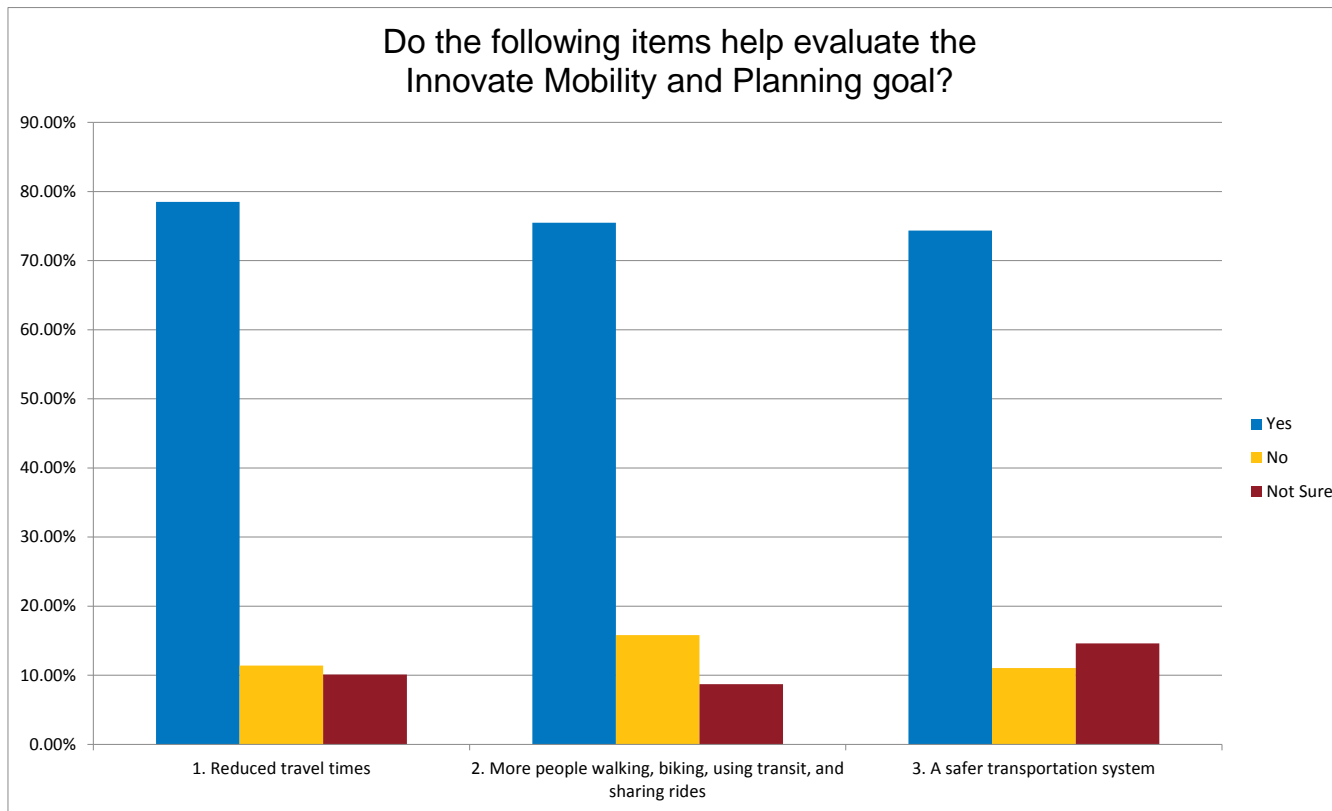


2019 Regional Plan Proposed Performance Measures

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

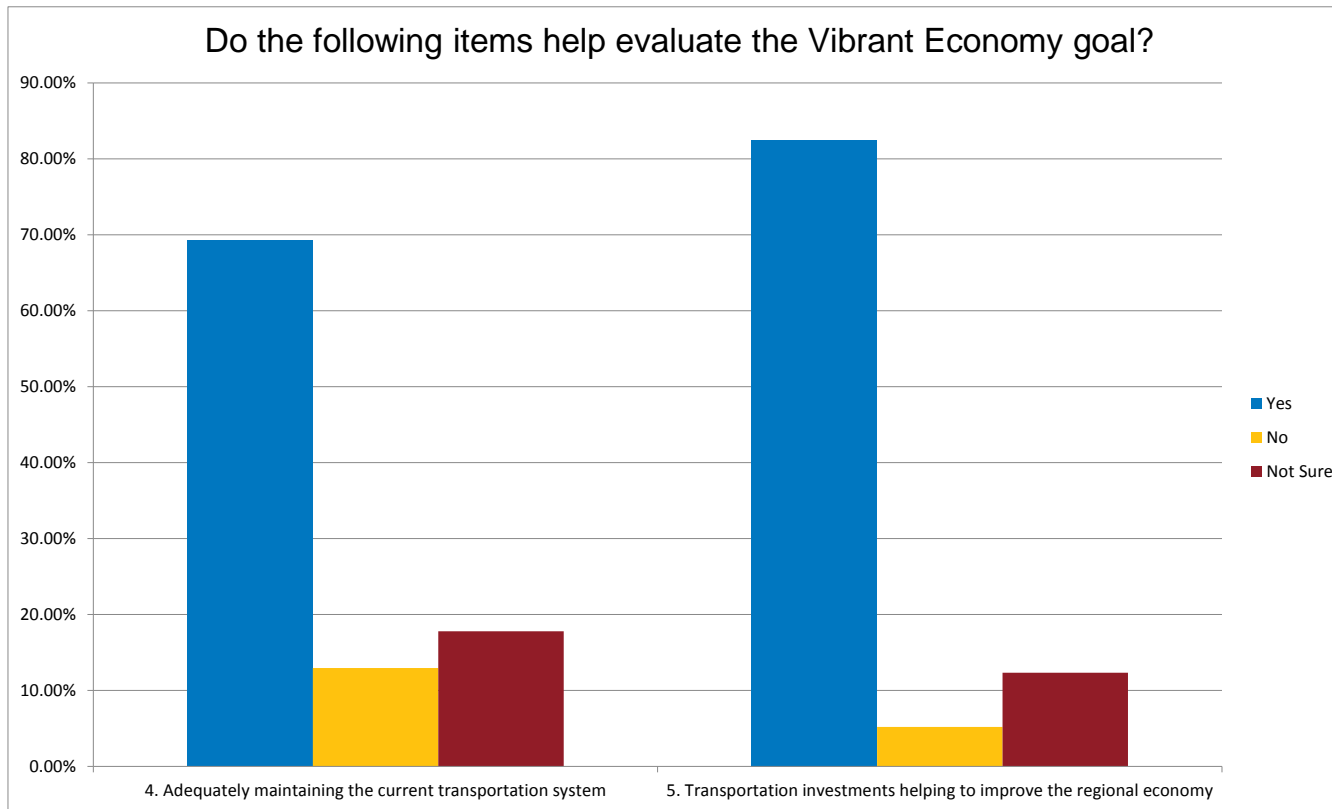
	Yes		No		Not Sure		Total
	Percentage	Count	Percentage	Count	Percentage	Count	
1. Reduced travel times	78.50%	241	11.40%	35	10.10%	31	307
2. More people walking, biking, using transit, and sharing rides	75.48%	234	15.81%	49	8.71%	27	310
3. A safer transportation system	74.35%	229	11.04%	34	14.61%	45	308



2019 Regional Plan Proposed Performance Measures

Do the following items help evaluate the Vibrant Economy goal?

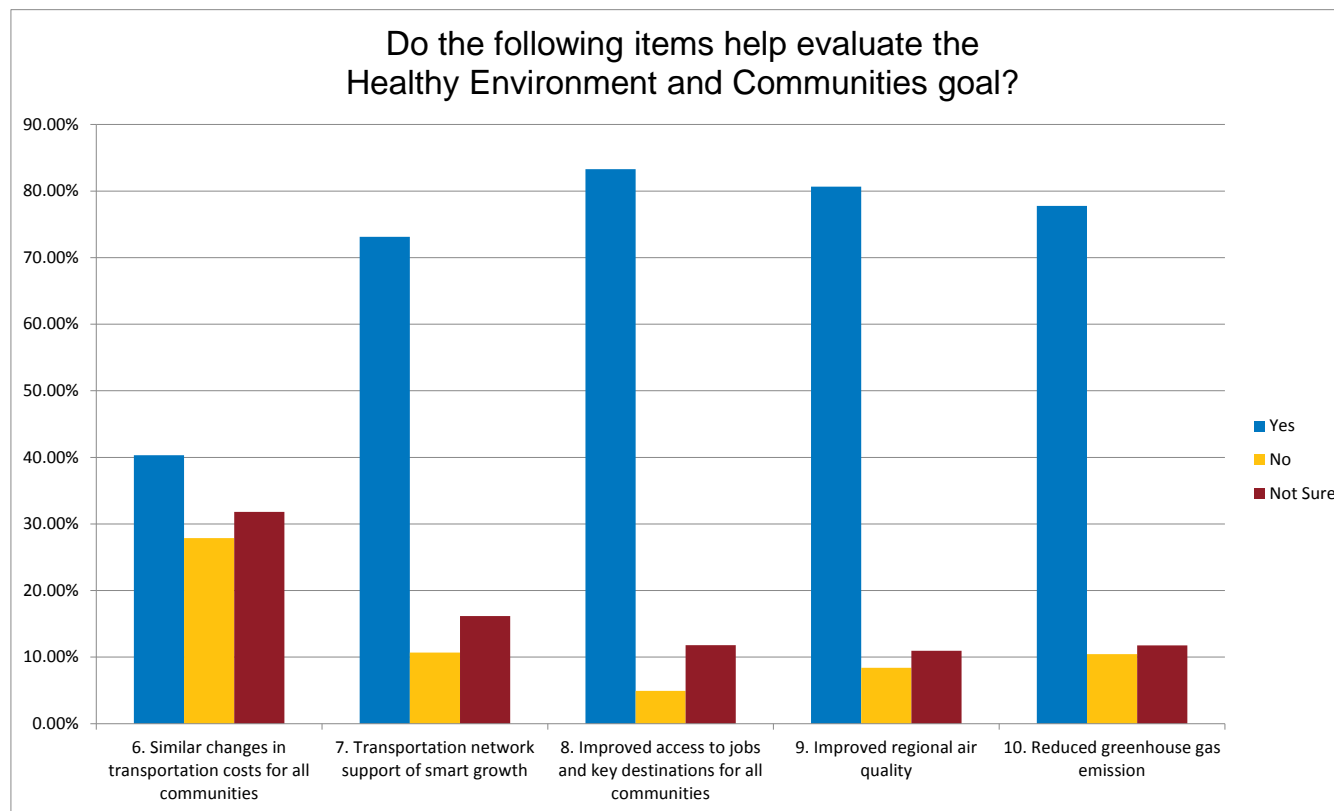
	Yes		No		Not Sure		Total
	Percentage	Count	Percentage	Count	Percentage	Count	
4. Adequately maintaining the current transportation system	69.26%	214	12.94%	40	17.80%	55	309
5. Transportation investments helping to improve the regional economy	82.47%	254	5.19%	16	12.34%	38	308



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 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.
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.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
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
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.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
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.
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.

Online Survey - Comment Prompt 2

#	Q2: Please use the space below to comment on the Proposed 2019 Regional Plan Performance Measures.
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.