the "artificial" centroid of a TAZ can throw off measures of actual distances and times. Use actual walking distance to true rapid transit; residences and jobs within a real quarter mile walk, not a simplified quarter mile radius Finally, at the Dec. 4 workshop it was described how a set of "unconstrained network projects" have already been adopted by the SANDAG Board. I believe I heard that this closed set of projects are to be the only set of projects which will be reshuffled and reprioritized to make up the different transit system design scenarios to be defied this next Spring. This would appear to functionally exclude from consideration any alternative network design, and different projects in alternative designs. This is obviously an important point to be clear on. At the workshop I asked two different SANDAG staff if different projects can be submitted and included in this process at this time. I was encouraged to submit projects, if I knew of any. Referenced by this submittal, one or more said projects will be submitted to the SANDAG staff I have spoken with, and will be posted in the CBO Workspace set up for CBO work.
26	6. change similarly to equitably. 5. add reduction of congestion 5. instead of reliable change to budgeted time vs. actual time 8. Break it down into senior v. non-senior, low-income v. high income, and mode * Transportation is going to be very different in the next few years. All seniors will be able to access info with smart phones in the next few years, millennials will use public transportation more as they age, and shared rides and driverless cars will increase access to other modes of transportation for non-drivers.
27	Developing and maintaining reasonable alternatives to driving, especially single occupancy driving is paramount. We must get people out of their cars and into alternative ways of getting around that are safe, efficient, and better for the environment.
28	Health metrics are good. We need to pay close attention to GHG and serving communities that are not served, or underserved.
29	A key performance measure as we move forward as a region, I believe, is to evaluate whether the new Regional Plan supports Smart Growth and Planning in both infill and new areas of opportunity.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
30	There is no way to evaluate the performance of government's subsidized delivery of transportation services in the measures. "How many transportation services are now wholly owned and operated by the private sector" would be a different measure to those listed under "Vibrant Economy". The current measures are seeking to recognize the value attributable to making incremental change, rather than MEASURING government innovation. Uber and Lyft are demonstrating that public transportation can be done a different way. If you thought that \$78million a mile on a new rail project is questionable, the performance measures as they stand won't help SANDAG course correct for these types of innovations quickly enough.
31	I find the proposed performance measure appropriate given the region's goal but with one caveat: I would not support using these measures to create policies that act to make traffic worse on our roads with the unstated goal of forcing San Diegans to bus, bike, walk. I support incentives, not informal mandates as some in the transit-first camp are promoting.
32	The move to better facilitate walking and biking and increasing the economic growth are valid, but should not discount the ability for senior or disabled people currently living here with limited means and mobility issues.
33	Would like clarity on the timeline for assessing/finalizing the performance measures and what exact role they will play in developing the next regional plan (e.g., want to make sure the measures are public, and how they are used in analyzing different scenarios needs to be transparent and clear, how public comments on the performance measures will be incorporated/change the PMs). Are the measures weighted? Are you collecting input on that? How will the plan be evaluated against the performance measures moving forward - have we done this before? Do we evaluate the current plan against performance measures? Ideally this would be a public, transparent process to keep us accountable and on target.
34	It would be useful to know the proposed method to calculate each performance measure and allow comments on those.
35	In reality the performance measures are fine. The problem is that SANDAG, San Diego County jurisdictions, Caltrans, and San Diegans themselves continuously ignore them in support a highway and roadway widenings. Implementation is key. Stop creating forward-thinking performance measures simply to check off a regional plan checkbox. Actually do something with them. Make them a tangible part of the decision-making process.
36	The performance measures must align with the land use plans provided by the cities in the county otherwise transportation is at odds with land use plans and design.
37	Most improvement will come from better fuel efficiency of vehicles using highways. Measure that. Also there are no measurements for the influence of UBER/Lyft/Driverless Vehicles. These will all impact how we move about. We need good, efficient highways for all of these.
38	Reduction of VMT is a key performance measure. I feel that reduction of travel time is at odds with environmental goals.
39	There should be a performance measure that addresses the "missing links" in our system. Particularly, does the change address these missing connections, or something similar.
40	Innovative mobility and planning never mentions planning for: Providing multiple routes to underserved areas; High speed rail line; Increased drone use; Driverless car regulation, etc. Vibrant economy never mentions planning for: A lack of east/west transit connectivity which is visible on the San Diego County Regional Transit Map; Various Transit access outlets (bike, bus, rail, international borders, etc.), connecting the Cross Border Xpress to Tijuana airport; Increased transit access, increases economic development. Healthy Environments and Communities never mentions planning for: Examining the impact of increased wild fire activity throughout the county and the possible closure scenarios on our major roads I-5, I-15, etc. Reducing one way in, one way out (Cull-de-sac) suburban planning which results in severe impact for emergency service access and resident safety. Separating carpool, truck and passenger car on major streets and thoroughfares throughout the county. (E.g. Highway I-163 becomes carpool and passenger cars only – all trucks use I-5).
41	ADA - accessible public transportation for all is a vital area not to forget
42	The proposed 2019 regional plan performance measures are not clear to my community and the questions are confusing. I don't even know what the measures are.
43	Does not prioritize public transit enough
44	For me, there needs to be an intense focus on ability to travel/commute by bicycle and I'd like to see more performance measures specific to that goal
45	speeding up "drive alone" car travel times should not be a goal
46	Cost should be utilized to allocate funding to the benefit of the entire community and how they currently use transportation modes and what they are inclined or able to use in the future. Funding should not disproportionately be used to offset expenses or subsidize alternative modes of transportation. If it cost \$20k per year to provide bike lanes for 2 % of the population maybe that funding should be distributed to roadway networks to benefit more users.
47	To increase the food accessibility on low income or less privileged communities where fast food saturations and food desert areas are not able to obtain healthy meals or better sources of healthy food.
48	More focus on planning for events and strategic expansion should be the focus. People should prefer the ease and reliability of public transit over the hassle of driving. So far, my experience is, that is a challenge in this city.
49	Public transit efficiency and access should be prioritized in assessing performance above factors involving automobiles.
50	Smart growth would be to encourage employment centers in East County and South Bay to reduce the need for everyone to commute in the same direction
51	There needs to be specific mode split goals and better goals to support transit access-especially for disadvantaged communities. None of the measures ensure habitat preservation- this needs to be much more direct.
52	Keep the clean air & safe pedestrian/cyclist themes high on the priority list

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
53	The performance measures should quantify and lead toward greater availability of transportation options, especially bike/walk/transit access. Any measure that deals with auto delay (no longer a CEQA impact) should be replaced with travel time consistency based on future road pricing options that can respond to demand.
54	Deprioritize highway expansions in favor of effective transit projects
55	More emphasis on automobile travel, not public transportation.
56	Not enough weight on public transit, too much weight on cars.
57	While you ask many of the right questions, your answers are usually skewed to the less densely populated areas of my city. We need relief from the single-occupant cars. Public transportation (commuter rail, subway, and trolley) must supplant the fatal congestion of the present. You fail on this, you fail on the future of the San Diego region.
58	You should assess how many cars in HOV lanes actually take cars off the road. In other words, if a car has two or more people who would normally be in the same car that does not mean the HOV lane has removed a car.
59	Provide safe, friendly and low cost transportation for seniors.
60	Less focus on auto travel times, greater focus on reducing VMT and safer transportation system for all travel modes.
61	Reduced greenhouse gas emissions.
62	I would prefer that reduced travel time apply to all types of transportation. I sense however, that it focuses more on improving automobile travel time, at the expense of buses and light rail.
63	Needs more emphasis on complying with State efforts on Climate Change. And on improving Air Quality from Transit emissions as well as SOV.
64	Need a train coming down I-15
65	Examining numbers using public transit is important. Routes should be altered based on use.
66	Increase traffic reduction measures in Mission Valley - it is a nightmare now and continued housing makes this area worse for years to come!!
67	Increase Trolley lines. Buses, lanes for bikes everywhere in the county and more rebates on electrical car purchases.
68	125 at 94 is a hazardous road. Please fix it and don't do it again.
69	One thing I have noticed that bike corridors are not maintained, brush over growth taking over path, pavement issues. The idea of new and more commuter path ways is great but if it is not going to be maintained, then what's the point. Looks great at first then a complete eyesore within a short amount of time. Same with on & off ramps. San Diego personal appearance needs work. Compared to other states I say San Diego ranks rather low.
70	We need transportation to Del Mar from San Ysidro. This should be a short time not four hours to commute one way and about 6 buses to transfer. It's too much trouble, that's why people rather just use their car.
71	Bike share needs to be in more areas. More shared bikes near transit and not downtown area.
72	Please add a trolley from San Diego Airport, thru Hillcrest, between San Diego Zoo and Balboa Park to Navy San Diego Medical Center.
73	I think the measures are fine, but I am concerned about the ability to actually make actual improvements. I think even more aggressive attention needs to be placed on the LOSSAN rail corridor; and, solving problems with taxi and UBER (and perhaps create a hybrid option with positive aspects from both options).
74	The longer cars sit idle on the freeway downtown traffic, the more they pollute the air. Thus expanding freeways w/ more lanes and improving highway transitions will actually help improve the air quality by reducing transportation time. There are only so many people that are going to be able to walk, bike, or use public transportation... some will be able to do it, but for many it will not be as practical for them so we need to emphasize road expansions and add more lanes to highways. Also adding bike lanes reduces lanes for driving and really is a setback for our ability to get around. Cycling on the streets is dangerous and only makes sense for those who are very experienced cyclists, otherwise you are going to be increasing road fatalities and bike accidents which are no minor consequence.
75	I think that the trains should be moved off the bluffs in Del Mar. It is unsafe to continue running them there. Turn the area into a park and trail.
76	Is it realistic to think people will use bikes as a major transportation mode, regardless of how many bike lanes or paths are built? Not practical.
77	People don't work and live in the same place. They can't afford to or wouldn't even consider living in the same area. Not going to sell a home or condo to move closer to work where I don't want to be near on weekends. You're crazy to make that assumption. Also, your idea of "widening" the freeway is to make the lanes narrower. Try driving the stretch between Del Mar Heights road and Birmingham. The semi's can't fit in their lanes causing near misses. Then add in the idiot motorcycle lane splitters. It's a disaster. Quit encroaching deeper into the hillsides around the freeways, ruining property values and creating unhealthy areas around the freeway and fix mass transit. I'm too old to ride a bike.
78	Improvements to east county are needed. Almost all highway and rail projects are for North County and golden triangle. Fix 125-94 interchange, 52, and 125 itself. At rush hour due to bad design and striping of lanes is always gridlocked between 94 and 8
79	Expand light rail in south San Diego, specifically east/west rail line through Chula Vista. LA Metro transportation plan is great and should be a model for San Diego.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
80	A large portion of San Diego County's working population lives in East Chula Vista/Eastlake/Otay Ranch. This area should be connected, by rail, to the downtown areas (military bases included) in which these people work. The Rapid Bus concept is poorly conceived and under utilized because it relies on the same congested roadways that are already congested. It essentially makes those living in the South Bay feel like second class citizens.
81	Presently Surfliner trains overnight at Santa Fe Depot, creating severe noise and pollution for thousands of downtown San Diego residents. A new layover facility is urgently needed, away from the growing city core. This new facility has been mandated by the City since 1983 and planned by Caltrans since 2001; it must be delivered!
82	Not sure that each community should share costs equally as wealthier areas of the county could more easily carry a greater burden of the cost
83	Car centric transportation planning is wrong. The measure must be how many we can get to stop driving, especially driving alone and on to mass transit by spending money on non-automobile transportation
84	Too much feel good stuff. Just build and maintain roads. The Sprinter has done more harm to North County traffic than it will ever improve the situation.
85	Gridlock on the freeways is not acceptable. What are we doing to fix it?
86	Excess diversion of funds to bicycles and rail.
87	Measures and goals look good for the area.
88	Please host more workshops for public input on the 2019 Regional Plan. The community wants to be involved and hosting one workshop in the middle of the day is not enough. We want to see a transit-first 2019 regional plan put on the table, this is what we are hearing from the community in City Heights.
89	Hurry!
90	SANDAG seems to waste so much taxpayer money on job justifying reporting, outreach programs, bureaucracy etc., and not enough on results, and being held accountable on our grossly inadequate roads and freeways.
91	Have more workshops in the evening. Reach out to the community.
92	I like the plan. Good job.
93	Change meetings days and times after 3pm. Convenient for students. No cost transportation passes. Make the questions easier
94	Meetings should start later after 3pm. As a student I can't make it to the 1pm meeting since I am still in school. Make the questions easier to respond to. Bring back the NO cost transit bus passes.
95	See earlier comment. This planning agency is a sham.
96	see my last answer
97	See my previous comments.
98	Same as the "comments" section.
99	Do not know enough.
100	Dar mas prioridad a los ciclistas y mejorar las pistas y freeways, ya que en mucho de ellas su estado es muy mala. Ademas que halla mas talleres para informar a la comunidad de que esta pasando en nuestra comunidad. Give more priority to bicyclists and improve roads and freeways, as many of them are in poor condition. Also, have more workshops to inform people what is going on in our community.
101	Por favor tengan sus juntas en la tarde o fin de semana. Please have your meetings in the afternoon/evening or on the weekend.
102	El proceso nos confunde, me gustaria que nos informaran en horarios y tener talleres en la tarde y que fueran mandatorias los talleres de informacion. The process is confusing. I would like to be informed about times and that the workshops are held in the evenings, and make these informational workshops mandatory.
103	Por favor mas tayeres con un horario mas accesible que todas las personas puedan asistir, por las tardes of fines de semana. Please have more workshops with a time that is more convenient for everyone to attend, in the evenings or on weekends.