AGENDA ITEM NO. 18-06-9

BOARD OF DIRECTORS
JUNE 22, 2018

ACTION REQUESTED: INFORMATION

SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEME OUTREACH UPDATE

File Number 3102000

Introduction

Community input is critical to creating a Regional Plan that reflects the needs and interests of the San Diego region's residents and businesses, and protects overall quality of life. Consistent with the Public Involvement Plan (PIP) for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), comprehensive public outreach efforts will be undertaken for each major phase of the development of the Plan. Outreach during network theme development phase focused on collecting input regarding transportation issues that are most important to residents and asking the public what should be considered as transportation network scenarios are developed.

In April and May 2018, SANDAG staff conducted a series of open houses, focus groups, and a survey to gather public input on themes to guide development of transportation network scenarios for the 2019 Regional Plan. Input also was received via letter, email, and petition. This report summarizes the input received through this process, which will be used to inform development of transportation network scenarios for the draft 2019 Regional Plan.

Discussion

Transportation Network Theme Outreach

SANDAG heard from thousands of people through a series of open houses, focus groups, a survey, and social media. Additionally, subregional community ambassadors helped drive engagement in their respective communities, including promoting the open houses, encouraging survey participation, and coordinating outreach through a variety of third party stakeholder groups (e.g., business and community associations, professional organizations and associations, and planning groups). Diverse input was received from individuals across the region about issues that impact their quality of life and current and future travel needs. A summary of input (Attachment 1) and the detailed comments received are included in the attachments listed in the subsequent sections of this report.

Some frequently heard comments were the need for improved access to jobs and shorter commute times, reduced congestion, and more active and public transit options. The importance of smart growth and affordable housing, protecting the environment and addressing climate change, and using technology to help serve travel needs also were heard. Respondents also noted the need for future transportation systems to accommodate the needs of an aging population and vulnerable communities.

Open Houses

A series of seven open houses were held throughout the region between April 23 and May 3, 2018. Bilingual (English and Spanish) materials gave attendees an opportunity to talk with staff and learn about components and considerations in the Regional Plan. Nearly 450 people attended and learned about the Regional Plan, its vision, goals, and policy objectives; jobs, population, housing, and the economy; emerging technologies; climate change and the environment; healthy communities; and social equity. Comment cards and surveys were distributed and a compilation of the comments received at open houses, SANDAG policy committee meetings, and via email, letter, and petition are included in Attachment 2.

Focus Groups

Facilitated focus groups were conducted in each of the five subregions (North County Coastal, North County Inland, East County, Central, and South County) between April 16 and April 26 to solicit community input on transportation network themes. Participants were asked about transportation issues that impact their quality of life. The focus group summary report (Attachment 3) found the most commonly mentioned impacts were about time constraints and scheduling (i.e., missed transit connections and wasted time in traffic) due to congestion on roads and freeways, lack of public transit options, and safety. A prioritization process was enlisted for participants to identify their top tier themes which, overall, most frequently focused on increasing highway and public transit infrastructure, implementing innovative technologies, and increasing safety.

Survey

More than 3,000 responses were received through a survey that was available in print and online formats from April 23 through May 10, 2018. The survey included a series of multiple-choice questions that solicited information on transportation priorities as well as areas where respondents could provide detailed comments. Attachment 1 includes a summary of the multiple-choice responses, and the detailed comments submitted are shown in Attachment 4.

Community Based Organization Outreach

The 13 Community Based Organizations (CBO)[1] that SANDAG has partnered with for the 2019 Regional Plan conducted additional outreach to traditionally underserved populations throughout the region and formed the new Community Based Organizations Working Group. In addition to co-hosting five subregional open houses, CBOs conducted more than 60 outreach meetings in their communities and reached more than 700 participants in various small group, assembly, and street fair formats. Outreach was conducted in English, Spanish, Tagalog, Vietnamese, and Arabic. Some CBOs met during their regularly scheduled community meetings to begin the conversation of how each community member travels today and how they would like to travel by 2050, as well as key issue areas (e.g., safety, cost, travel time) they would like to see addressed in the future. Several CBOs also met to debrief after the open house(s) and continue conversations about transportation network themes. Input received through the CBOs is included in the comment cards and surveys and will be used alongside other outreach efforts to support the network development process.

[1] CBOs include Alliance for Regional Solutions, Barrio Logan College Institute, Bayside Community Center, Casa Familiar, Chula Vista Community Collaborative, City Heights Community Development Corporation, El Cajon Collaborative, National Latino Research Center, Nile Sisters Development Initiative, Operation Samahan, Olivewood Gardens, Urban Collaborative Project, Vista Community Clinic.

Social Media

The open houses and the survey were promoted heavily on SANDAG social media (Facebook, Twitter, and Instagram) and draft posts were shared with member agencies and community organizations in an effort to reach as wide an audience as possible. In total, SANDAG social media posts reached more than 67,000 people.

Next Steps

The input gathered through the transportation network theme outreach phase will be used to help inform the development of distinct transportation network scenarios which will be available for review by the public, Policy Advisory Committees, and Board of Directors later this summer. The Board of Directors will be asked to select a preferred transportation network scenario in fall 2018, which will serve as the basis for the draft 2019 Regional Plan and its environmental document.

KIM KAWADA
Chief Deputy Executive Director

Attachments:
1. 2019 Regional Plan Network Themes – Summary of Input
2. 2019 Regional Plan Network Themes Open House and Written Comments
3. 2019 Regional Plan Focus Groups Report
4. 2019 Regional Plan Network Themes Survey Responses

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Transportation Network Themes

We Heard You

Thank you for sharing your priorities for our region's future. Using the guiding question of what our transportation network should look like in 30 years, thousands of residents across the region provided their input on the network themes most important to them through open houses, focus groups, emails, online and print surveys, comment cards, and social media. We greatly appreciate all of the input and ideas regarding your big-picture vision for the future of transportation in the San Diego region. This input will be used to help develop network scenarios, which will be available for public input later this summer.

More than
3,000
surveys completed

60
outreach meetings held by 13 Community Based Organization partners

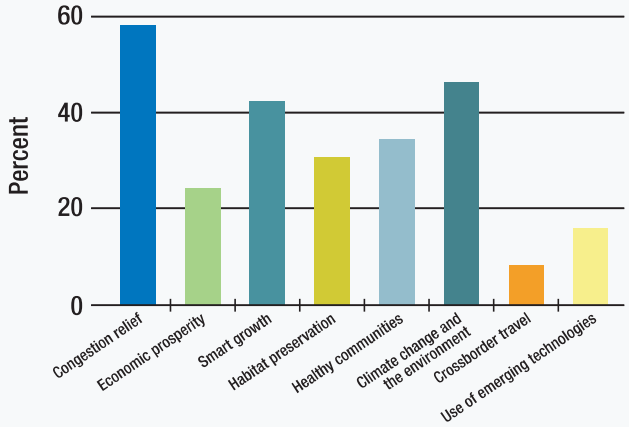
Nearly
450
people attended one of seven open houses

More than
800
comments and emails received

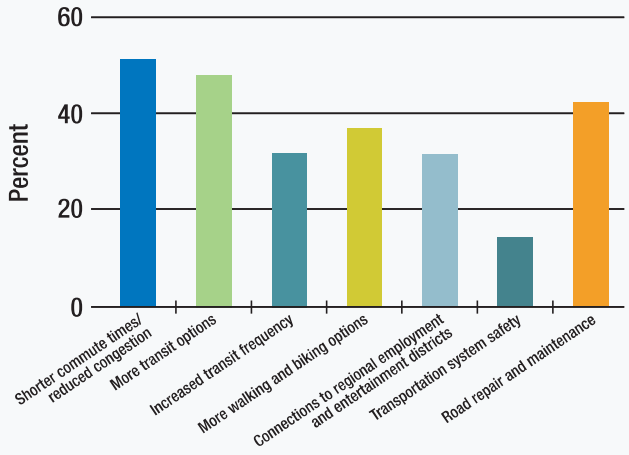
More than
67,000
people reached on social media

Survey Results

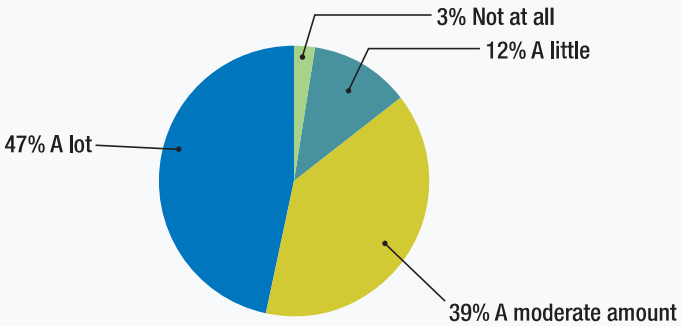
When it comes to our region's future, what is most important to you?



Given the reality of limited transportation funding, what transportation issues are most important to your quality of life?



How much do you think emerging and future technologies should be considered?



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Summary of Public Input

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The Regional Plan | 2019–2050

Transportation Network Themes

We've carefully reviewed the comments shared by residents. Some of the input and ideas we heard include:

Congestion Relief

- Expand the bus and Trolley system to employment centers
- Enhance frequency, efficiency, choices, and reliability of transit
- Expand and maintain highway infrastructure in highly congested areas
- Enhance cross border travel infrastructure and connections
- Incentivize employers providing transit passes
- Expand carpool and Managed Lanes
- Consider double-decker freeways

Climate Change and Environment

- Protect air quality
- Encourage production and support of alternative energy sources (solar, electric)
- Preserve open space and natural habitats
- Reduce greenhouse gas emissions by encouraging alternative transportation to help support local jurisdictions' Climate Action Plans
- Support electric vehicles and increase the number of charging stations
- Reduce transportation-related pollution levels in disadvantaged communities
- Use more electric or solar-powered buses

Emerging Technologies

- Create infrastructure to support autonomous and connected vehicles
- Use technology to help relieve congestion
- Support mobility hubs and the services/programs they contain
- Use real time phone alerts to enhance traffic flow

Healthy Communities

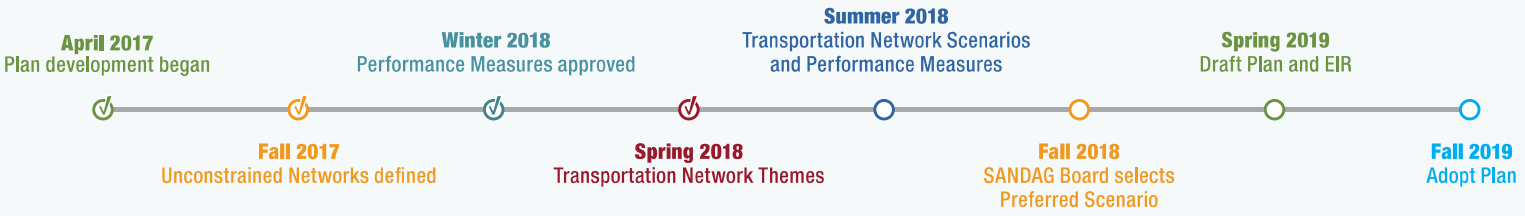
- Invest in infrastructure to support active transportation, such as protected bike lanes, transit connections, bike parking, and trails
- Increase safety for bike riders and pedestrians
- Enhance first mile/last mile connections
- Accommodate the travel needs of seniors and other vulnerable populations
- Reduce congestion to lower commute times and enhance quality of life
- Reduce transit fares to increase ridership

Housing, Jobs, and Economy

- Improve transportation connections between where people currently work and live, as well as where people will work and live in the future especially for disadvantaged communities
- Support more affordable, mixed-use housing along major transit corridors
- Increase mixed-use, smart growth development in the existing urban areas
- Improve transportation to improve the economy

2019 Regional Plan Development Timeline

San Diego Forward: The 2019-2050 Regional Plan will build upon the 2015 Regional Plan, which merged local planning efforts, emerging issues, and innovative concepts into an overall vision for the region's future, including specific actions to turn that vision into reality. The public input gathered during the network theme outreach phase will be used to inform development of transportation network scenarios. These draft networks will include a variety of projects, programs, and services that will be evaluated by performance measures approved by the SANDAG Board of Directors in March 2018. Later this summer, there will be several opportunities for the public to weigh in and provide input on these network scenarios. A preferred scenario, which will form the core of the 2019 Regional Plan, will be selected by the Board of Directors in fall 2018.



For more information, visit SDForward.com

Escuchamos su opinión

Gracias por compartir sus prioridades para el futuro de nuestra región. Usando la pregunta orientadora de como debería ser nuestrared de transporte en 30 años, miles de residentes de toda la región expresaron su opinión sobre los temas de la red de transporte que son más importantes para ellos a través de reuniones y eventos comunitarios, grupos de discusión, mensajes electrónicos, encuestas impresas y en línea, tarjetas de comentarios y en las redes sociales. Estamos muy agradecidos por todos sus comentarios e ideas sobre su visión para el futuro del transporte en la región de San Diego. Sus opiniones nos ayudarán a desarrollar los escenarios de la red, los que estarán disponibles para comentario público más adelante este verano.

Más de
3,000
personas participaron en la encuesta

60
reuniones de alcance llevadas a cabo por 13 organizaciones comunitarias

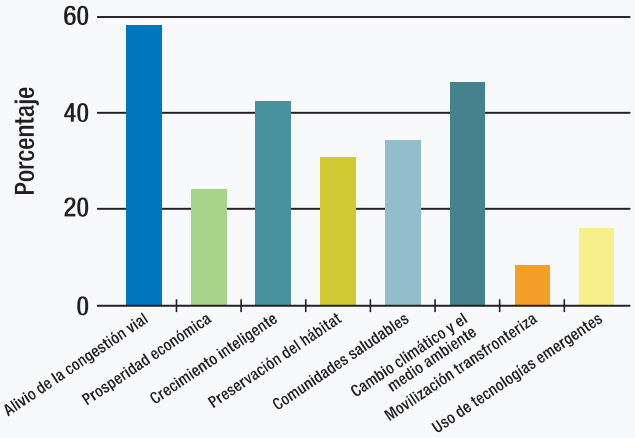
Casi
450
personas asistieron por lo menos a una de las siete reuniones comunitarias

Recibimos más de
800
comentarios y mensajes electrónicos

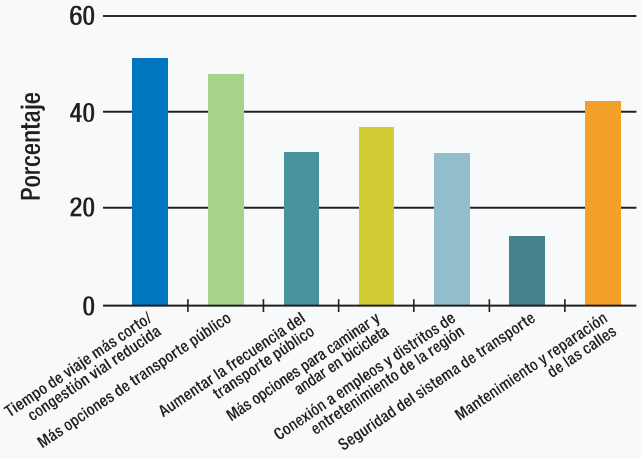
Más de
67,000
personas interactuaron con nosotros en las redes sociales

Resultados de la encuesta

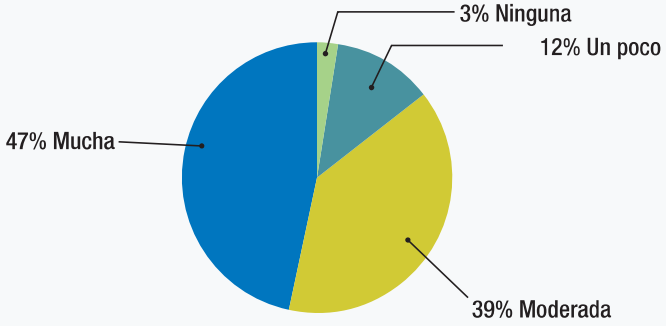
Con respecto al futuro de nuestra región, ¿qué es lo más importante para usted?



¿Tomando en cuenta la realidad de los fondos limitados de los que cuenta el transporte, ¿qué aspectos del transporte son más importantes para su calidad de vida?



Qué importancia cree que debemos dar a las tecnologías emergentes y futuras?



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Resumen de los comentarios

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Temas de la red de transporte

Evaluamos cuidadosamente los comentarios expresados por los residentes. Estos son algunos de los comentarios e ideas que escuchamos:

Reducir la congestión vehicular

- Expandir el sistema de autobuses y del Trolley hacia los centros laborales
- Aumentar la frecuencia, eficiencia y confiabilidad del transporte público
- Ampliar y mantener la infraestructura vial en las áreas más congestionadas
- Mejorar la infraestructura y conexiones transfronterizas
- Incentivar a los empleadores que proveen pases para el transporte público
- Ampliar los carriles de viaje compartido y los carriles flexibles
- Considerar el uso de autopistas de dos niveles

Cambio climático y medio ambiente

- Proteger la calidad del aire
- Fomentar y apoyar la producción de energía a través de fuentes alternativas (solar, eléctrica)
- Conservar los espacios abiertos y hábitats naturales
- Reducir la emisión de gases invernadero promoviendo el uso de medios alternativos de transporte que apoyen los Planes de Acción Climática de las jurisdicciones locales
- Apoyar el uso de vehículos eléctricos y aumentar el número de estaciones de carga
- Reducir los niveles de contaminación debidos al transporte en las comunidades desfavorecidas
- Usar más autobuses eléctricos o que operen a través de energía solar

Tecnologías emergentes

- Crear infraestructura apta para vehículos autónomos y conectados
- Usar la tecnología para ayudar a reducir la congestión vehicular
- Apoyar los centros de movilidad y los servicios/programas que contienen
- Usar alertas telefónicas en tiempo real para mejorar el flujo del tráfico

Comunidades saludables

- Invertir en infraestructura que apoye el transporte no motorizado, como carriles de bicicletas protegidos, conexiones con el transporte público y estacionamientos y senderos para bicicletas
- Mejorar la seguridad de los ciclistas y peatones
- Mejorar las conexiones en la primera milla/última milla
- Adecuarse a las necesidades de los adultos mayores y de otras poblaciones vulnerables
- Reducir la congestión vehicular para disminuir el tiempo de viaje y mejorar la calidad de vida
- Reducir las tarifas del transporte público para aumentar la cantidad de pasajeros

Vivienda, empleos y economía

- Mejorar las conexiones del transporte donde trabajamos y vivimos en la actualidad y donde trabajaremos y viviremos en el futuro, especialmente en las comunidades desfavorecidas
- Apoyar el uso más asequible y mixto de la vivienda a lo largo de los corredores más transitados
- Aumentar el uso mixto y el desarrollo inteligente en las áreas urbanas existentes
- Mejorar el transporte para mejorar la economía

Cronograma para el desarrollo del Plan Regional 2019

San Diego Forward: El Plan Regional 2019-2050 se basará en el Plan Regional 2015, que fusionó esfuerzos de planificación local, asuntos emergentes y conceptos innovadores en una visión para el futuro de la región, incluyendo acciones específicas para convertir esa visión en realidad. Los comentarios públicos recopilados durante la fase de difusión de los temas de la red serán usados para informar el desarrollo de los escenarios de la red de transporte. Los borradores de la red incluirán varios proyectos, programas y servicios que serán evaluados de acuerdo con las medidas de rendimiento que fueron aprobadas por la Mesa Directiva de SANDAG en marzo del 2018. Más adelante este verano, el público tendrá varias oportunidades de opinar sobre los escenarios de la red. El escenario preferido, que será el núcleo del Plan Regional 2019, será escogido por la Mesa Directiva en el otoño del 2018.

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#	Date	Comment
1	4/12/2018	See Letter
2	4/16/2018	See Letter
3	4/17/2018	See Email
4	4/21/2018	See Email
5	4/23/2018	Be willing to move money from one pot to another. Time's change. Money in budget should be more fluid to accommodating new issues, concerns, knowledge.
6	4/23/2018	Don't add lanes to freeways--it just adds to pollution and freeway soon becomes just as congested. Children that live within a half mile of freeway are much more likely to develop asthma. No bikeways next to freeways. Do not build schools and parks next to freeways.
7	4/23/2018	Put in tunnel between Mission Bay and UTC. It would save 18 minutes on commute times. Put in another track for the Coaster. Do not encourage driving cars. Largest cause of death of 20-40 (?) year olds is accidents while driving. Take 15% of traffic currently on 5 and transfer that to rail.
8	4/23/2018	Expand access to outlaying areas. The County of San Diego has no real growth plan. Building high-rise buildings in congested areas near the water is crazy in the long run. Jobs will move if transportation is available.
9	4/23/2018	Wifi on all public transit systems not just trains
10	4/23/2018	San Diego is close to perfect climate-wise.
11	4/23/2018	More public restrooms--the I-15 El Cajon and University 235 Rapid stops has closed restrooms. Open them. Expand transit operating hours to 24 hours.
12	4/23/2018	SANDAG transit planning to date has ignored service needs of jobs--both "upper" and "lower" class jobs. Example, North Coast should have gone out Miramar Rd and/or Mira Mesa Blvd.
13	4/23/2018	Better "feeder" buses are essential for attracting users to transit corridors.
14	4/23/2018	Planning in future should try to eliminate the discontinuity of the MTS/NCTD which is an artificial boundary of transit service.
15	4/23/2018	Is there something between LRT and heavy rail/subway that can bring us closer to "rapid transit"? Maybe the planned trolley along 805 can be faster than trolley.
16	4/23/2018	Please expand public transportation to employment centers in Torrey Highlands, Rancho Bernardo, Black Mountain Ranch, Carmel Valley, 4S Ranch, etc.
17	4/23/2018	These futuristic technologies are unrealistic when current (simple) technologies are not effective--bus arrival time signs and bus GPS do not always communicate effectively. Also, many traffic lights are not synchronized. Autonomous vehicles are unproven and unsafe, especially for pedestrians and bicyclists.
18	4/23/2018	Inclusion of public transportation in 92127, 92130, etc. Please begin public transit in 4S Ranch, Black Mountain Ranch, Del Sur, Santaluz, Torrey Highlands, Pacific Highlands Ranch, Del Mar Heights, Fairbanks Ranch, Carmel Valley, Del Mar Mesa, and underserved areas of Rancho Bernardo and Rancho Peñasquitos.
19	4/23/2018	Street cars to connect the neighborhoods for the last mile of transit... a streetcar in Linda Vista, Pacific Beach, Ocean Beach, etc. would dramatically improve quality of life for commuters. Strongly support skyways and high speed transit.
20	4/23/2018	Alternative transportation must be a priority. Working to resolve and improve alternative transportation would have major benefits in other areas (e.g. climate, environment, congestion, etc.). Bike facilities and bike safety are key. We urge to prioritize this.
21	4/23/2018	Decreasing congestion on major freeways. Smart growth in Linda Vista, specifically the Linda Vista Road and Comstock Street intersection.

#	Date	Comment
22	4/23/2018	Support shared bikes/scooters by creating designated parking spots. Same approach as handicapped parking: paint it green, logo, signage, preferred spot near business access. Converting 1 parking spot to shared bike/scooter could provide parking for 10-12 bikes. This would eliminate bikes/scooters on sidewalks, create a "Go To" location for pick up/drop off. Let's test it in Pacific Beach
23	4/23/2018	There needs to be a significant acceleration of solar power and electric vehicles. This would have the most significant impact on greenhouse gas emissions. We need: significant incentives to convert to solar, significant incentives to replace gas vehicles with electric, significant [indistinguishable] for cycling/scooting including infrastructure changes. Idea: create shared bike parking racks by constructing a curb parking spot to a shared bike parking. Same approach as handicap parking.
24	4/23/2018	Increasing bikes/alternative mobility and reducing cars is the number one opportunity to improve healthy communities. It has an exponential effect: decrease gasses, decrease congestion, decrease frustrations. Increase activity, increase connection to local business, increase sense of community.
25	4/23/2018	First mile/last mile connection to transit hubs (Mid Coast Trolley) is critical. The Balboa Station must be connected via bike/pedestrian bridge to De Anza Cove and Mission Bay. The proposed connector from the station to the west side of I-5 should be planned and funded if the station is to achieve its potential of significantly reducing cars/greenhouse gas emissions/improving quality of life in Pacific Beach.
26	4/23/2018	They need to focus on fixing current housing situations especially for the elderly. Figure out a better way to utilize homes that have been abandoned instead of constantly building newer ones, because everywhere is becoming so congested.
27	4/23/2018	Better transportation solutions to commute from home to work, especially for those that travel over 20 minutes every day.
28	4/23/2018	We have street smog laws, yet we are one of the top states with the worst polluted air.
29	4/23/2018	Curious as to how soon they would start the project as we have many seniors that need proper transportation to doctor visits and other appointments.
30	4/23/2018	This is a high priority area to me--as a public health professional it is important to take a systems or upstream approach to dealing with mitigation and adaptation. Protected bike lanes and rail public transit are so important. Thank you!
31	4/23/2018	Thank you for including healthy communities in your priority areas--especially access to healthy foods.
32	4/23/2018	Housing, moving into the outer county areas due to lack of land in the city = need/opportunity to create a smart transportation network. Jobs-- remain within the city then expand to the north--Temecula. Vision needs to consider Temecula. Link for Jobs, Population and the future.
33	4/23/2018	Complete neighborhood built around industrial and commercial site.
34	4/23/2018	Electric driven transportation
35	4/23/2018	Park access--does not have to be transportation but can be "safe" walking paths from housing development
36	4/23/2018	1. Safe walking/biking paths connecting communities 2. Additional lines i.e.. Airport to Temecula 3. Movement of "goods" to be distributed to specific hours of day i.e.. Up to 6am and after 6pm 4. No new freeways 5. Road maintenance a priority 6. Don’t forget the elderly.
37	4/23/2018	Denser housing near jobs
38	4/23/2018	Pedestrian/bike sensors--need more!

#	Date	Comment
39	4/23/2018	Downtown bike lanes are sorely needed
40	4/23/2018	Increased light rail / up I-15, to more of East County. More bike lockers on light rail stations
41	4/23/2018	Use single pass for rail, lyft-uber, Buses, AV
42	4/23/2018	Continue to enhance emissions standards
43	4/23/2018	No restrooms at stations or lockers even though transit is in service. Important for seniors
44	4/23/2018	More public transit -- easier to use and pay.
45	4/23/2018	Continue to plan for density-- - Ease red tape for accessory dwelling units (ADUs) - Zone for "20 minute neighborhoods" - During non-work transit hours, switch routes to where people want to go during mid-day hours
46	4/23/2018	By addressing the livability and transit issues as you are the East County will take care of itself. In fact, huge dense areas of retail and commerce are a dead end--repurpose them to functional mixed use buildings/residential
47	4/23/2018	Huge potential-- but don't let them drive infrastructure. Continue to let tech solve livable community. Try to allocate funding so it relates to the desired transit mode-split.
48	4/23/2018	Need more low-income housing. Jobs are in great need.
49	4/23/2018	Our economy sucks. It has for years. Don't see any future improvements with no money available.
50	4/23/2018	How are we going to become healthy communities when people from other countries come here and want to convert us the way they use to live. Seems like we're supposed to change to make them more comfortable in all aspects of every day living. Keeping cars and trucks from Mexico from polluting our air. They don't smog.
51	4/23/2018	Was happy to see that population growth was focused along transportation corridors preserving open space and rural environments. Need to continue to promote community/neighborhood sensitive infill development along trolley lines.
52	4/23/2018	Retail is changing--promote mixed use development or residential infill in commercial areas.
53	4/23/2018	Ensure that self-driving vehicles are a "shared" technology rather than a personal technology. If everyone strives for and can obtain their own self-driving car it will make traffic/commuting far worse instead of improving transportation and diminishing parking needs.
54	4/23/2018	Promote solar generation in the already developed environment (rooftop/parking lot/etc.) rather than allow destruction of open space for solar or wind turbine farms. Protect the grid!
55	4/23/2018	Need to ensure effective rapid transit to not only college campuses but to each large medical facility. These are both centers for commuters to work/jobs but also for the services provided. Happy that Mid-Coast will stop at VA, UC San Diego, and Scripps. Don't see any plans for trolley connection to Sharp Memorial campus.
56	4/23/2018	Don't plan to add more freeway lanes. People won't stop using their cars until that is less convenient and more time consuming than public transit. Keep making more transit options with greater frequencies and more service areas.
57	4/23/2018	Need more bus lanes near job, housing. Need the Purple Line trolley to complete the centerline so we can have the same opportunities. More bike lanes and walkable places to come and enjoy the facilities.
58	4/23/2018	More buses and trolleys means more jobs, which helps the economy.
59	4/23/2018	Helps us learn the systems. Helps advance transit.

#	Date	Comment
60	4/23/2018	Helps reduce gas emissions. Reduces pollution. Breathe healthy air. Reduce asthma.
61	4/23/2018	Exercise. Breathe clean air. Live healthy and longer lives.
62	4/23/2018	No more widening of freeways. Extend more bus and trolley lines. Add youth opportunity bus pass.
63	4/23/2018	Focus on community choice energy. Focus on small everyday projects by putting solar panels on all buildings and remove private monopoly companies from controlling our energy.
64	4/23/2018	All mitigation should be done in the communities impacted by the construction.
65	4/23/2018	Reducing carbon dioxide emissions; protecting open space in all communities; sustainability ensure all children can walk to open space. Social justice, unionization for transportation projects.
66	4/23/2018	Greed in the private housing market has killed affordability, and created more homelessness. The private market by itself will never provide adequate affordable housing. Require mandatory inclusionary housing (all cities and County) to create permanently affordable housing at lower/lowest income levels. Do not [indistinguishable] private development density at the problem--will not work.
67	4/23/2018	Less dependent on the military/industrial complex; support adequate living wage ($15/hr. plus).
68	4/23/2018	Will not replace the need for a practical, affordable public transit system that attracts auto drivers.
69	4/23/2018	Highest priority; actually enforce. [Indistinguishable] + goals. Absolutely maintain undeveloped lands/habitat preservation. Eliminate continued sprawl.
70	4/23/2018	Will be achieved if above are provided
71	4/23/2018	Transportation/transit: mitigated multi-modal with a backbone of true BRT (not what is now labeled "BRT", e.g. Express buses) with exclusive bus travelways. Housing -- mandatory inclusionary housing requirements--all cities and County.
72	4/23/2018	Demand better public transportation in any area where new housing is proposed: bike lanes, bus, trolley, etc. Connections.
73	4/23/2018	Basically, we need to reduce the use of cars/trucks/SUVs. 1. Push harder to get employers (including all members of SANDAG) to promote carsharing/carpooling. Many people drive every day back and forth to the same place individually. At least one day/week carpooling would reduce emissions and congestion. Use social media to promote and support these companies maybe?
74	4/23/2018	Trolley ridership is up where it is available; build lines along highway 76, 56, and 52; east/west from the 5, 805, and 15. Make it so easy for people to use. How about building up instead of taking more land to build more highway lanes. Or a trolley above the current freeways.
75	4/23/2018	Thank you for including this as a theme and especially for incorporating healthy food access!!!
76	4/23/2018	We have no good public transit in Sorrento Valley and Sorrento Mesa which is one of our major job centers. A person who public transit travel times should be comparable to driving. The cost of public transit should be less than driving.
77	4/23/2018	Focus on union-based businesses to ensure all San Diegans earn a living wage with benefits to ensure our economy is inclusive. Invest in no/low cost skills training so existing residents can fill job openings.
78	4/23/2018	Utilize differential energy pricing to encourage utilization leveling. Focus on social justice issues when considering technology.

#	Date	Comment
79	4/23/2018	Focus on protecting urban open spaces and creeks as these sequester carbon, help cool urban environments. Providing funding for low-income communities to retrofit existing buildings to be energy efficient. Convert to solar-powered public transit. Keep concrete bike paths out of our canyons. Do not expand the built environment--repurpose existing roadways.
80	4/23/2018	Purchase land in low-income communities for community gardens. Subsidize farmers markets in food deserts to ensure all communities have easy access to low cost fresh fruits and veggies within walking distance of their homes.
81	4/23/2018	Protecting open space in urban areas so that every child can walk or ride their bike to an open space park. Mitigate for all projects in the community where the impact occurs instead of exporting mitigation. Focus on green energy sources. Power for all new transportation sources. Power the trolley off solar power. Consider First mile/Last mile connectors before situating rail transit projects in areas hostile to pedestrians.
82	4/23/2018	Offer day passes at a discounted rate for senior tourists, too.
83	4/23/2018	Offer wifi on buses and Trolley. Orange County buses offers wifi.
84	4/23/2018	Sidewalk safety-- no bikes allowed is not enforced in Pacific Beach or La Jolla
85	4/23/2018	Public safety on buses and Trolley. Most bus drivers do not assist us with unruly riders/oversized luggage, making walkways difficult.
86	4/23/2018	Unifying job, housing, community centers into short distances in-between one another.
87	4/23/2018	Consider scenario where military may leave region and where economic change may occur.
88	4/23/2018	Factor sea-level change on beach bay communities
89	4/23/2018	Walkability, walkability, walkability
90	4/23/2018	Multiple modes of transport-bus-rail-bike-rideshare other than Uber and Lyft. Finding new centers to combine jobs, housing, commercial spaces to single sites.
91	4/23/2018	Absolutely, more "FREDs" (Free Ride Electric Drive) shuttles with on-demand apps are needed if we are going to have denser housing, and not have all our streets crowded with seldom used, old polluting gas cars! Use "FREDs for short shopping trips and trips to trolley. National City would be a great place to implement.
92	4/23/2018	Promote more "local" distributed energy resources (DERs) for local jobs. And cleaner electric grid for electric vehicle charging. Don't import more far away energy on the grid, make it locally.
93	4/23/2018	Focus on pure electric vehicles (EVs), don’t have to be autonomous. Accelerate the installation of EV charging infrastructure. Incentivize purchases. Battery cost coming down, accelerate implementation of advance energy economies both local distributed energy resources (DER), ensure role all innovative companies to integrate with our electric grid, not just existing utilities. Accelerate more energy storage for evening peak demand and vehicle to grid (V2G).
94	4/23/2018	Help local entities accelerate electric vehicle adoption. More charging stations, more incentives make it easy for clean air and reduced GHGs.
95	4/23/2018	Improve transit options in most polluted areas. Increase frequency, more electric buses. More "FRED" shuttles.
96	4/23/2018	Change the laws so company provided transit passes are not taxed. Encourage/incentivize companies to cover monthly transit passes. Work with Sacramento/Department of Transportation to make funding be able to combine for 21st century innovation. More flexibility of funding.

#	Date	Comment
97	4/23/2018	I know I-5 only has funds for +1 lane. There should be serious consideration/study of converting a general-purpose lane to a managed lane instead of building a second lane. This could be accompanied with an expansion, improvement, and promotion of iCommute and transit, or in phases. There should be consideration of bus-on-the-shoulder on the 56 freeways and connection with the Sorrento Valley. I local employers. TransNet highway project should be re-examined to see if it (along with all road projects) can be replaced by conversion/transit and bike/walk.
98	4/23/2018	Prevent further sprawl. Every hillside scraped off to build SFH [Single Family Homes] on new land creates a mass load to freeways, which we need no more of. Multi-use, more dense communities with livable, walkable features are the future as we add 1 million residents. Stick to the general plan, no new peripheral developments.
99	4/23/2018	Large scale battery capacity with large scale solar within the distribution network will flatten the "duck curve" reducing need for fossil fuel ramp up late afternoon/evening. Battery hybrid gas [indistinguishable] reduce FF GHG by 60%.
100	4/23/2018	1) We absolutely need to reduce GHG emissions by reducing vehicle miles. Cap them. Do that with 1 million new residents, we need a comprehensive mass transit system. Major and minor hubs, lines between density centers of jobs and housing. Dedicated frequent service lanes, comfortable, protected waiting areas, stations in a short walk from centers. I like the Quickway proposal. It is extremely thoughtful and thorough. No more freeways.
101	4/23/2018	1. Community Choice Energy with facilitation and distributed energy. 2. Transition all public vehicles (transit, environmental services, etc.) to EVs. 3. Start putting transit stations in places that are accessible to humans on foot. La Mesa trolley isn't, Mission Valley isn't. 4. Use redevelopment funds to re-vitalize urban core areas with housing and transit.
102	4/23/2018	1. No exceptions to general plan development 2. No new freeway capacity 3. Mass transit comprehensive plan (check Quickway)
103	4/23/2018	Mass transit-oriented, mixed use infill development with onsite affordable. Trolley and trains!
104	4/23/2018	Much of the economy and lifestyle San Diegans crave is density-dependent. Mass-transit and urban infill.
105	4/23/2018	It'd be wise to leverage San Diego's existing biotech advantage with a transit-oriented biotech hub.
106	4/23/2018	Transit is essential to San Diego's future, but we need to prioritize habitat connectivity so that we don’t further fragment out open spaces. I'd like to see vastly more intensive transit-oriented mixed use, infill with onsite affordable. We need transit that facilitates building up rather than building out.
107	4/23/2018	Dramatically reduce VMT so that pollution and climate change don’t disproportionately impact communities of color.
108	4/23/2018	Win-win--find ways to incentivize transit-oriented, mixed use infill development with onsite affordable. Gives developers the opportunity to profit contributing to the prevention of urban sprawl, while protecting habitat and giving San Diego the accessible, affordable, density-dependent lifestyle they desire.
109	4/23/2018	Need to use driverless cars and shuttles ASAP. Need less big buses and fixed line transit (trolley).
110	4/23/2018	Use electric vehicles.
111	4/23/2018	Promote bike routes and pedestrian safety.

#	Date	Comment
112	4/23/2018	I support dense housing over dispersed in order to improve transportation infrastructure in and out through communities. Trolley - bus - bike - walk - other?
113	4/23/2018	Support biking and walking as effective and efficient (and safe) modes of transportation that appeals to everyone-- not just aggressive cyclists like myself. Take walking and biking seriously as a mode of transportation.
114	4/23/2018	Same as above -- connect communities with safe bike and walk "highways".
115	4/23/2018	To incentivize walking and biking, it has to be preferable to driving based on the following: 1) efficiency (time of travel), 2) cost (cheaper than driving), 3) experience (more enjoyable than driving). Build biking and walking with this in mind, or it will never be mainstream.
116	4/23/2018	Need to keep all together--boards look like you are focused on that. Housing mix to transit is good.
117	4/23/2018	Part of climate change--need to utilize alternatives for public transportation power.
118	4/23/2018	Ideas sound good, right language. I strongly believe increased public transportation that runs into late pm/evening is important. Uber and Lyft are not answers if we want to improve the environment and remain safe.
119	4/23/2018	Healthy communities include services that are close--markets, restaurants, health clinics, outdoor spaces.
120	4/23/2018	Air quality and climate change, efficiency and accessibility of public transit.
121	4/23/2018	Density along transit corridors needs to be spread along all areas of the County. Not just existing corridors, cities and neighborhoods.
122	4/23/2018	Increasing density in neighborhoods does not contribute to healthy communities. Your goals are contradictory.
123	4/23/2018	Need to fund operational deficiency upgrades (freeway ramp expansions, turn lanes, etc.) to solve problems with existing facilities along 805, 94, etc. before expansion of those facilities.
124	4/23/2018	The RTP needs to be consistent with realistic housing projections. Housing projections have curiously changed themselves at SANDAG and we need to follow thinking more in line with the original plan--a more equal jobs/population [indistinguishable], and affordable housing to stop gentrification.
125	4/23/2018	Spur local businesses by developing public transit. In other cities businesses near transit benefit from their location. Here this is less so because there is little investment in transit.
126	4/23/2018	Don’t overinvest in this. Charging stations are great, but Rob Roberts "predictions" are not based in fact.
127	4/23/2018	1. Support cities CAP transportation targets. This is required by AB805 and the Sierra Club and our allies know this. 2. Increase the amount of people commuting by biking, walking, and transit. Again, AB805 requires this. 3. Create a rate structure that increases ridership consistent with SANDAG's own strategy.
128	4/23/2018	1. Reduce transportation-related pollution levels in disadvantaged communities. 2. Increase transit access in underserved communities.

#	Date	Comment
129	4/23/2018	Greenhouse gas emissions reductions, reducing transportation-related pollution in disadvantaged communities, public transit, increasing use of public transit, increase transit access, decrease VMT, equity. Of the proposed themes on this sheet, climate change and environment and healthy communities should be the big pushes. It was depressing to see nothing related to GHGs, climate change, the environment, public health, or social equity on the original list of themes presented to the SANDAG Board on April 6.
130	4/23/2018	Good information. Jobs and housing clustering forward on urban core makes it easier for us to connect, and the best way to connect within an urban core is by adding more trolley lanes. North Park, Hillcrest, all of Uptown are all growing and no reason (or excuse) for these areas to be devoid of trolley lanes.
131	4/23/2018	If the health of the economy depends on healthy transit options--why are we not building more transit options?
132	4/23/2018	Autonomous vehicles are great, but for the self-driving car to fully take over…it will take some time. We need solutions now. Nothing kills congestion like replacing hundreds of cars with a train. We need more trolleys.
133	4/23/2018	Again, problem solved. More trains+less cars= better environment
134	4/23/2018	More trains, better options+less cars+more walking=better public health
135	4/23/2018	The solution is simple. Build trains instead of freeways.
136	4/23/2018	Transportation is not just about building projects, it is about access and opportunity to jobs for underserved communities; it is about construction careers and access to union apprenticeships.
137	4/23/2018	In order to lift up and support middle-class jobs in the region, public construction dollars must be spent to create apprenticeships in union trades and opportunities for graduating into journeymen that can support a family. The Building and Construction Trades Council is willing to partner with SANDAG to accomplish these goals of taxpayer dollars benefitting the communities that are paying for the projects.
138	4/23/2018	The regional train system should blend in with the statewide high-speed rail to create an inter-regional network and access to good quality employment opportunities. An integrated statewide economy is paired with state standards on GHG reductions to achieve a competitive state.
139	4/23/2018	The Building Trades supports clean transportation options that reduce GHG emissions, pollute less, and create a demand for a skilled and trained workforce. Our apprenticeship programs train the next generation of construction workers on the future modes of transportation, and the technology needed to operate them.
140	4/23/2018	Transit first. Good union jobs in construction. Local hire in skilled trades. Labor-management partnerships.
141	4/23/2018	SANDAG should consider changes to it's rate structure to increase ridership. Things like "no cost" for students/youth and seniors/disabled, and more easily accessible discounted passes will help accomplish this goal.
142	4/23/2018	SANDAG should increase transit access in underserved communities. Currently, most jobs in the region require transit times of more than 1.5 hours each way from these communities. This makes it very difficult to get kids to school and get to a job.
143	4/23/2018	I would expect the 30-year plan to address climate change, specifically reducing greenhouse gas emissions through Climate Action Plans and increasing public transit ridership.
144	4/23/2018	It is particularly important to reduce transportation-related pollution levels in disadvantaged communities that are some of the most impacted by pollution.

#	Date	Comment
145	4/23/2018	Reduces transportation-related pollution levels, particularly in disadvantaged communities. Support Cities' Climate Action Plans transportation targets. Create a rate structure that increases ridership. Increase transit access in underserved communities.
146	4/23/2018	Need more housing. Need more transit options near housing.
147	4/23/2018	Ridesharing will transform cars on roads. Please don't invest funds for highway expansion. Use funds to encourage more transit ridership, biking, walking, etc.
148	4/23/2018	Encourage investment in EV. More HOV lanes to encourage EV adoption. Provide free/discounted EV charging at Park and Rides.
149	4/23/2018	More EVs
150	4/23/2018	The year of the EV--transportation electrification and Interconnectivity.
151	4/23/2018	En el Plan Regional: debe de estar: reducir los emisiones (urgente). SANDAG debe de usar CalEnviroScreen para identificar los comunidades mas afectadas. Cambiar el sistema de transporte. Los corridores de bicicletas seguros.
152	4/23/2018	More mobility hubs in central coastal areas--Sorrento Valley Coaster station is near many jobs and less accessible from the North via transit.
153	4/23/2018	Smart growth is key. Plan for long-term prosperity not short-term profit. Stop widening roads and "solving" (AKA band aids) traffic problems with more concrete.
154	4/23/2018	Let's use more technology in transit options. Use Big Data to see how people really move around the region.
155	4/23/2018	Number 1 priority--? lowering GHG emissions of region. Make responsibility of all San Diegans. Planners can plan all they want but they won't get us to our GHG goals on their own.
156	4/23/2018	Smart growth + increase use of transit = healthier communities
157	4/23/2018	Mobility hubs around job centers. Not only at City of San Diego Center.
158	4/23/2018	More mass transit, give us the ability to move up and down the coast in more efficient ecofriendly ways. Stop widening freeways.
159	4/23/2018	Peak travel times; more campaigns and outreach that promote carpooling in order to reduce the amount of SOVs on the road.
160	4/23/2018	High cost of living in private homes with a family of 5 or 6 who are unable to afford their monthly payments and need assistance to move/relocate to another country, city or state.
161	4/23/2018	To use emerging technology to facilitate and promote programs and projects as a way to improve communication over important decisions in funding for these projects and programs.
162	4/23/2018	Need more awareness of the contamination and pollution of our beautiful San Diego Bay, and the need to collaborate more with our partners in Tijuana. Our children will inherit a polluted Bay.
163	4/23/2018	Improvement of roads and sidewalks, outreach through campaigns, physical activity and access to healthy food through a reform of food policy at the city level. A reform is urgently needed due to the alarming statistics of preventable deaths.
164	4/23/2018	Health (without health there is nothing); access to healthy foods; access to recreational spaces; decrease of pollutants; strict regulations on businesses and their waste which makes its way to the bay.
165	4/23/2018	In the Regional Plan there should be; reduce GHG emissions (urgent); SANDAG should use CalEnviroScreen to identify communities most affected by pollution; change the transportation system; safer bike paths and lanes for bicyclists.
166	4/24/2018	See Email
167	4/24/2018	See Email

#	Date	Comment
168	4/25/2018	Public Banks. No on austerity.
169	4/25/2018	Housing is getting unaffordable. People that have lived here for years can't afford to stay. You end up with an undiversified demographic of rich people and a Have/Have Not sense of sensibility. Your zoning restrictions are stopping growth and unnecessary construction costs. It's nice to have an affluent community but not so great for your kids.
170	4/25/2018	There seems to be a very [indistinguishable] of a false economy in these beach towns. The rents for commercial space is very high but the only thing I see making it is Yoga/Pilates/Women's salons/massage parlors/coffee shops/tattoo shops. Doesn't add up.
171	4/25/2018	I thought today's presentation was so general that it had little value to me. I wanted to hear about specific plans. I think about presentations with Q&A would have been much better.
172	4/25/2018	Housing is not provided for young people or retiring people.
173	4/25/2018	We need more than spas, alternative beauty, and health stores.
174	4/25/2018	Always needed.
175	4/25/2018	False evaluations - lived here 68 years
176	4/25/2018	This meeting was not informative. Too general and some places out of date!
177	4/25/2018	Develop a rail system up the 15 end to end San Diego County to get more commuters onto public transportation and out of their cars. It will help the economy etc. - look at Utah (SLC) and Denver to see how they did it.
178	4/25/2018	Noise abatement. Increased traffic more noise. Currently the noise issue is not addressed by the city county or developer. "Too expensive to address noise when traffic increases". They care more about [indistinguishable] and their well being for development is existing homeowners along busy commuter routes. They forget their attitude seems to be the norm. What about the health and well being of existing citizens?
179	4/25/2018	Noise control. Increased/expanded rail system. I-15 to increase coaster frequency. Commitment to improving existing routes along main corridors.
180	4/25/2018	Don't overinvest in speculative tech like autonomous vehicles (and skyways!)
181	4/25/2018	Support cities CAP transportation targets. Increase transit ridership consistent with SANDAG's own strategy. Create a rate structure that increases ridership - no cost for youth/students and people with disabilities, more accessible passes for seniors and people with disabilities.
182	4/25/2018	Reduce transportation related pollution levels in disadvantaged communities. Increase transit access in underserved communities.
183	4/25/2018	Lower GHG, cut pollution; transit, biking and walking
184	4/25/2018	I like the idea of clusters or villages where jobs, services, shopping are in close proximity
185	4/25/2018	I am glad that people with failing vision may still be self sufficient in transportation.
186	4/25/2018	We aren't doing enough, and I'm part of the problem
187	4/25/2018	Unfolding our future
188	4/25/2018	Jobs are key but transport should focus on job centers, entertainment centers, and retail stretches. Housing should be infill development with transportation especially walking and biking routes.
189	4/25/2018	Key!
190	4/25/2018	Don't over analyze it. Plan for self-driving cars and stop expanding FREEWAYS!
191	4/25/2018	Encinitas would gain an enormous benefit forever if when the tracks are doubled, they would also be trenched from the San Elijo Lagoon

#	Date	Comment
192	4/25/2018	The Batiquitos Lagoon. Failing that, the city as a whole and the Leucadia community particularly would benefit from trenching the tracks
193	4/25/2018	Between Encinitas Blvd and La Costa Ave
194	4/25/2018	An efficient public transportation system would effect all jobs, population and housing in a positive manner. North County Transit Authority [North County Transit District (NCTD)] is failing: bus and rail.
195	4/25/2018	Positively effected by NCTD [North County Transit District - NCTD].
196	4/25/2018	Positively effected.
197	4/25/2018	Positively effected by an efficient NCTD [North County Transit District (NCTD)]
198	4/25/2018	Positively effected by an efficient NCTD [North County Transit District (NCTD)].
199	4/25/2018	Planners should use what they make!
200	4/25/2018	For workforce accessibility, community needs for LIFT to be more reliable in drop off times. Does that mean more LIFT buses? Public higher-ed institutions must have bus stops to enable community members who are low-income/disabled, to have educational access.
201	4/25/2018	Accessibility to public education institutions, parts etc. by low income, adult with disabled & senior. E.g. Mira Costa community college* + nearby faith bused entities are not fully accessible because of the lack of a nearby bus stop. * San Elijo Campus
202	4/25/2018	Less road builders--more clean energy options--COASTER, etc.
203	4/25/2018	Invest in clean energy and planning that allows fewer commutes.
204	4/25/2018	We need more solar powered everything--clean energy everything. We need to break free from fossil fluids please! Let's commit to a better future now! Less cars more clean track options.
205	4/25/2018	Very important to focus on this- we must take it seriously now! More solar, less freeway development--fewer "cars". It's truly simple. Please stop building bigger freeways.
206	4/25/2018	Less cars, more walking, more mass transit. Provide more public transportation free for students and elderly and others will pay.
207	4/25/2018	Lower CO2. Shrink freeways! Take climate change seriously! Thank you!
208	4/25/2018	Affordable housing for moderate income people in all regions is greatly needed so that ($50k-$80k per year) people can afford to live close to where they work or go to school. Shorter commute times will improve community mental health and reduce GHGs.
209	4/25/2018	Work with State Gas Tax planner to plan how to make money for transportation with an all electric vehicle fleet.
210	4/25/2018	Electric bikes would be a great encourager to get people to bike up hills more. Speed up finding parking spots with smart parking apps would also improve community mental health.
211	4/25/2018	Plan project construction at the same time as underground and aboveground utility electric lines, water, sewer, gas, rehab or replacement needs (do not dig up the street more than once). Work with LA, OC, and Palm Springs County to improve non-single passenger routes (train, bus) between SoCal areas.
212	4/25/2018	Add wide traffic circles to reduce biker vs. car/bus accidents. Prevent people from crossing train tracks to prevent people from being injured and trains delayed (and add more safe pedestrian over and under crossings of train tracks). Give education to non-driving youth and seniors about using public transit, so they are not stuck places.
213	4/25/2018	You should do post project studies of the performance measures and other non-model measures like reliability/predictability (i.e. not waiting at a bus/train stop not knowing if the bus will come late or if it came earlier before you arrived).

#	Date	Comment
214	4/25/2018	Missing: potential of total life transitioning where a persons living needs could be met in the community where they live--in an almost communal atmosphere. Where a plan is set aside for senior housing and palliative care that is integrated into a community. We need to start to "anticipate" via age the needs of others and not forget to include all these factors.
215	4/25/2018	You forget that there are consequences to advances in transportation. Example--Oceanside over 60% reduction in bus services since the COASTER/SPRINTER went in. Now many seniors can not get easily to a grocery store, food pantry, senior meal program, and those alternate services are high in cost for minimum social security recipients to afford to go use them. These consequences have also been few by Families and low income [indistinguishable].
216	4/25/2018	I find it discouraging to see on the Mobility Hub portrayal A) no depiction of seniors or living accommodations for us B) The wheelchair portrayal is archaic. There is currently available walking assisted external mechanical type systems and better electric wheel chairs. C) There are no senior scooters anywhere on the page and D) The closest portrayal is a senior and a middle aged man waiting for the SPRINTER--it's like you killed off all seniors E) No one has a cane to use--yet this has been used ever since man evolved.
217	4/25/2018	You did not break down the ridership. % disabled, % senior, etc. ==> comparison/contrast. There will be indicators of future use, as well.
218	4/25/2018	An incentive program and subsidy program is needed for low-income folks to convert from older petrol vehicles to modern, less GHG vehicles. Missing was community gardens. Cons=batteries will soon become to the [indistinguishable] than life (the batteries) we need to address this.
219	4/25/2018	You forgot cross Border integration--no matter what the polluted climate there is, this and will always be part of our "need to consider" if we don't, it will end up being us again and again and again--we need to cooperate to the maximum extent possible.
220	4/26/2018	See Email
221	4/28/2018	See Email
222	4/30/2018	Retirees/Baby boomers will move here from high cost of living areas--Chicago, New York, Boston and won't mind the cost. Maybe $60,000 per year if you had the housing, soon or will build it and they will come, they do not need jobs. But they will need transportation. Be ready, keep transit costs down but make them more efficient. About use of [indistinguishable], time to build and time to get to destination
223	4/30/2018	If you don't do the above Driverless/electric [indistinguishable] will replace transit. That's not good, we want a private and a public system, custom transit and standard [indistinguishable].
224	4/30/2018	Coming but unpredictable. Be able to move fast.
225	4/30/2018	Really? Show me a good economically viable role model. Portland, Salt Lake City. None pass the test.
226	4/30/2018	Why can't I have a toilet when using transit, either at the station or on the vehicle. Oceanside has it. Santa Fe and Imperial Station and how about "Learn to Use Transit" rangers and seminars. I take people and show them how to use buses. No one else does.
227	4/30/2018	Create jobs that would help control or adjust the terrains to more manageable conditions (i.e. leveling hills on steep driveways). More transportation to remote areas. Affordable housing for everyone! Travel training possibly connecting with MTS.
228	4/30/2018	I work with seniors who are unable to drive, many still have their own vehicles and would be happy to have someone drive their cars for them. Is there a way to implement a program that would help those without vehicles meet those who have them? Neighborhood shuttles weekly going grocery shopping or to neighborhood health clinics.
229	4/30/2018	Teach technology classes to our seniors.

#	Date	Comment
230	4/30/2018	Covered trolleys and bus stops for shade or shelter. Seats at bus and trolley stops.
231	4/30/2018	Walkable communities to farmers markets or affordable health food stores. Safe, well-lit streets and complexes; neighborhood cleanup incentive programs for kids.
232	4/30/2018	Currently, San Diego County is not a welcoming, integrated society for immigrants so majority of them are unaware of the services due to variety of reasons. They come uneducated and familiar about these services due to the lack of minimal representation more attention is given to larger communities of immigrants, whose representatives are not in proper touch and sometimes unwilling to serve other minority communities of immigrants. There are no well-established and well publicized centers for them. I will appreciate the opportunity to discuss this further with the right authorities.
233	4/30/2018	Technologies is great, but most often out of range for immigrant minorities both knowledge base and a affordability base. We must make a proper change.
234	4/30/2018	Once again, it is the same problem. Often the governments are trying to accumulate immigrants rather to integrate them. As a result, not only are they a continual economic burden but they become health burden and disabled. We must act properly.
235	4/30/2018	Small electric golf cart shuttles could enable people to get to dense areas. Downtown, Kearny Mesa, Mira Mesa Blvd (jobs and shopping areas).
236	4/30/2018	Small electric golf car intermediaries are economical and could be more frequent.
237	4/30/2018	We need small electric shuttles/golf car connective transit station to destinations. Start with downtown.
238	4/30/2018	We need to be [indistinguishable] in development so we can reduce carbon dioxide emissions, reduce backcountry development. Stop urban sprawl e.g. Lilac Hills in fire zones. Also, these require long commutes and more carbon dioxide pollution.
239	4/30/2018	More trees, less carbon dioxide emissions, more parks. Protect parks.
240	4/30/2018	Small electric golf cart shuttles (see attached)
241	4/30/2018	No hubs in East County. Not connected public transit. No training for newcomers (refugees) to use public transportation.
242	4/30/2018	In El Cajon RLA 2017, we suggest to have a local handmade market at least on monthly basis, and by that we can create more job opportunities and the impact this will have on peoples income, because a lot of people are going to have another source of income so he can support himself that's for both of jobs and economy.
243	4/30/2018	For the technology, my only concern is how much we trust technology, and we need to think about sequences in case we have trouble with that.
244	4/30/2018	One of the influence that the local market has made, is that it is going to encourage people to walk more at least to figure out all the goods and the products we have. Especially if there were some really healthy juices and food, connecting people when they are walking.
245	4/30/2018	Smart Growth with higher density mixed use, especially paired with major transit times or hubs. Invest in useful mass transit and fund road and transit live repair.
246	4/30/2018	Support a diversified local economy not all tourism (but tourism is still very important). Support local school and educational offerings from Pre K to 12th grade and then both career technology and college.
247	4/30/2018	Use Technology to better identify and help resolve freeway crowding and slowdowns unrelated to accidents or construction.
248	4/30/2018	Support efforts to reduce emissions and build in ways that adjust to changing climate--avoid mass development in backcountry open space.

#	Date	Comment
249	4/30/2018	Lower stress for commute times will help overall health. Reduce smog and emissions particulate matter for better health.
250	4/30/2018	More density and mixed use for construction. Boost useful public transit but also fix roads.
251	4/30/2018	See Letter
252	5/1/2018	Need to focus on continued economic development in the Border region. Possibly consider mixed use and residential uses in the Otay Mesa border crossing area; achieve a balanced community as the area develops out.
253	5/1/2018	Continue diversification. Expand growth and jobs expansion in underserved communities such as southeast San Diego and South Bay areas.
254	5/1/2018	No comments now, will read the White Papers posted on the San Diego Forward website.
255	5/1/2018	Focus on adaptability planning including measures to deal with sea level rise. Expand use of Pure Water Program for maximum use of water resources throughout the region.
256	5/1/2018	Emphasize the incorporation of healthy planning principles in existing and future development--such as compact communities mixed uses with a variety of commercial retail facilities close to dwellings, walkable neighborhoods and recreational trails.
257	5/1/2018	Interconnectedness between different transportation nodes, such as light rail and buses, improve walking and bike connectivity within existing built up areas.
258	5/1/2018	Electric buses, skyways
259	5/1/2018	This area needs great emphasis. Housing near highways and heavily trafficked roads suffer from poor air quality, and affects low-income populations more than others.
260	5/1/2018	Charge more within large cities to drive in dense population area. Make transit affordable to all and free for youth and people with disabilities. Help youth develop the habit of taking transit.
261	5/1/2018	Support local climate action plans. Increase biking, walking, and transit, NOT more freeway lanes in all areas of San Diego.
262	5/1/2018	75 scooters for seniors (similar to LimeBike--3 or 4 wheeled)
263	5/1/2018	Equity-- use appropriate transportation modes in all communities to provide affordable access to jobs, entertainment, shopping, and medical facilities. Reduce pollution and other health threats in vulnerable communities by reducing car use and promoting transit, walking, and biking. Prioritize transportation to and around educational institutions of ALL age levels. Climate--Continue to assist commuter with climate action plans. Honor CAPs in cities who already have those goals when bringing in new projects. Great event! Thanks very much!
264	5/1/2018	Bicycles are helping the environment, I think that is great. You should consider that public transport would decrease pollution. Estan ayudando mucho las bicicletas al medio ambiente me parece bien y espero también tomen en cuenta los transportes públicos que si agarran [indistinguible] estarían quitando más contaminación.
265	5/1/2018	I suggest building affordable housing, that would end children living in vehicles. More parks with green space. Yo opino que hicieran más viviendas económicas y que así acabarían con tantos niños viviendo en los carros, que construyeron más parques areas verdes.

#	Date	Comment
266	5/1/2018	Listen to the Latino community on ideas to help the region. We earn minimum wage. Escuchar a la gente latina tomar en cuenta a todos las ideas para ayudar a la gente--que ganamos el mínimo.
267	5/1/2018	There is too much population in San Ysidro due to the millions that cross the border every day. Many of these people work in San Diego County. Existe mucha población en San Ysidro por los millones de personas que cruzan diario. Muchas de éstas personas trabajan en San Diego County.
268	5/1/2018	Public transportation would aid all employees, specially all those who cross the border. They would spend less on gasoline. Tránsito público ayudaría a todos los empleados, en especial a todos los que cruzan la línea fronteriza. Gastarian menos en gasolina.
269	5/1/2018	We need pre paid cards for bicycles. Not all of us have credit card in the United States. Necesitamos bicicletas tuvieran tarjetas pre-pagadas para usar las bicicletas. No todos tienen una tarjeta de crédito de U.S.A..
270	5/1/2018	Bicycles would help the environment. Las bicicletas ayudaría el clima.
271	5/1/2018	Health would be better for everyone if we had more bicycles. La salud de todos mejoraría si tuvieramos más bicicletas.
272	5/1/2018	Bikeways starting at the border. El tema de tener una ruta para bicicletas empezando por la línea Internacional.
273	5/2/2018	Housing is expensive. More jobs. La vivienda muy cara. Más trabajos.
274	5/2/2018	Environmental issues are urgent. Urgente el medio ambiente.
275	5/2/2018	Less vehicles. Menos carros (vehiculos).
276	5/2/2018	More doctors. Más doctores.
277	5/2/2018	I live in Vista on a condominium. I am retired. Vivo en Vista en un condominio y estoy jubilado.
278	5/2/2018	We need more jobs. Necesitamos más trabajos.
279	5/2/2018	Use of cellphone. Uso el celular.

#	Date	Comment
280	5/2/2018	Weather change due to pollution. Cambio en el clima por la contaminación.
281	5/2/2018	More doctors in the community. Fresh produce. Más medicos en nuestras comunidades y productos frescos.
282	5/2/2018	Electric public transportation to reduce polution. Que la transportación pública sea eléctrica para disminuir la contaminación.
283	5/2/2018	Implement bikeways, more sidewalks to help the environment. Implementar bicicletas más espacios para caminar mejorar más al medio ambiente.
284	5/2/2018	Better diet. Exercise more. Safer communities, build more houses. Mejorar la alimentación. Hacer más ejercicio; más comunidades seguras; implementar mas casas.
285	5/2/2018	Street and housing improvement. More street lights. Everything that helps the environment. El mejoramiento de calles y viviendas. Más alumbrado público. Todo lo que sea necesario para mejorar al medio ambiente.
286	5/2/2018	Houses with 2 bathrooms. Very small apartments. More security for damaged vehicles. Counceling for abused women of all ages. Casas con 2 baños, Apartamentos otras las chicas. Carros con daños y más seguridad. Consejería para adultos o ninos y para mujeres abusadas.
287	5/2/2018	We have to work to improve all aspects always. Thank you for your services. Siempre hay que mejorar en todas las areas. Gracias por todos sus servicios.
288	5/2/2018	Firefighters and ambulances. Thank you for coming. See you soon. Ambulancias y bomberos. Gracias por venir. Hasta pronto
289	5/2/2018	Build a rehabilitation center of personal growth for different types of groups at low cost, even online with scheduled hours after work. Construir un centro de capacitación (rehabilitacion) para diferentes tipos de GrupLeo (grupos) a bajo costo ya sea por correo electrónico en horarios después del trabajo para superacion personal.
290	5/2/2018	Have salaries that adjust accordingly to household expenses. Not relying on other salaries to pay rent and food leaving our children exposed to crime. Tener sueldos o salarios de acuerdo al presupuesto familiar. Que no tengan que trabajar otros sueldos para pagar renta y comida y dejar solos nuestros hijos expuestos a bandas.
291	5/2/2018	More radars and tickets, throw away motorcycles, emergency counceling, easy to detect. Más radares y infraccionar. Tirar motos. Consejería de emergencias. Fáciles de detectar
292	5/2/2018	Guarantee more to the community. There is more violence in schools, there should be more family workshops on parenting. Más garantías a la comunidad. Hay más violencia en las escuelas y más talleres familiares sobre educación de padres y madres

#	Date	Comment
293	5/2/2018	Build more parking complexes in and out the city, build a second story carpool lane from San Diego to Escondido on I-15. Sobre construir más estacionamientos dentro y fuera de la ciudad y construir un segundo piso del carpool de San Diego a Escondido por el I-15
294	5/2/2018	I work for Department of Rehabilitation and it was not discussed at the Open House how specific populations will be provided better options and more timely transportation. It is a struggle for those who live by the coast or even Escondido to get to our office next to the San Marcos DMV.
295	5/2/2018	We would have a better economy if people can get to DOR [Department of Rehabilitation] so that DOR can help them find a job. Therefore, transportation needs to be improved so the time waiting for the bus or LIFT can be spent being productive or looking for a job or already being at work.
296	5/2/2018	Better transportation can lead to healthier communities versus a person with disability having to wake up at 5AM to make sure he gets to work by 7AM because LIFT is unreliable or not timely to get him to work by 8AM. It is not healthy for people to lose 2-4 hours of their life waiting for transportation.
297	5/2/2018	Transportation improvement for people with disabilities and for Youths.
298	5/2/2018	We cannot continue to build multi-million $ houses on all of the available land. We must build housing for those that need it not those who can afford it.
299	5/2/2018	We need income redistribution and higher taxes, to pay for infrastructure.
300	5/2/2018	More solar. Solar everything. Incentives, grants. More solar.
301	5/2/2018	Healthcare for everyone--that's healthy. Education, that's essential.
302	5/2/2018	We need new ideas for transportation. The inability to get anywhere on time is the worst thing about life in San Diego County.
303	5/2/2018	Your numbers are still suspect. Your projections seem to be unrealistic in light of the debacle from 2016.
304	5/2/2018	You're missing a robust and credible funding approach. Your best estimates [indistinguishable] to include: changes in needs of an aging population for more accessible services closer to transportation hubs. You must sync future needs with today's planning.
305	5/2/2018	You lack the inclusion of new infrastructure and technologies. Please review your current capital projects in light of new meaningful technologies.
306	5/2/2018	It's real and you need to plan around it.
307	5/2/2018	This needs to be your top priority. The roads run through compromised communities and it seems as though SANDAG misses opportunities to get cars off the road and people into good public transportation choices.
308	5/2/2018	How to move more people efficiently like a train up the 15 into Temecula, Murrieta area. More networking from transit stations to employment centers. This is one of the largest hindrances from people who want to use public transportation to get to work.
309	5/2/2018	As long as most people commute outside of their region--I think it's imperative to improve transit and connections frequency to transit here in North County. Love TODs.
310	5/2/2018	Live-able communities promote economy growth. Well-connected world class transit lifts us all--not just the carless.

#	Date	Comment
311	5/2/2018	Critical and important. We must shift people away from driving. I realize that will be impossible in rural areas but we need to do everything we can so those who can use transit will use it. Cars and light duty trucks account for almost half of our greenhouse gas emissions--we need to reduce it.
312	5/2/2018	Transit, biking, and walking--healthier physically and mentally. =)
313	5/2/2018	Expanded Transit First theme: People in the urban areas of the County can get around without a car. Reducing emissions: develop a plan that maximizes reduction of greenhouse gas emissions.
314	5/2/2018	Honestly creating a better job offers and housing for north/south county of San Diego is good. One of the things that worries me are the prices of housing going up! New structure creates a positive correlation with money. More housing, more money.
315	5/2/2018	Technology will always be increasing. It's a good idea to find new ways to work with it. Hopefully just find back-up when there is a black out.
316	5/2/2018	We have to work more on the environment.
317	5/2/2018	Please work with the housing commission to have more affordable housing close to the SPRINTER/Trolley lines especially in the Escondido areas because people with disabilities have limited or may be low-income. Please include in your documents and flyers disadvantaged communities (seniors, low-income, minority, AND the disabled). Thank you.
318	5/2/2018	For micro transportation like a public Uber or Lyft. Please have them equipped with ramp or where they can carry a wheelchair in the back of the car/van because just dropping off someone using their walker will be too exhausting for them to last an 8 hour workday so they need to be able to have their wheelchair when dropped off at a SPRINTER or at work location. Thank you!
319	5/2/2018	The county should resist developers who push giant, expensive, resource-squandering houses, particularly in SD backcountry. We need low- and middle-income housing not McMansions and more sprawl. The County should reject projects like Lilac Hills in favor of affordable housing near mass transit. The Santa Fe Ave apartments are a great example of sensible housing.
320	5/2/2018	Any plans for our very own recycling plants, or even trash-to-energy plants?
321	5/2/2018	Self-driving cars seem like a really bad idea, since the tech is unreliable and they'll do nothing to reduce the number of cars on the road. Mass transit, particularly an electric fleet or light-rail, makes more sense. If biking or Vespa-ing were safe, I would have a scooter--but the roads are too dangerous at present.
322	5/2/2018	I'm very happy to see that San Diego is actively working to reduce greenhouse gases by increasing access to mass transit. I would love to not drive, but I can't get to work otherwise--even though I work at a college. It's ridiculous that Mira Costa is not served by mass transit.
323	5/2/2018	More parks, more trails, more bike paths, yay! Sidewalks would be fantastic, too.
324	5/2/2018	I don't know where to put this, but: how can Temecula traffic be reduced? Vista Way, 76, and Gopher Canyon Road are a disaster. The giant development--soon to be built on East Vista Way will only make the traffic worse, without easing the housing crisis or providing houses for middle-class or low-income residents.
325	5/3/2018	More walking
326	5/3/2018	More walking trails from bus and trolley stations
327	5/3/2018	1. To consider Southeast San Diego in funding increased bike lanes, extending Imperial Avenue beyond the 805 to the end of Imperial Avenue, connecting bike lanes into Lemon Grove/La Mesa. 2. To also consider connectors for consistent bike lanes, connecting Southeast, City Heights, and National City.

#	Date	Comment
328	5/3/2018	Improved streets-- some areas in need of speed bumps, fixing pot holes, and expanding lanes.
329	5/3/2018	Not a high priority for me at this time due to critical need(s) in my community.
330	5/3/2018	Need to improve public transportation by providing more frequent schedule in Southeast for buses or Trolley--> increased bike lanes to decrease car congestion on Imperial Avenue, Market Street, and Euclid.
331	5/3/2018	Within Southeast, the addition of bike lanes, frequent bus schedules (every 15-20 minutes) increase speed bumps-- all help to decrease car usage.
332	5/3/2018	To be inclusive, to include Southeast San Diego as a part of Central San Diego project/plan.
333	5/3/2018	Looking at the densification of urban areas, San Diego officials and agencies should focus on improving affordable housing options that extend to recent college graduates, and people with middle-lower income.
334	5/3/2018	Local economic hubs should be given similar attention to "powerhouses" like General Dynamics and military contractors. Reduced fares and bus pass subsidies.
335	5/3/2018	We should focus on how emerging technologies can benefit the elderly, differently-abled people, and disadvantaged communities.
336	5/3/2018	I would like to see a more significant discussion on Environmental Justice and how emissions (pollution disproportionately affects lower-income communities that are primarily of color).
337	5/3/2018	I would like more discussion on communities that grow around food deserts and local efforts to have access to fresh and affordable foods.
338	5/3/2018	Cross border travel, food deserts, environmental justice.
339	5/3/2018	I am a City Planner and a big advocate of mixed-use design and planning. We need to have more compact and multi-use/residential neighborhoods with walkable and human scale development.
340	5/3/2018	I like the idea of transit hubs where people gather off train/trolley can easily get to next spot via other means. Most of the trouble with bus or trolley is when you get to the station then you are stuck.
341	5/3/2018	Building more housing near transit stations. Having more trolleys so people can get to work and schools. We also need youth opportunity bus passes to help our youth.
342	5/3/2018	Transit helps boost the economy by taking people to better jobs. When our youth get the youth opportunity bus pass you will be helping them to better themselves by getting jobs, which helps the economy.
343	5/3/2018	I think that it's ok. But the money needs to be spent on our roads and infrastructure.
344	5/3/2018	We need more buses and trolleys and bikeways to help with climate change and environment.
345	5/3/2018	More busses and trolleys and bikes, and more walkability with placemaking so we can breathe healthy air.
346	5/3/2018	No more freeways and do not widen the freeways.
347	5/8/2018	More programs for affordable housing. It's needed.

#	Date	Comment
348	5/8/2018	More trainings and jobs.
349	5/8/2018	How this will benefit my community? Electric cars are not affordable.
350	5/8/2018	Education to encourage people to recycle.
351	5/8/2018	More funds to install sidewalks.
352	5/8/2018	Improve the train in North County and I-78. Mejorar el tren en North County y el 78.
353	5/8/2018	More affordable apartments, more jobs for young, old, learning centers.
354	5/8/2018	Open more jobs
355	5/8/2018	Eco-friendly houses, vehicles.
356	5/8/2018	Open another clinic
357	5/8/2018	construct more housing!! (affordable)
358	5/8/2018	Beautify/make our streets more practical: add streetlights and paved sidewalks
359	5/8/2018	Provide better vocation training or choice for education for lower-income families and people
360	5/8/2018	Better control of trash/waste, better recycling facilities (make it easier to recycle).
361	5/8/2018	Provide easier access to fresh produce and healthy foods to lower-income families
362	5/8/2018	Poverty in certain areas; Beautification/restoration of parks/old housing/buildings
363	5/8/2018	Better our streets, need lights and paved sidewalks
364	5/8/2018	Better ways to provide employment for people and housing for homeless
365	5/8/2018	Need more recycle centers and better ways to recycle materials like foam cups and plastics
366	5/8/2018	More ways to inform people about public services regarding health
367	5/8/2018	Less new buildings and more restoration of old ones
368	5/8/2018	More housing
369	5/8/2018	Boost the economy
370	5/8/2018	Good
371	5/8/2018	More trees
372	5/8/2018	Clean the streets/housing for homeless
373	5/8/2018	Affordable rent cost. Rentas mas baratas
374	5/8/2018	Less taxes. Menos impuestos
375	5/8/2018	Affordable cable service. Servicio de cable más económico

#	Date	Comment
376	5/8/2018	Affordable dental plan. Plan dental más económico
377	5/8/2018	Everything. Todos
378	5/8/2018	Build more affordable housing. There are very few available, easy applications. Que construyan más vivienda de bajos recursos. Son muy pocas y que no pidan tantos requisitos.
379	5/8/2018	Jobs for everyone, shelters for homeless. Affordable daycares. Que tengan más trabajos para todos, un albergue para todos los que no tienen donde vivir. Escuelas para niños chicos y guarderias económicas.
380	5/8/2018	We need affordable housing. Ocupamos vivienda economica
381	5/8/2018	More reasonable prices. Necesitamos precios razonables
382	5/8/2018	Sidewalks. Banquetas
383	5/8/2018	Lower cost for apartment rentals. Menos costo de la renta en apartamentos
384	5/8/2018	That we grow. Que esté en crecimiento
385	5/8/2018	Availability for all the population. Más disponibilidad a la población
386	5/8/2018	Improve highway commuting, carpool is better for the population. Mejorar el traslado con carreteras, carpools es mejor para la población
387	5/8/2018	Better salaries and lower prices on housing and rent. Mejorar el salario y bajar precios de viviendas y renta.
388	5/8/2018	Affordable access to energy saving products. Acceso económico a productos para ahorrar energia
389	5/8/2018	In the housing subject, on what do you base the rising of rent prices and why do you place unnecessary benefits as a service, using a single payment without reducing it being an obligation on the departments? En cuestión de las viviendas, en qué se basan para el aumento de la renta y ponen beneficios innecesarios como un servicio que es estar usando un pago para no bajarlo el cual nos dicen que es servicio ya obligado de los departamentos?
390	5/8/2018	Insurance is very expensive for the Hispanic community with low-income. Seguros muy caros para la sociedad hispana con presupuesto que se hace en el sueldo minimo

#	Date	Comment
391	5/8/2018	Renting of the COASTER and SPRINTER construction for students. I would use public transportation if it was more efficient. We need efficiency in every system. Third age services are needed. Se necesita aquilar la construcción del Coaster y Sprinter, muchos estudiantes usan estos servicios. Yo usaría el transporte colectivo si hubiera un sistema mas eficiente. Necesitamos eficiencia en todo el sistemas en general. Necesitamos servicios para personas de la tercera edad.
392	5/8/2018	We need more jobs but also more training programs for the hispanic community. Se necesitan más empleos pero tambien más entrenamiento para nuestra comunidad hispana.
393	5/8/2018	We need more programs that stop climate change. Necesitamos programas que ayuden a frenar el cambio climático.
394	5/8/2018	We need funds to improve sidewalks, street lights, and streets for the cities. Se necesistan fondos para que las ciudades mejoren banquetas, luz pública y calles.
395	5/8/2018	Speed the construction of the North County trains and I-78. Agilizacion de construcción de trenes en North County y el Frw 78.
396	5/8/2018	Affordable rent. Rentas accesibles
397	5/8/2018	Better jobs. Mejores empleos.
398	5/8/2018	Better education. Mejor educación
399	5/10/2018	See Letter
400	5/10/2018	See Email
401	5/10/2018	Please connect these better by supporting job development where it is not yet present--not just where job centers already are. Look at emerging industries and potential nodules to support--for example, the trolley stop in El Cajon at Gillespie Field/Cuayamaca needs job/industry development. Relocate the airport tower (aviation is transportation) as part of connection of airport and business centers (potential and present). Connect with the "1 million housing" groups -- "Housing the Next Million".
402	5/10/2018	Housing--environmentally safe and available -- schools -- jobs--play.
403	5/10/2018	Balance--support healthy communities. Facilitate them. Find new ways to stimulate meaningful community involvement.

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April 12, 2018

To: Chairperson Terry Sinnott

CC: Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Keith Greer, Principal Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to request that the SANDAG board direct staff to prepare Efficient People-Moving Transportation Network Scenarios that advance transit more effectively than the existing 2015 Regional Plan.

At the February 2nd Transportation Committee meeting, SANDAG staff told Committee members that the SANDAG Board of Directors can direct staff to develop certain Transportation Network Scenarios. Specifically, staff stated that "the discussion on the network scenarios will be coming back to you later this spring, at that time that will be up for all of you to decide as well as the board of directors what different combinations of projects or emphases you want to have in your network scenarios." Staff would not say if they planned to develop an Efficient People-Moving Transportation Scenario, or any other specific scenario.

1. **SANDAG board members must ensure that they maintain authority to determine which transportation scenario is adopted.**

For the SANDAG board to make a real choice between different transportation scenarios, any Efficient People-Moving Scenario must be fiscally constrained and cost similar to other scenarios. SANDAG staff should prepare Efficient People-Moving Scenarios that advance transit projects that can be implemented relatively quickly and with current best-estimates of available revenues. This process will allow the SANDAG board to make an apples-to-apples comparison of the scenarios presented by staff.

Any Efficient People-Moving Scenario must also be analyzed as an alternative in the EIR, so that the board will have an option to select it, after seeing the environmental analyses of the various alternatives.

2. **SANDAG must prepare at least two Efficient People-Moving Scenarios, one that amends TransNet, and one that does not.**

   (a) No-Amendment Scenario: The SANDAG board may not be willing to amend TransNet, so at least one People-Moving Scenario should be created that does not require two-thirds vote of the SANDAG board. An Efficient People-Moving Scenario that does not amend TransNet should only advance as much transit as can be accomplished by delaying highways in a manner that is not inconsistent with the text of TransNet.

   (b) Amendment Scenario: While amending TransNet may be difficult, it is not impossible. The text of TransNet itself requires that SANDAG periodically examine and potentially alter its list of required projects. As SANDAG prepares network scenarios for the 2019 Regional Plan, it should also develop at least one scenario that advances priority transit through amendments to TransNet to remove or delay projects.

   Given the makeup of the SANDAG board, a two-thirds vote to amend TransNet is not likely unless a broad consensus can be found. Therefore, any Efficient People-Moving Scenario that amends TransNet should maintain rough percentages of funding allocated between modes, but may allow amending TransNet to fund different projects within those mode allocations.

3. **Preparation of Efficient People-Moving Scenarios should update SANDAG models and assumptions.**

SANDAG should develop its Efficient People-Moving Scenarios with the following assumptions, among others:

   (a) Land use models that project more intense uses near transit

   (b) Aggressive adoption of autonomous vehicles that will enhance highway capacity without significant infrastructure costs

   (c) Assumption of a half-cent sales tax passed within the Metropolitan Transit System through that agency's new authority under AB 805

4. **Any Efficient People-Moving Scenario should prioritize certain high performing projects.**

The SANDAG board should direct staff to prioritize advancing certain high-performing transit projects as a part of any Efficient People-Moving Scenario.

Attachment A contains potential priority projects that SANDAG staff should consider for advancement. From among these projects, SANDAG staff may also want to prioritize advancing transit projects that are a part of TransNet, because of the obligation to voters to complete them, and the availability of dedicated local funding. Circulate San Diego's proposed priority projects include:

(a) Increasing frequency and service enhancements for all three Trolley lines

(b) Planning phase for the Purple Trolley line

(c) Upgrading existing successful bus lines into high quality Rapid lines

These and the remaining potential priority projects advance transit in a meaningful way that is feasible with current revenue constraints.

Thank you for your consideration.

Sincerely,

Maya Rosas
Director of Policy
Circulate San Diego

Attachment A: Potential Priority Projects for 2019 RTP

Attachment A
Potential Priority Projects for 2019 RTP

Existing Line?	In TransNet? (Y/N)	Service	Line	Description	Regional Plan Phasing	Capital Cost (millions)	Service Subsidy/ Year (millions)	Source	Jurisdictions Served
Y	Blue Line only.	Trolley	All 3 Lines	Increased Frequencies and Capacity, and Service Enhancements	Blue: 2035 Orange: 2035 Green: 2050	NA	$5.9 for Blue Line $3.7 for Orange Line $3.3 for Green Line	Measure A	El Cajon, La Mesa, Lemon Grove, National City, Chula Vista, Imperial Beach, San Diego
Y	Y	Trolley	510	Blue Line rail grade separation at Palomar St.	2035	$50	NA	Chula Vista Staff	Imperial Beach, Chula Vista, National City, San Diego
Y	Y	Trolley	510	All Blue Line rail grade separations. Including at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial	2035	$205	NA	2015 Regional Plan	Imperial Beach, Chula Vista, National City, San Diego
Y	Y	Coaster	398	COASTER frequency enhancements and Double Tracking	2035	$445	$2.6	2015 Regional Plan	Oceanside, Carlsbad, Encinitas, Solana Beach, San Diego
N	Y	Rapid	680	San Ysidro to Sorrento Valley	2035	$70	$1.5-$5 (estimated)	TransNet	San Diego, Chula Vista, National City
N	N	Trolley	562	Planning For Purple Line	2035	$132	NA	SANDAG Staff	San Diego, Chula Vista, National City
N	N	Transit - Multimodal	NA	San Ysidro ITC	Phase I – 2035 Phase II - 2050	$120	NA	Measure A	Entire Region
N	N	Transit - Multimodal	NA	Airport ITC	2035	$343	NA	Measure A	Entire Region
Y	N	Rapid	2	North Park to Downtown	2035	$20	$0.7	Measure A	San Diego

Existing Line?	In TransNet? (Y/N)	Service	Line	Description	Regional Plan Phasing	Capital Cost (millions)	Service Subsidy/ Year (millions)	Source	Jurisdictions Served
Y	N	Rapid	10	La Mesa to Ocean Beach	2035	$89	$4.5	Measure A	La Mesa, San Diego
Y	N	Rapid	11	Spring Valley to SDSU via Downtown	2035	$66	$3.6	Measure A	San Diego (County), San Diego (City)
Y	N	Rapid	28	Pt Loma to Kearny Mesa via Old Town	2035	$12	$1.3	Measure A	San Diego
Y	N	Rapid	30	Old Town to Sorrento Mesa via Beaches	2035	$54	$3.6	Measure A	San Diego
Y	N	Rapid	41	Fashion Valley to UTC via Linda Vista	2035	$56	$3.3	Measure A	San Diego
Y	N	Rapid	120	Downtown to Kearny Mesa	2035	$80	$5.1	Measure A	San Diego
N	N	Rapid	550	SDSU to National City	2035	$60	$3.4	Measure A	San Diego, National City
					Totals:	**$1,802**	**$42.5-$46**		

KEVIN L. FAULCONER
MAYOR

April 16, 2018

Charles "Muggs" Stoll
Director of Land Use and Transportation Planning
SANDAG
401 B St, Suite 800
San Diego, CA 92101

04-20-18P12:43 RCVD

Dear Muggs,

The City of San Diego has great interest in the transportation network scenario development process for the 2019-2050 Regional Plan. This plan, which merges local planning efforts, and innovative concepts into an overall vision for the region's future, will include specific actions to turn that vision into reality. The potential Regional Plan transportation scenario themes presented to the Transportation Committee on April 6th, 2018 did not fully embody the needs of San Diego as we seek to respond to critical environmental and economic policy issues facing the City.

It is my understanding from San Diego Councilmember Georgette Gomez, that SANDAG staff will be responding to comments from the Transportation Committee members, and that a Climate Action Scenario is being proposed to respond to requests by cities to help achieve climate action plan goals. The City is encouraged to hear of this development and would like to provide further input.

San Diego's transportation network demands and needs are shifting, and San Diego has a plan for what it wants it to look like in 30 years. Specifically, San Diego has an adopted 2015 Climate Action Plan that identifies actionable measures, as well as sets goals for transportation mode share changes. San Diego's CAP is designed to guide the region's largest City, to a clean air future where greenhouse gas emissions from land use and transportation are reduced per capita, and movement of people and goods provides upward mobility for disadvantaged communities.

The City of San Diego would like to provide the following input for a "Climate Action" theme included in SANDAG transportation network scenario development:

1. The Climate Action scenario should result in the achievement of the new 2035 CARB targets adopted in March 2018 , -19%

202 C STREET, 11TH FLOOR, SAN DIEGO, CA 92101

2. The Climate Action scenario, unconstrained or reasonably expected revenue, must support a transportation network that enables City of San Diego to achieve or surpass its landmark Climate Action Plan mobility goals for bike, walk and transit.
3. Scenario should also take regard for the requirements in AB 805 for increasing strategies for increasing mode share in public transit service, as outlined in Section 132360.1 of the Public Utilities Code.
4. The scenario should include the Cal EnviroScreen data identifying disadvantaged communities (as designated pursuant to Section 39711 of the Health and Safety Code) and include transportation strategies to reduce pollution exposure in these communities.

In addition to supporting California Air Resources Board's (CARB) statewide targets for greenhouse gas reduction our CAP includes goals to shift 50% of commute trips to bicycling, walking, or transit rather than driving alone.

The City's goals for mobility by 2020 are:

- Mass transit commuter mode share of 12 percent in Transit Priority Areas (TPAs)
- Walking commuter share of 4 percent
- Bicycle commuter mode share of 6 percent in TPAs
- Retime 200 traffic signals
- Install roundabouts at 15 intersections

The City's goals for mobility by 2035 are:

- Mass transit commuter mode share of 25 percent in Transit Priority Areas (TPAs)
- Bicycle commuter mode share of 18 percent in TPAs
- Install roundabouts at an additional 20 intersections
- Reduce average vehicle commute distance by two miles through implementation of the General Plan's City of Villages Strategy

The Climate Action scenario should allow for phasing changes or the reassessment of planned capital projects in the region that may no longer be needed with additional transportation mode shift. While such a scenario may be politically infeasible for adoption, a Climate Action scenario is critical for SANDAG to produce, in order to model a potential network with aggressive mode shift, which will serve to inform the public of the potential public investments necessary to achieve our region's ambitious but achievable greenhouse gas reduction targets.

The City of San Diego will continue to process updates to community land use plans with focused growth and development on multi-modal corridors to accommodate our region's growing population, with additional residential density in Transit Priority Areas to accommodate the housing demand.

Thank you for the solicitation of San Diego's input, please contact me directly if you have any questions. I can be reached at elowe@sandiego.gov or 619-236-7168.

Sincerely,

Elyse W. Lowe

Elyse W. Lowe
Director of Land Use and Economic Development Policy
Mayor Kevin Faulconer
City of San Diego

cc: Kim Kawada, Chief Deputy Executive Director, SANDAG
Aimee Faucett, Chief of Staff, Mayor Faulconer
Patrick Bouteller, Director of Governmental Relations, Mayor Faulconer
Nika Bukalova, Chief of Staff, Councilmember Georgette Gomez

700 Seacoast Drive, #108
Imperial Beach, CA 91932

April 30, 2018 Sent via Email

Chair Terry Sinnott and Members of the SANDAG Board
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Responses to SANDAG RTP/SCS Transportation Network Themes

Dear Chair Sinnot and Board:

The Southwest Wetlands Interpretive Association (SWIA) is an environmental organization established over 40 years ago whose mission is to conserve wetlands and other sensitive natural habitats, primarily in San Diego County and southern California. Our organization is extremely concerned about how SANDAG will update its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is required to use land use and transportation strategies to achieve the Air Resources Board's SB 375 San Diego Region greenhouse gas (GHG) emission reduction targets, improve the transportation system, and facilitate efficient land use and housing. Our coastal wetlands are particularly vulnerable climate change and associated sea level rise. We are submitting these comments and recommendations for revising and clarifying the identified themes, including data, assumptions and projections that are the foundation of the RTP/SCS.

The following responses to SANDAG's "Transportation Network Themes" were evaluated in the context of the overarching purpose of the RTP/SCS: reducing transportation-related GHG emissions through improvements in land use (especially locations for new housing) and the transportation system. SANDAG has stated that the RTP/SCS will serve as a blueprint for future transportation and land use and to achieve its vision for a vibrant economy, healthy communities and environment, and innovative mobility and planning. The previous RTP/SCS efforts have not produced those outcomes. Our region faces a large change it its demographics: (1) most – over 80% - of the regional population growth will be in 65+ age groups who will rely less on their cars and more on transit and alternative transportation services while the younger aged groups are showing less-reliance on driving their own cars; and (2) housing needs will change with the aging of the overall population (more group housing, senior and

assisted living – all of which need to be closer to urban healthcare and non-cars transportation options) as well as the preference for affordable, urban housing among younger age groups. All of these factors will necessitate a transformative change in the transportation system network. The current set of themes fails to adequately identify/highlight these new factors nor does it provide a clear sense of the imperative for creating a set of the fundamental types of changes to the land use and transportation systems network that will be needed to serve the next 25-50 years of anticipated changes to our region's population, housing and transportation needs.

Our comments on the set of topics presented in the current SANDAG RTP/SCS Open House meetings follow:

1. Jobs, Population, Housing: SANDAG's Regional Policy Committee (RPC) has stated that it now projects a 2050 regional population of 4 million, which is at least 72,000 fewer people than in the 2015 RTP forecast. Also, 81% of the 2016-2050 growth is expected to be in the 65+ age groups. Those demographic changes will substantially shift the number of housing units (fewer people require fewer housing units); type(s) of housing needed (smaller units with a larger share of multi-person facilities for senior/assisted living); preference for more urban housing (closer to health care and basic household needs/services, job centers, and entertainment centers); and transportation needs (proximity to transit and other non-driving mobility services). Also, housing is and will remain relatively expensive, resulting in more people/household. SANDAGs housing needs projection fails to appropriately account for these factors.

   SANDAG staff showed three land use scenarios at the April 6 RPC meeting (dense cores; smart growth/TODs; and accessory dwelling units). These are the same land use scenarios that the 2015 RTP relied on. Based on discussion at the April 6 RPC meeting there was concern among some committee members that the dense core scenario was not feasible/practicable (and staff was told to revise the scenario), and SANDAG staff's presentation indicated that only a fraction of the potential accessory units could/would be assumed to be built. That leaves only the "smart growth/TOD" alternative as a reasonable scenario. For this reason, we believe that SANDAG must provide new, reasonable and feasible land use alternatives (in both RTP/SCS and CEQA context) for this RTP update.

2. Economy: An essential component of the regional economy is to have a robust, efficient, and affordable transportation system. The RTP/SCS must identify, promote and fund a fundamentally transformed (broadly accessible, efficient and affordable) transportation system network. Identify/promote measures and provide strong incentives (and disincentives, as appropriate) to shift land use (housing and jobs centers) that can best utilize this new

transportation approach/infrastructure and result in more affordable housing. Use this new approach as the basis for a new regional funding proposal that is transparent, socio-economically equitable (non-regressive), and sufficient to support the recommendations in all of the other Issues (#1, 3, 4, 5).

3. Emerging Technologies: SANDAG must place a much higher priority on identifying, testing/implementing and funding emerging and new transportation-related technologies. Which elements of the existing "mainframe" infrastructure (rail/light rail lines and BRT) should be retained and expanded as the basis to produce a functionally transformed transportation system network? Which are most suitable for replacement with more efficient components? What are the most important components of the transportation system that could be modified/transformed to create a much more efficient network (dedicated transit lanes; isolated crossings; underground/elevated portions of rail/lanes; how to increase bike use overall and bike carrying capacity on light rail and busses)? How can SANDAG speed-up the creation of mobility hubs; how can it add Mobility as a Service (MaaS) as a viable supplement to areas where rail/bus services would be best located to increase use and/or to provide access to transportation where rail/bus lines cannot be feasibly located close to (within ¼ mile) of residential, commercial and entertainment centers? All of these changes will necessitate that SANDAG include meaningful transportation alternatives, re-prioritize its project funding allocations, and that these align with the needed housing changes described in Item 1 above.

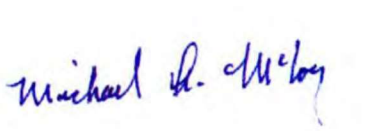
4. Climate Change and Environment: A fundamental commitment of the RTP must be to cap and then reduce total VMT, not just per capita VMT reduction, as the key to reducing GHG emissions – which are the greatest single factor exacerbating climate change. It must support the local jurisdictions' Climate Action Plans, particularly their transportation-related GHG emission reduction targets and include policies, programs and incentives to promote growth/housing and jobs within the Urban Area Transit Strategy (UATS) area. Areas where air quality is most degraded by the transportation system (cars, trucks and transit) should be prioritized for VMT reduction as well as reduction of fossil fuel vehicles. All new/modified transportation system projects must incorporate effective GHG reduction measures (phased electrification of the system; integration with active transportation users; natural "green" features such as trees/tree canopy and other vegetation and uncovered/permeable ground surfaces). Preclude development in important biological core areas or severing/constricting habitat linkages – while planning for projected (unavoidable) climate change impacts.

5. Healthy Communities: Promote a shift in land use so that at least 80-90% of new population growth (and housing and jobs) occurs in the existing dense core areas and new "smart growth" and TOD areas that align with the transformed transportation infrastructure (#3 above).

   Promote and provide incentives to create carbon-neutral businesses, more green space, complete neighborhoods/streets, food choices in those population growth areas – which must be effectively served by functional transportation choices.

Please incorporate these comments into the public input to the RTP/SCS and specifically into the Open House comments process. Our contact for these comments is Bill Tippets (billtippets@gmail.com).

Sincerely,



Michael A. McCoy, President

Bill Tippets, Board Member

PORT of SAN DIEGO

VIA EMAIL

May 10, 2018

Charles "Muggs" Stoll
Director of Land Use and Transportation Planning
San Diego Association of Governments
401 B Street, Suite
San Diego, CA 92101

RE: Transportation Network Themes for San Diego Forward: The 2019-2050 Regional Plan

Dear Mr. Stoll:

Thank you for the opportunity to provide input on the San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) Transportation Network Themes, which will be used to inform the development of transportation network scenarios.

The mission of the San Diego Unified Port District (District) is to protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to maritime industry, tourism, water, and land recreation, environmental stewardship and public safety. The District was created with the San Diego Unified Port District Act (hereafter "Port Act") adopted by the California State Legislature in 1962 and as amended. The Port Act recognizes the Public Trust Doctrine, and states that tidelands and submerged lands are only to be used for statewide purposes. To this end, the District is charged with management of tidelands and diverse waterfront uses along San Diego Bay that promotes commerce, navigation, fisheries, and recreation on granted lands.

The District is supportive of SANDAG's efforts to develop separate and distinct transportation network scenarios, acknowledging that each scenario is likely to produce a slightly different mix of public benefits. Providing the public and local decision-makers with meaningful options to help select and prioritize transportation-related infrastructure and investments to year 2050 is laudable, and the District is recommending two "themes" for your consideration.

The District also understands that the 2019 Regional Plan is likely to result in updates or changes to the projects identified in SANDAG's current regional plan (2015 Regional Plan). While the vision, goals, and objectives identified in the 2019 Regional Plan update should drive the projects and phasing that will be included in the Preferred Network, the District has been working closely with a variety of agency stakeholders to enhance mobility in- and around the San Diego International Airport (SDIA).[1] The transportation modeling for the District's North Harbor Drive Mobility and Access Study is based on SANDAG's most current Series 13 Regional Transportation Model, which includes direct connector ramps from I-5 to the SDIA's Intermodal Transit Center (ITC) under the 2035 Revenue Constrained scenario. This is a critical piece of infrastructure that will help accommodate the long-term growth contemplated to year 2050 by the Airport Development Plan (ADP) and the District's Port Master Plan Update (PMPU). Please see the attached Study Area Map that shows the roadway segments and intersections that are being evaluated by this effort (Attachment A). Therefore, the District respectfully requests that SDIA ITC and I-5 Direct Connector Ramps (shown below), be carried forward in all of the network scenarios that will be developed and evaluated as part of the 2019 Regional Plan (Attachment B).

PORT of SAN DIEGO

San Diego Forward: 2035 RTP Improvement

Service	Capital Costs ($2014); millions	Capital Costs ($YOE); millions	Year Built By
San Diego International Airport ITC and I-5 Direct Connector Ramps	$170	$223	2035
San Diego Forward: The Regional Plan (2015) – Excerpts from Appendix A: Transportation Projects, Costs, and Funding			

In addition to maintaining the SDIA ITC and I-5 Direct Connector Ramps project in the 2019 Regional Plan, the District is supportive of developing road network "themes" to evaluate the impacts of various transportation-related improvements for the region. At SANDAG's Transportation Committee Meeting on April 6, 2018, the committee directed SANDAG staff to develop transportation network scenarios that provide them with "real choices" in terms of how the transportation system could accommodate the region's forecasted growth. The District agrees with this approach and offers the following two themes for your consideration:

Recommended Transportation Network Themes

- **Maximize the Movement of People and Goods**: On one end of the spectrum, a transportation network that maximizes the total amount of people and goods that can be moved, as well as the speed and ease of that movement, should be evaluated. Our current transportation network emphasizes single occupancy vehicles, and this continues to be a popular, convenient mode of travel for many residents in the region. In addition, heavy duty trucks continue to be the primary means by which goods are transported within the region, and roads and highways continue to be the dominate mode for most imports and exports for San Diego. As such, a transportation road network that reduces congestion and facilitates the movement of the maximum number of people and goods should be evaluated. Alternative modes, such as water-based passenger ferries or short-sea shipping services, could provide additional capacity with little or no additional investment in landside transportation facilities.

- **Minimize Air Pollution and Greenhouse Gas Emissions:** On the other end of the spectrum, a transportation network that minimizes air pollution and greenhouse gases should be evaluated. This network theme would support the state's Greenhouse Gas Reduction goals (including Executive Order S-03-05, AB32, and SB32) and its more recent Community Air Protection (AB 617) legislation, that seeks to reduce air pollution in our most vulnerable communities (Sherman Heights, Logan Heights, Barrio Logan, National City, San Ysidro / Otay Mesa). This network theme should also help facilitate smart growth as outlined in SANDAG's Sustainable Communities Strategy pursuant to SB 375. For people, this network theme should emphasize investments in transit, bicycle, and pedestrian facilities, as well as infrastructure projects that facilitate "shared mobility" such as zero or near-zero emission shuttles, buses, and/or pooled on-demand transportation network companies that reduce single occupancy vehicles. On the freight side, investments should provide solutions to regional goods movement needs. This includes addressing emerging technologies, such as siting electric charging stations in convenient locations for the region's on-road electric trucks, as well as safe and secure parking for truckers. Infrastructure

improvements should also enable greater amounts of imports and exports to be handled by ocean-going-vessels, domestic "short sea" shipping vessels or by rail.

Thank you for the opportunity to comment on the Transportation Network "themes" that will be used to inform the 2019 – 2050 update to San Diego Forward: The Regional Plan. Please contact me at (619) 686-6469 or at lnishihira@portofsandiego.org if you have any questions or need any further information.

Sincerely,

Lesley M. Nishihira
Planning Director
Planning & Green Port

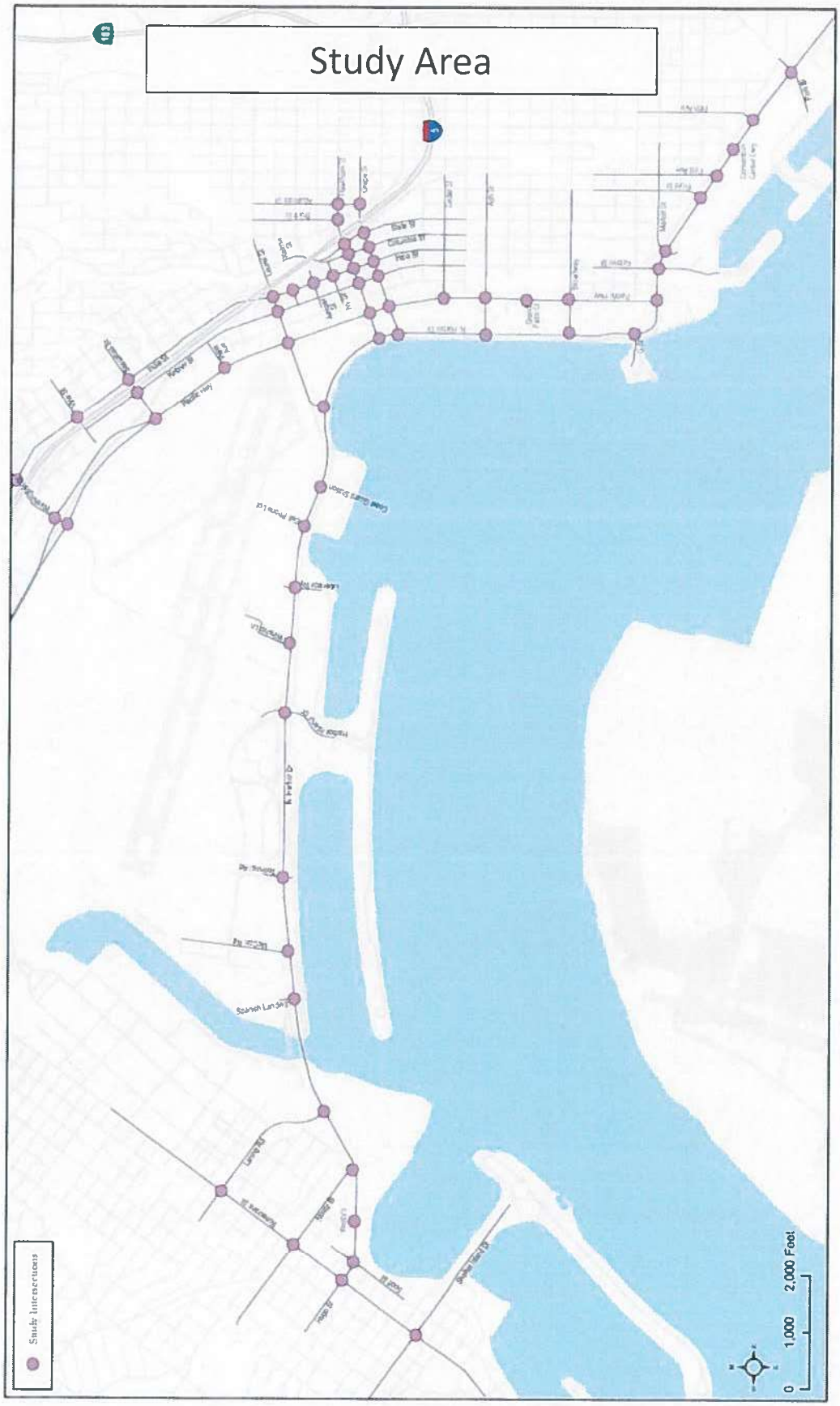
Attachment A: Study Area for the San Diego Unified Port District North Harbor Drive Mobility and Access Study

Attachment B: Excerpt from Table A.1 Revenue Constrained Projects from *San Diego Forward: The Regional Plan (2015).*,Appendix A - Transportation Projects, Costs, Funding

1 In June 2017, the District was invited to participate in the San Diego County Regional Airport Authority's Harbor Drive Mobility Committee. The committee was formed at the direction of the Airport Authority Board for the purpose of evaluating and recommending transit alternatives to remedy traffic and accessibility concerns around the SDIA. Through the District's participation in the Airport Authority Committee, it was decided that the District would take the lead to expand on the work and progress initiated by SDIA by taking a more comprehensive look at transportation facilities, operations and access outside SDIA's jurisdictional boundaries. This multi-agency work effort is currently underway and helps ensure that all of the agencies involved with planning in the Study Area are working from the same set of data and assumptions.

Cc: Phil Trom, Senior Regional Planner, SANDAG
Tina Casgar, Goods Movement Policy Manager, SANDAG
Coleen Clementson, SANDAG
Seth Litchney, SANDAG
Tait Galloway, City of San Diego
Maureen Gardineer, City of San Diego
Keri Robinson, CALTRANS,
Brendan Reed, San Diego Regional Airport Authority
Ted Anasis, San Diego Regional Airport Authority
Jason Giffen, Port of San Diego
Job Nelson, Port of San Diego
Larry Hofreiter, Port of San Diego
Stephen Shafer, Port of San Diego

Attachment A -
North Harbor Drive Mobility and Access Study



Attachment B -
Excerpt from San Diego Forward: The Regional Plan

Table A.1 (continued)

Revenue Constrained Projects

Transit Facilities (continued)

TransNet	Service	Route	Description	Capital Cost ($2014); millions	Capital Cost ($YOE); millions
TransNet	*Rapid*	688/ 689/ 690	Route 688: San Ysidro to Sorrento Mesa via I-805/ I-15/SR 52 Corridors (peak only); Route 689: Otay Mesa Port of Entry (POE) to UTC/Torrey Pines via Otay Ranch/ Millennia, I-805 Corridor (Peak Only); Route 690: Mid-City to Sorrento Mesa via I-805 Corridor (Peak Only)	$458	$653
	Rapid	709	H St Trolley to Millennia via H St Corridor, Southwestern College	$37	$49
	Rapid	870	El Cajon to UTC via Santee, SR 52, I-805	$7	$17
	Rapid	890	El Cajon to Sorrento Mesa via SR 52, Kearny Mesa	$12	$29
	Rapid	905	Extension of Iris Trolley Station to Otay Mesa Port of Entry (POE) route with new service to Otay Mesa East POE and Imperial Beach	$2	$2
	Rapid	910	Coronado to Downtown via Coronado Bridge	$26	$39
	Rapid	SR163 DARs	Kearny Mesa to Downtown San Diego via SR 163. Stations at Sharp/Children's Hospital, University Ave, and Fashion Valley Transit Center	$150	$196
	Shuttle	448/449	San Marcos Shuttle[1]	$0	$0
	Streetcar	553	Downtown San Diego: Little Italy to East Village[2]	$14	$21
	Streetcar	554	Hillcrest/Balboa Park/Downtown San Diego Loop[2]	$29	$38
	Streetcar	555	30th St to Downtown San Diego via North Park/ Golden Hill[2]	$26	$45
	Streetcar	565	Mission Beach to La Jolla via Pacific Beach[2]	$25	$50
	Airport Express	--	Airport Express Routes[3]	$52	$62
	Intermodal Transit Center (ITC)	--	San Diego International Airport ITC and I-5 Direct Connector Ramps	$170	$223
	ITC	--	San Ysidro ITC	$118	$189
	Transit Lanes	SR 15 from I-805 to I-8	Addition of two transit lanes for routes 235, 280/ 290, 653, and Airport Express Route to the cross-border facility in Otay Mesa	$56	$56
	Other	--	Vehicles	$3,646	$6,608
	Other	--	Transit System Rehabilitation	$1,250	$2,810
	Other	--	Maintenance Facilities, Park and Ride, Transit Center Expansions	$1,220	$1,842
	Other	--	ITS, Regulatory Compliance	$300	$502
			Subtotal	**$22,854**	**$40,625**

Sanford, Samual

From: Terry Norwood
Sent: Tuesday, April 17, 2018 10:59 AM
To: SDFORWARD
Subject: update website pls

Please update your website so people are not confused about being able to submit info at the open houses as they have already happened.

It is great to have them continue to receive your newsletters but I would like the Performance Measures to be what is being discussed at this time and what will happen next.

Appreciatively,

Terry Norwood
RB Resident

Sanford, Samual

From: Roberta Froome
Sent: Saturday, April 21, 2018 9:00 PM
To: SDFORWARD
Subject: Transportation Plan

I couldn't see where to comment on your sdforward page, and Outlook doesn't work on my computer.

My comment:

1) More public transportation options.

2) Facilitate highway travel by setting up parking lots along the highway and implementing express buses.

3) Have a dedicated lane on highways for buses and other public transport vehicles.

4) Electric vehicles where possible - really expedite this! - to reduce greenhouse gases.

Thank you.

Roberta Froome

Sanford, Samual

From: Swimski55
Sent: Tuesday, April 24, 2018 5:21 PM
To: SDFORWARD
Subject: Midcoast trolley station name

I attended the open house yesterday and commented on several future challenges.
One item I forgot to mention: the name on the “Balboa” station needs to be changed.
Almost all he existing stops / stations within the trolley system are named for the communities or for the key business districts:
Fashion Valley
Mission Valley
Santa Fe Depot
Civic Center
Barrio Logan
Lemon Grove
La Mesa

The “Balboa” station should be changed to “Balboa/Pacific Beach”, or “Pacific Beach/Claremont”.

Visitors / tourists do not know “Balboa” as a street, rather, they know “Balboa” as our huge regional park. But the do know Pacific Beach as a great destination for the beach, restaurants, music and recreation.

Please rename the station to Pacific Beach / Claremont as soon as possible.
Regards,
Steve Pruett

Sent from my iPhone

Sanford, Samual

From: David Jones
Sent: Tuesday, April 24, 2018 5:22 PM
To: SDFORWARD
Subject: San Diego Transportation

the big flow of traffic is on Rt 5 and Rt 15

You need to improve train service on the coast

You need some sort of train service from Murrieta to San Diego

Sanford, Samual

From: JACK PAXTON
Sent: Thursday, April 26, 2018 7:47 AM
To: SDFORWARD
Subject: Last night's testimony

Please read this book if you haven't already done so.

https://books.google.com/books/about/Door_to_Door.html?id=w4wzCgAAQBAJ&printsec=frontcover&source=kp_read_button

I am Dr. Jack Paxton resident of Lake San Marcos, you know, close to the San Marcos route 78 bottlenecks.
I was born, raised and educated in California.
I have my B.S. in Chemistry from U.C. Berkeley and my PhD from UC Davis.
I was employed at the University of Illinois for 32 years and retired in 1996 as Professor emeritus.
I lived in Escondido 1947-1950 and have personally seen drastic changes in this area over the years. I personally think you should finish your ultimate job of paving San Diego county so that anyone can drive anywhere, anytime!
There seems to be no rational goal for transportation in this county.
This public "hearing" I presume was created to establish rational goals for transportation in San Diego County but it appears to me to be a public "telling" as I see no way that ideas heard here can be rationally incorporated into your 2019 transportation plans.
Some of my suggestions:

Lower the speed limits.
Highly trained traffic engineers were asked to establish the best vehicle speed for any stretch of road, speed limit signs were posted, then ignored!

A Republican president in 1974 established a 55 mph speed limit for our entire nation and this was enforced by the succeeding Democratic president. This 55 mph demonstrably reduced traffic fatilities and injuries, reduced the use of fossil fuels, reduced travel costs, reduced damage to vehicles and infrastructure!
Why would anyone want to do this, to save lives, reduce our use of polluting fossil fuels, reduce damage to vehicles and infrastructure, and save money?
We reverted as a nation to our present U.S. car-nage of over 40 thousand vehicle deaths in 2017.
This carnage should stop but I don't see any sign that you are serious about this.
In fact what I see is something that resembles insanity, doing more of the same thing but expecting a different outcome.

Hopefully you remember that in 2011 you created a $1.6 BILLION carmageddon on the 405 in L.A. and by all accounts made d little change in traffic congestion.
Much more can be done to help pedestrians and improve mass transit.
One example:
Last year SDCWA placed a locked gate across their R.O.W to prevent pedestrians from walking from our subdivision to San Marcos Blvd. This prevents people from walking to shopping/banking/etc. opportunities. This exacerbates an already congested traffic system.

This R.O,W. had been used for over 30 years and is presented as an example of how our actions make movement worse rather than better!

I suggest we get serious about the speed limit and install cameras on all bridge overpasses to send tickets to drivers who are exceeding the speed limit. Among other things this would generate income to support our impoverished California educational system and educate people while hopefully reducing traffic deaths and damage, and smoothing traffic.
I also suggest we convert the freeways to VOH lanes, where all but the right-hand lane is restricted to high occupancy vehicles. That should reduce traffic congestion by at least 50% initially. It still leaves one lane for solo drivers who prefer this mode.

We need to adopt the San Diego Regional Quickway Proposal and other means of reducing sprawl and increasing mass transit which has many benefits.
Riverside has developed a plan to help control sprawl and cover it's enormous costs. Please visit www.wrcog.cog.ca.us for details. We must understand the nexus between what is done and who pays the costs!

I strongly object to your present Los Mangalization of our highway system and am surprised that your planning seems to be slow. This hearing supposedly is on the 2019 plan.

We need to do serious planning to get people out of cars and make mass transit more acceptible for the sake of ourselves and the earth!

I wish you success in this endeavour,
Sincerely,
Jack Paxton

Sanford, Samual

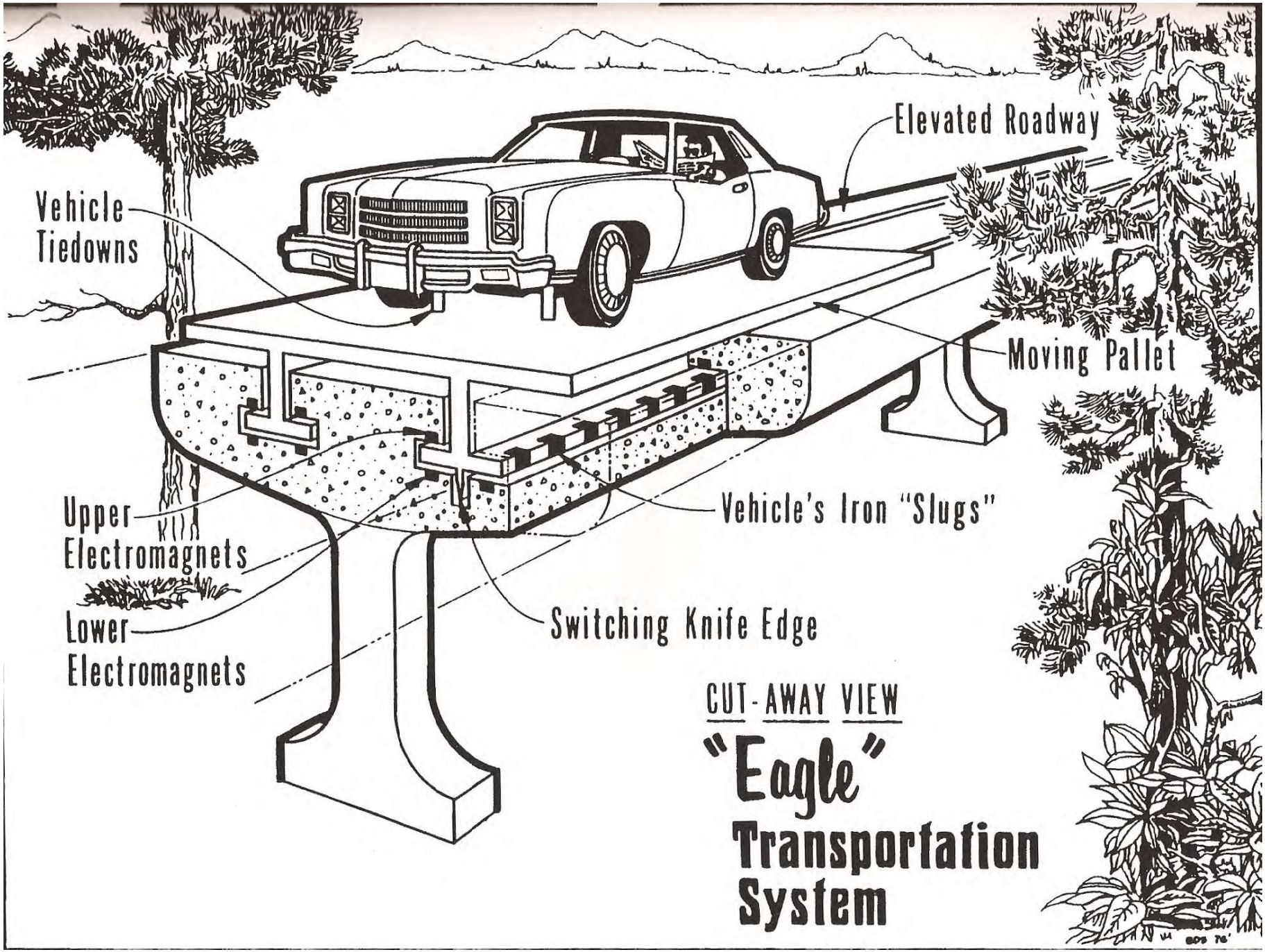
From: Lee Paxton
Sent: Saturday, April 28, 2018 4:28 PM
To: SDFORWARD
Subject: SANDAG RTP/Workshops - Best idea

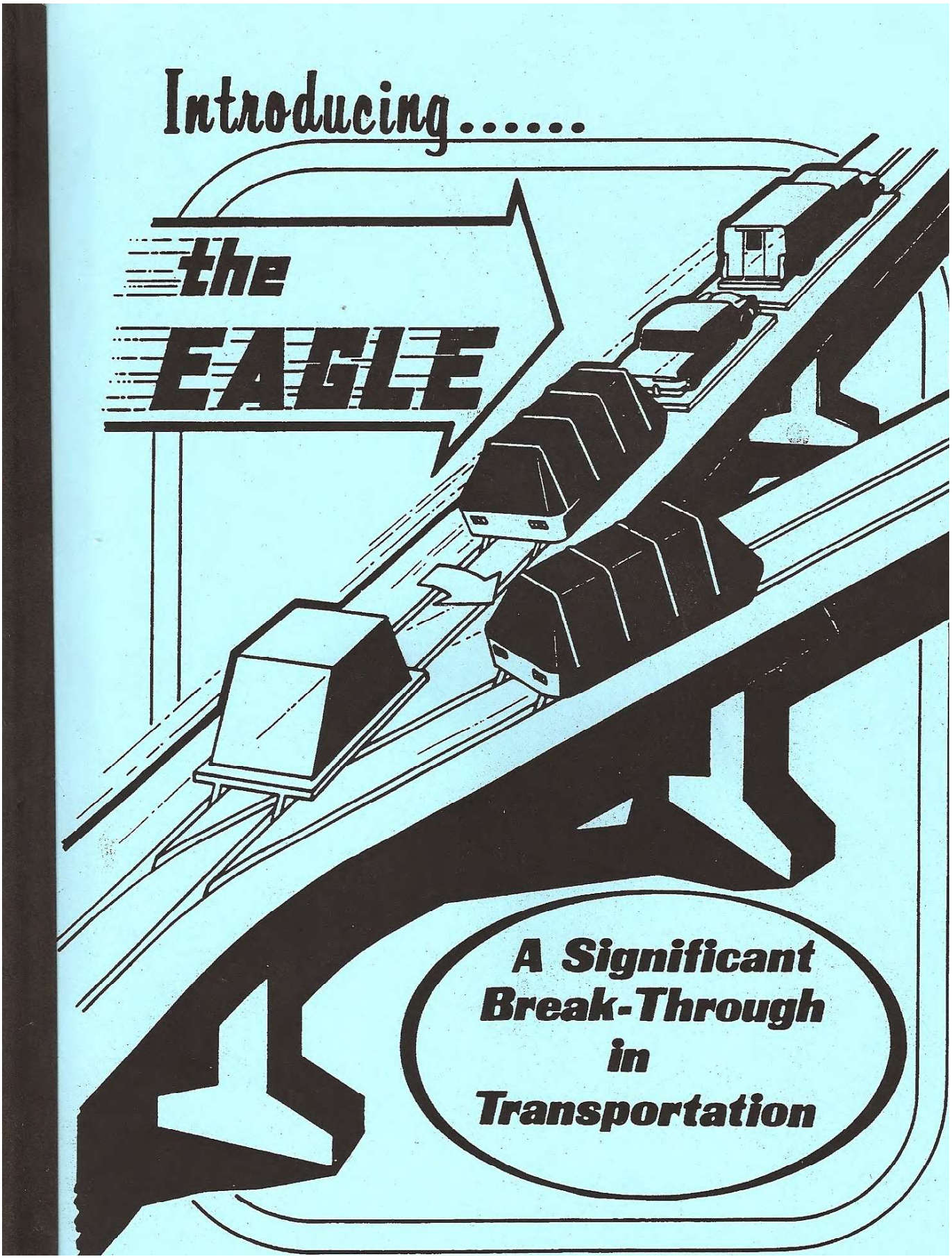
Hello:

IF you are serious about addressing the future transportation needs, it may be time that we take a close look at the "EAGLE transportation system" herein proposed, or at least something like it. The key to any good system is the "switch". The ability to get in and out of the system at short intervals like every couple of blocks if desired. This increases ridership.

I put cars in the system because I feel that it is the only way to make any system affordable, and to pay for itself. You get charged as you go. This creates the revenue to generate more miles of elevated track. Many people are hauling items, or other people, and it is awkward to take them on public transit, which often does NOT go where they want to go. (Cars don't burn gas when on the system) The passengers could ride the horizontal elevators for free, which would increase ridership, which is the whole idea. Right?

Lee Paxton


Elevated Roadway
Vehicle Tiedowns
Moving Pallet
Upper Electromagnets
Vehicle's Iron "Slugs"
Lower Electromagnets
Switching Knife Edge
CUT-AWAY VIEW
"Eagle" Transportation System


Introducing.....
the
EAGLE
A Significant
Break-Through
in
Transportation

THE QUALITY OF LIFE NOW AND IN THE FUTURE

GREATLY DEPENDS ON THE QUALITY OF TRANSPORTATION

Transportation Should Be:

SAFE

CLEAN QUIET

ECONOMICAL EFFICIENT

SMOG-FREE ALL WEATHER

The EAGLE Rapid Transportation System is an electromagnetically levitated and propelled guide-way for moving people and their goods in a fast, efficient and safe manner.

The versatile EAGLE provides you as a traveler, with the following options:

1. You may ride in passenger trains with regular fixed schedules (Walk-on capability)
2. You may ride in private horizontal elevators, which are fast, direct, and non-stop
3. You may ride in your own automobile, which doubles as carrier for goods and also provides you with transportation to destinations outside of the EAGLE system.
4. You may ride in special units offering snacks, movies, and other entertainment.
5. Additionally, the system has special modules for handling freight and mail.

All of the above vehicles travel along the same right-of-way.

The EAGLE provides private automobile travel without consuming gasoline, without producing pollutants, and without attention to driving, while providing safe speeds over 100 m.p.h.

At the EAGLE station your automobile is first secured to a pallet. Within 60 seconds your pallet is traveling with a group or "train" of other pallets. The trains run on an elevated guide-way structure. An innovative switch with no physical moving parts safely removes individual vehicles from the mainline traffic.

The electronically controlled electromagnetic motors in the roadway propel vehicles by lifting and floating them frictionlessly above the guide-way in near complete silence.

Introducing.....
the
EAGLE
A Significant
Break-Through
in
Transportation
U..S. PATENT NUMBER 3,750,803

Hi

I am a proud graduate of Cal Poly, '62, B.S.M.E. Worked in Aerospace for 12 years and then started my own Robotics Engineering Firm. I hold eleven Patents, one of which saved the government lots of money, another one of which they started a whole new category in the patent office, 3,750,803.

I have worked for a number of years on a idea to make driving safer and faster. I feel that the automobile is a wonderful slave, waiting to take you anywhere at anytime. You just can't go as fast as you would like and do it safely. Therefore I have pursued an idea that would accomplish part of that goal. I call the system the "Eagle". The idea is to provide a carrier upon which a standard Automobile can be secured, and then move you and the automobile across town at speeds over 100 miles per hour, and do it safely. The carrier is secured to an elevated track system similar to a roller coaster, thus be able to travel at high speed without accidentally leaving the guide way. I developed a special switch feature, with allows individual vehicles/carriers to leave the mainline flow and to be routed to a safe stop for exiting the system, thus allowing you to travel non-stop to near your designation. The system is driven by electric motor elements in the roadway which lift and propel the carriers forward. -Maglev, if you will. With high gas prices, high CO2 levels, global wearding, and the billions of wasted man hours aiming an automobile, it makes sense to try something new and better. I know it will take a lot of work to accomplish this worthwhile goal, but I feel it needs to be done.

Sanford, Samual

From: Robert Nelson
Sent: Thursday, May 10, 2018 10:10 PM
To: SDFORWARD
Subject: SANDAG Open House response, 05-2018
Attachments: 2018-04-30 SANDAG Circulation Issues list (1).docx

SANDAG,

Attached are my comments beyond what I wrote on my survey response to the Open House that I attended in Vista. There are comments regarding CALTRANS maintenance issues and NCTD and the City of Oceanside, and others whom I will also send these comments to and work to get action on.

I would like a written response.

Thanks for the opportunity!

Bob Nelson

SANDAG 2050 TRANSPORTATION PLAN Open House

5-3-2018

Transportation Issues:

1) Improvements to I-5 and I-15 prior to 2035, NOT HOV pay lanes as previously planned. HOV lanes slow other traffic as vehicles with more than one person in the car (usually 2) merge from on-ramps to HOV lanes. Also the prolific use as either a passing lane or 'Autobahn' high speed lane. High cost of connector bridges for a small percentage of cars that usually only increase travel times by about 5 minutes per hour of travel. Realize and address the fact that the I-5 and I-15 carry over 90% of the travel between San Diego & Tijuana population of 5 million to the 15 million residents to our North in Southern California. Thursday thru Sundays have stop and go traffic from the El Toro 'Y' to the 5/805 split often. From San Juan Capistrano to the 78 is the worst portion slowing travelers for hours. The I-15 is not much better, with the worst from the 15/ 215 'Y' to South of Temecula Parkway and at rush hour south to 76 or more.

2) ADD rumble strips/indented 6" wide asphalt 'bumps' in the paving along the 76 where not existing to help keep cars out of the bike lane and bike route designated portions of the highway. These are VERY helpful in keeping distracted drivers from drifting into the bike lanes.

3) Make the entire length of the 76 a bike lane, OR extend a class one path from 76/ North Santa Fe to Vista Way and connect to the future master planned trail at the developing San Luis Rey River Park. Designate the 76 from old 395 to Lake Henshaw as a bike route/ future trail similar to the Solana Beach to Julian trail.

4) Make bicycle lane striping match the CALTRANS Standards, 5' wide minimum and wider when the posted speed exceeds 30 or 35 MPH (provide Guidelines like 6' wide between 35-45 MPH and 7' wide between 45-55 and 8' wide over 55. Require vehicle lanes be reduced from the standard 12' to 10' where needed to meet the bike lane requirements.

The bike thru lanes along the 76 at 'right turn only' vehicle lanes vary from 3' to 6' wide or so. I ride a bike with 3' wide handlebars. Some bike lanes are equivalent to cars driving in 12' lanes that then shrink to 6'! Restripe for the CALTRANS Standard with the speed width requirements noted above for the 55 MPH Highway.

5) Remove old construction signs that have been left up to 3-4 years past construction along the 76 and the I-5. There is an I-5 Shoulder Repair construction sign by the Stuart Mesa NCTD train yard on northbound I-5, laying on the ground now that it's been hit by a couple different vehicles. A liability issue for SANDAG and CALTRANS. The Southbound sign in San Clemente was hit over a year ago and the OC CALTRANS District removed it. Landscaping signs on the 76, from Melrose Drive in Oceanside to Mission Avenue in Bonsall are still in place on the intersecting streets, the work was completed about 3 years ago.

6) On the I-5 North of Oceanside about 4 locations on convex curves in the #4 lanes have broken concrete due to water/ saturated soils on I-5 north and south from Harbor Drive to the

Highway Rest Areas. Water 'squirts' up out of the concrete cracks when semis drive over them during rain events, a MAJOR problem pending. These are adjacent to the shoulders that bicyclists use and also include potholes in the asphalt edge of the shoulders creating more danger for cyclists.

7) Metal real estate development signs, 6' high or so on the off-ramps to 76 from the I-15 for the development at Pala Mesa, a liability for taxpayers.

8) Moon Valley Nursery truck trailer billboards along the I-15, in the designated 'Scenic Highway'. Also several illegal billboards along the 76, also partly a scenic highway, from Oceanside east to the Indian Reservations. These signs should be removed due to the Scenic Highway Designations.

9) Extension of the Sprinter line from Oceanside to Pala. The route would be similar to the San Diego Trolley route from Old Town to Santee along the San Diego River, except that it is much flatter along the side of the 76 and San Luis Rey River. This routing would be able to serve the Oceanside Valley areas with T.O.D. housing that has begun to develop, along with Bonsall, Fallbrook and the new Pal Mesa Housing area and Palomar College Campus along with the Indian Reservation resorts, keeping more intoxicated people off the road along with reducing traffic.

If extended in the future to Temecula/ Murrieta this line would be serving close to a million people.

10) ADD overpasses to connect Northern areas of Oceanside to the Southern areas. Benet Road. Foussat Road and Rancho Del Oro, Old Grove, North Santa Fe and College Boulevard would make a huge difference. This road is a major truck route with the auto auction yards, cement and masonry yards, a FED EX distribution center, Coca Cola Distribution center and as an alternate for many Southwest Riverside County residents to avoid the 91 freeway along with many North San Diego County residents traveling to South Orange County.

11) Make the Class 1 bikeway from Oceanside at Pacific Street to Las Pulgas a high priority as Camp Pendleton is limiting access more and bicyclists are having to ride on the shoulder of the I-5. Cyclists on the shoulder of the Freeway slow traffic as they are not expected, especially at night when the cyclists are using flashing taillights.

12) Make the Sprinter Rail Trail thru Vista on one side of North Santa Fe from Mar Vista Road to the Vista Sprinter Station versus building huge retaining walls along the rail line as currently planned. Make reasonable lower cost solutions such as a Class 1 bike path along the easterly (Highway 78) side of Santa Fe Avenue, due to a number of commercial driveways involved. A separated Class 1 bike path should be located with special pavement textured crossings at Mar Vista and Civic Center Drive and Vista Way intersections.

Another lower cost solution that is needed for commuters like me would be to provide 6' wide Class 2 bike lanes from San Marcos to Vista thru the County section of North Santa Fe tying to existing Class 2 bike lanes along Santa Fe and Vista way to the San Luis Rey Trail at the 76.

These Class 2 lanes are on the transportation plans but the City and County have failed to complete them for approximately 20 years since being on the circulation elements. Some minor asphalt shoulder additions and some re-striping is all that is needed for most of the way.

13) Eliminate 'bottlenecks' for bicycles at various locations, particularly at Freeway crossings, where CALTRANS Standards are NOT IMPLEMENTED! These are MAJOR obstacles to increasing Bicycling use in ALL areas.

14) Repair the potholed surface of the 76 between Melrose and Douglas Drives. Also, fix the hydroplane zone on eastbound 76 just east of Old Grove Road caused when the newer center divider K-rail was built a few years ago. The re-surfacing of this portion of the 76 was deleted from the center divider project a few years ago and is now becoming a major liability with vehicles swerving to avoid the potholes and tire damage along with the asphalt projectiles for cyclists as trucks 'splatter' the broken asphalt into the bike lanes.

15) Replace the sign knocked over at northbound Coast Highway to the 76 about 1-1/2 years ago, the sign directed traffic to the I-5 from Coast Highway and was located in the median.

Add reduced speed limit signs on west bound 76 as it approaches Coast Highway, drivers not familiar with the area sometimes approach the intersection near or over the 55 MPH speed limit with a sharp turn required to Coast Highway.

Also ADD city names on the westbound 76 as you approach the I-5 on the North and South bound signs; San Diego and Los Angeles for example, as many Tourists and others don't know where the North or South Freeway signs take them in relation to where they want to go. This would help to reduce all the U-turns that occur currently, many where not allowed.

16) Better signing/ way finding is needed at the Oceanside Transit Center, many METROLINK passengers are traveling here from all over the world due to airport connections and when they de-train on the Oceanside Track 2 have no idea of where the station and buses or pickup areas are. Especially when it is dark or other trains are stopped on Track 1. The only sign 11' x 17" or so directing people to the tunnel stairs and ramps faces the parking lot.

17) At Track 2, at the Oceanside Transit Center the Disabled Access Platform is at the most northerly portion of the Platform requiring the disabled to travel more distance than the 99% of the train riders to get to the Main Train Station, over 400' to the closest access gate to parking.

There is a gate adjacent to the disabled platform that is chained and locked and is not usable as the disabled ramp was built about 12" higher than the gate threshold. The adjacent walk has walks to Myers Street through the parking lot and could have a couple disabled parking spaces adjacent added if the disabled access ramp were moved 50' or so north or south making the Train Platform much more usable by the disabled. The current situation is in violation of the ADA law.

The NEW extended Northern end of the Platform for Track 2 drops about 12" below the rest of the platform. This has created a dangerous situation when the train stops short due to other trains

on the same track, the step out of the train is about 18” down, very difficult for many passengers to navigate, and a surprise for all. There does not appear to be any logical reason for this condition.

18) The Coastal Rail Trail, Class 1 Bike Lane south of the Oceanside Transit Center deadends northbound with a sharp curve just north of the Bike Storage Building and dumps cyclists and pedestrians into the middle of a parking lot and intersection with Tyson Street and a Track 2 platform and tunnel access walk. This path is frequently used by both cyclists and pedestrians on their way to Downtown Oceanside. Most people walk or bike through the middle of the parking lot driveway, a dangerous situation, some use the Track 2 Platform that ends at the Springhill Suites Motel. From there they are forced to walk on the railroad ballast to Mission Avenue or backtrack several hundred feet south and then walk through the parking lot. The Transit lot should be revised to a one-way southbound direction and a trail/ pedestrian path extended north to an accessible path to Myers Street to the west to eliminate this dangerous condition.

It would also be very useful if the platforms would extend walkways to Mission Avenue to the North and the new track 3 platform to Wisconsin Avenue for the nearby residents. The walks could be about 6’ wide with low fences to keep pedestrians out of the train’s way.

Bob Nelson,
Oceanside Resident for 31 years, Architect and Commuter by Train and Bicycle.

To: Melissa Cameron, SWSPR
From: Lori Large, Action Research
Date: May 9, 2018
Subject: SANDAG Regional Plan Network Themes Phase I Focus Group Summary

Action Research conducted five focus groups to gather input from residents to assist SANDAG with the development of San Diego Forward: The 2019-2050 Regional Plan. The goal of the focus group discussions was to learn about the vision residents have for the region's future transportation network, as well as to identify demands faced by decision-makers as they realize that vision over the next 30 years.

Between April 16 and 26, 2018, Action Research conducted focus groups in each of the five sub-regions in the San Diego region. The participants were provided with a light meal and $100 for their participation in the 90-minute discussion. All groups were well attended with eight to ten participants in each group. The groups were conducted as follows:

- *April 16 – Central San Diego (in Mission Valley)*
- *April 17 – South County (in Chula Vista)*
- *April 18 – East County (in El Cajon)*
- *April 24 – North County Inland (in San Marcos)*
- *April 26 – North County Coastal (in Cardiff-by-the-Sea)*

To ensure that participants represented residents within each sub-region, participants were recruited in-person at public spaces, such as beaches, civic centers, libraries, and parks. Participants represented a balance of genders, and a range of ages, employment and life experiences, ethnicities, mobility challenges, and daily transportation mode choices.

Transportation and Quality of Life

Participants were asked to provide their thoughts on the **transportation issues that impact their quality of life**. The most commonly mentioned impacts were about time constraints and scheduling due to congestion on roads and freeways, lack of public transit options, and safety. The details included:

Congestion	Schedules – Time Constraints	Safety
Transit		
▪ Taking transit eases congestion but takes longer than driving a car	▪ Can't get everywhere ▪ Services end too early ▪ MTS and NCTD schedules not in sync ▪ Taking public transit costs a lot	▪ Lack of lighting at transit stops ▪ Lack of shelter at transit stops
Driving		
▪ Carpool lanes end	▪ Time spent in the car is wasted time	▪ Potholes and roadway debris ▪ Low-rise medians ▪ Road conditions cause wear-and-tear on cars

The Vision

Participants were asked to think broadly about the San Diego Region. Specifically, **how they thought we should be getting around the San Diego region in 10, 20, and 30 years**. The responses were thoughtful and are categorized here as they related to biking, driving, public transit, and walking.

The overall vision described by participants was to create technological advances in vehicles, highway infrastructure, and public transportation to reduce congestion and use of personal vehicles over time.

Travel Mode	
Biking	▪ Build more bike-only pathways ▪ Use technology to increase safety ▪ More use of electric bikes ▪ More dock-less bikes (e.g., LimeBike) ▪ Accommodate (more) bikes on public transit
Driving	▪ More carpool lanes ▪ Double-decker freeways ▪ Use of autonomous vehicles ▪ More use of electric cars ▪ Use magnets to charge cars while driving ▪ More use of technology to control/direct traffic
Public Transit	▪ Create more diversity in modes to meet community needs ▪ Build smarter transit service connectivity/grids ▪ More use of light rail ▪ More use of high-speed rail (express services) ▪ Rail cars made up of pods that can disconnect and use smaller rail lines to get people closer to their destinations ▪ Build subways ▪ Use more electric or solar-powered buses ▪ Run railways along freeway corridors ▪ Develop a ferry that runs along the coast from San Diego to Oceanside ▪ Make available real-time bus/trolley/train tracking ▪ Expanded services for people with special needs (wheelchairs, aging issues) ▪ Create more drop-off and pick-up points
Walking	▪ Create appropriate walkways for people with disabilities, including for wheelchairs ▪ Increase lighting ▪ Create more services and shopping within walking distance of residential areas

Identifying Demands and Organizing Themes

Participants were asked about **the demands put on our region for realizing their transportation network vision**. Their responses spanned a variety of issues from air quality and population growth to safety and technology needs. Demands were mapped and then organized into themes and are displayed in the table below. In addition to the themes, participants brought up significant issues noted here:

- As an array of demands and concerns were identified, participants in most groups noted the relationships between them and expressed the desire to address multiple issues simultaneously. In other words, while creating walkways to connect neighborhoods to transit, ensuring they are appropriate for aging and disabled populations. Another example was using advanced technologies to increase mobility while simultaneously increasing vehicle safety (and reducing bike, pedestrian, and vehicle accidents).
- Some participants stated the need for a ready workforce to create and maintain improved infrastructure and transportation systems. They identified the potential positive impact on employment and the local economy.
- Participants noted the need for marketing and behavior-change techniques to decrease dependence on personal vehicles and increase use of public transportation.
- While not the main topic of concern, there were calls to address health, mobility, and safety issues associated with an aging population.
- Air quality concerns were mentioned in all groups. It should be noted that for some participants there was not a clear understanding about the difference between greenhouse gas (GHG) emissions and air pollution.

Themes	Demands and Issues
Environment (Result of more people, cars, building)	▪ Pollution (air and water quality) ▪ GHG emission reduction ▪ Habitat preservation
Public Transit Infrastructure (Increase mobility and relieve highway congestion)	▪ Bus system expansion ▪ Train system expansion ▪ High-speed rail needs ▪ Build public transit to accommodate people running errands (carrying packages, lots of items) ▪ Build logical grids for routes – transit connections ▪ Build infrastructure to accommodate an aging population ▪ Connect to schools ▪ Way-finding, good signage
Highway Infrastructure (Increase mobility and relieve highway congestion)	▪ Build carpool/express lanes that don't end at critical junctures ▪ Build safer highways – reduce traffic accidents
Land Use	▪ Increase density – provide small enclaves for living, shopping, and employment ▪ Encourage walking by building safe walkways ▪ Challenges of expansion given local topographies ▪ Create parks and outdoor spaces for community
Safety	▪ More people could lead to more car accidents ▪ Increasing walking could lead to more pedestrian accidents ▪ Increasing biking could lead to more biking accidents ▪ Use autonomous vehicles to reduce car accidents
Technology Needs	▪ Autonomous vehicles ▪ Introduce the hyperloop (Tesla) to get people to their destination faster ▪ Produce hover cars ▪ Personal mapping across transportation modes ▪ Safety warnings on roads using holograms – smart signage ▪ Produce optimal lane-use technology to get people to their destination faster ▪ Use vehicle-crowding technologies to keep cars a safe distance from each other
Vulnerable Populations	▪ Meet the needs of an increasing homeless population ▪ Create infrastructure with aging populations in mind

Identifying Priorities

Participants were asked to prioritize the themes created in the transportation demand discussion. To frame the discussion, participants were asked to imagine they were a regional decision-maker with limited resources to create their transportation network. A prioritization process was enlisted to assist participants to identify their top tier themes. Each participant assessed their list and placed a "1" next to *all* their *must have* themes or projects. In other words, with limited resources, they identified the projects and objectives they decided they needed to complete. From a list of ten or twelve themes, most participants identified three to four themes as highest priority or top tier. Then, they went through their list and identified second tier themes or projects, and third tier. Lastly, participants ranked their top tier themes (i.e., 1, 2, 3, etc.).

Overall, increasing highway and public transit Infrastructure, developing innovative technologies, and increasing safety were the stated priorities. The themes identified in the discussions were common across all groups.

Priorities, participant comments, and notable discussion themes for each district are listed below:

Central San Diego: Mission Valley

Participants suggested that issues related to our future transportation network are interconnected – relative to one another. For example, technological advances that increase mobility may also increase vehicle safety, thus reducing bike, pedestrian, and vehicle accidents. Participants encouraged coordination of technology, infrastructure, and transit services to impact congestion, environmental, and safety issues.

- Expand highway infrastructure
- Expand transit services
- Develop mobility technologies

There should be a way to place magnets, a track, or some other technology in freeway lanes to acknowledge when cars are too close together to reduce accidents, and when you are entering the freeway, use technology to put you in the best lane to get you to your destination.

South County: Chula Vista

In this group, there were notable comments regarding social justice issues, such as open and recreational space, access to transit services, and providing for homeless populations in the Plan.

- Increase vehicle safety
- Increase/protect air quality
- Invest in alternate modes of transportation

Get more of the population to ride public transportation by lowering the price.

Trees are a way of fighting [air] pollution.

East County: El Cajon

Most of the participants in this group currently drove cars as their main mode of transportation; however, several had used public transit for employment circumstances or currently use public transit for special events. Overall, there was a desire to use public transit more, but participants stated safety, infrastructure, and system barriers.

- Expand highway infrastructure
- Protect open space
- Plan denser areas for ease of working and shopping
- Increase highway and road safety
- Develop technologies to help people get around more easily

My wife cannot use the bus because some stops aren't covered. It's hot, she has the baby, there aren't any seats.

Safety prevents me from using public transit. A knife fight happened right in front of me at the trolley station.

Everything is going to be autonomous. Tell the car where you want to go and it will go. Even if there are more cars on the road, there will be better drivers, so everything will move a lot better. No one will be texting and driving.

North County Inland: San Marcos

Most of the participants in this group drove cars to get around; however, a few used public transit and one participant relied on Uber and services for persons with disabilities. The outstanding theme in this group was about safety. There were a few participants who wanted to commute by bike more but had road safety and efficiency concerns (i.e., traffic signals out of sync).

- Safety
- Increasing highway infrastructure
- Increasing bicycle infrastructure

Traffic is stressful. I don't live very far and it took me 25 minutes to get here. GPS said 7 minutes; it did not take 7 minutes. We have one car; if my husband has the car, I'm pretty trapped. Bus stops are too far to walk with my child.

The reason I don't take the bus is because I would have to walk back to the bus in the dark in a rough neighborhood.

Air quality and pollution affects health costs.

North County Coastal: Cardiff-by-the-Sea

This group emphasized the need to model San Diego's transportation network after notable systems in other cities, such as Chicago and Denver. A notable contribution from this group was the need for diversity across our

public transit system. In other words, they acknowledged that use of buses, trolleys, light rail, and high-speed rail are relative to context (i.e., urban-suburban living).

- Expand infrastructure for transit system
- Expand infrastructure for highways
- Expand infrastructure for walking and biking
- Increase safety for cyclists and pedestrians

I would love to go on a Coaster and bring my dogs. San Diego is so dog-friendly; they should be allowed.

There is a huge gap where we are a heavily tech-using community, but our systems are far behind, so we need to bridge the two.

Open Ended Responses from 2019 Regional Plan Network Theme Survey (April 23-May 10, 2018)	
	Comments edited for grammar and style, and personal contact information has been redacted.
Number	**When it comes to planning our region's future, what is most important to you? Why?**
1	Sustainability and quality of life are important. Air quality improvement is very important to me as well as reducing VMT.
2	Mucho trafico en nuestras carreteras (Excessive traffic on our highways)
3	Economic development is critical because it provides the opportunity to support all other societal goals. Environment is critical because it ensures the health of our future generations. Habitat preservation is critical because we have many threatened and endangered species.
4	Safety, being able to get around with for a good price.
5	I'm here to learn more about San Diego's future in transportation and mobility. I'm interested in how we can maintain and/or increase parking availability, while meeting the climate action plan's goals.
6	I believe these have the most significant impact on the quality of life.
7	If we don't solve the climate issue, none of the issues will matter. We must solve the climate change problem first and foremost.
8	Because I'd consider these three umbrella categories.
9	I have grandchildren.
10	If we don't deal with climate change, everything about our quality of life will suffer severely. The future of our planet is at stake.
11	Too much traffic in the morning and evening on I-5, I-805 and I-15. Maybe extend the Trolley to Kaiser's Zion hospital.
12	Without regard for the environment, none of the other components, such as economic stability, will become sustainable in the long run.
13	I don't like car pollution.
14	San Diego is way behind the times. We need multi-modal transit. I would bike everywhere if there was a safe bike route. Instead of a car-ONLY road design.
15	I retired because of the bad traffic from home to work and vice versa.
16	Cross border travel is a key quality of life element for a growing portion of our work force.
17	While increased density is necessary, I believe it degrades quality of life in San Diego. Freeways and streets with fast moving traffic are barriers the most natural forms of human transportation, walking and running.
18	San Diego is growing whether or not people want it to and the challenges that this growth brings will need to be addressed regionally. We need to make sure that San Diego's growth is smart and sustainable. We need infill development near public transit and greater investment in public transit and active transportation. We need to relax restrictive zoning and parking requirements in transit adjacent areas and should have a total moratorium on any new large development projects out in the county's peripheries.
19	I love San Diego because of the awesome environment. Growth and finances should not compromise maintaining San Diego's beauty.
20	We need alternative energy and public transportation in order to keep this city's tourism and economic competitiveness.
21	It is essential that we reduce greenhouse gas emitted through transportation. More public transportation is essential to achieve our cities Climate Action Plans.
22	Once we lose habitat, it is gone forever. If we are going to have more people live in a limited area, we have to change the way we live. We need more density. We need to build up, not out. Economic wealth is of no use if people are not healthy. If we have increasing population, we can't continue with the rate of car ownership we have now. People need reasonable alternatives, though. Better bus service and bike infrastructure should be paid for by gas tax and vehicle fees. As population increases, a personally owned vehicle should be seen as a luxury, not a necessity.
23	Planning with smart growth strategies and climate change in mind will provide healthier communities, congestion relief, and even long-term economic prosperity.

Number	When it comes to planning our region's future, what is most important to you? Why?
24	You can actually combine all of these into one smart transit plan that uses emerging technologies that are applied in smart growth scenarios. By doing this, you can relieve congestion on the roads (because less people would be driving), remove air pollution and alleviate pollution and create a healthier community. You preserve habitat by decreasing sprawl. Each transit station will also created economic growth. It is disappointing that you ask for only three "themes" but don't see the connection to them all.
25	This is important especially for low income youth. We need an equitable transportation system that accommodates youth. With that, measures like free bus passes for youth or students need to be implemented. These passes will help with climate change, healthier communities and economic prosperity.
26	If we don't address these problems successfully, their consequences will overwhelm other efforts to protect our quality of life.
27	We need to prioritizes humans first, not machines.
28	The more we prioritize urban communities and transportation infrastructure (bikes/trains/shareables), the more people will be able to live in dense community. Increasing urban housing stock and increasing urban transportation (as opposed to endless parking spaces) is essential for reducing commutes which in turn reduces congestion and CO2, not to mention reducing the need to convert more and more land to housing.
29	San Diego has dangerous traffic, is over reliant on cars, and needs more housing next to public transportation. It needs better public transportation, and an actual safe network for active transportation.
30	Cars are an unmitigated disaster of air pollution, blight, fatalities and misery.
31	We have become a car centric society, it is an unsustainable model for long term prosperity. We need long term solutions that will keep a strong economy (it's all about the economy) that will have the most benefits for the largest percentage of the population for the longest period of time.
32	I would like to ride places safely and efficiently. I am motivated by the health benefits and the joy of cycling. I would also like to see congestion relief so I can move around freely during rush hours.
33	I want my kids to be able to buy a home in San Diego. Widen the roads, allow more bicycles, and build homes.
34	Climate change is the biggest threat to humanity and public health. We must transition away from cars and into biking/walking/transit as well as electric vehicles.
35	Not taking climate change into account means money will be wasted. For example, new pathways swallowed by flooding. Habitat preservation will help with climate change issues, smart growth should get people onto public transit.
36	Connectivity is key. Prioritizing smart growth that'll ultimately lead to less car/vehicular travel will result in healthier communities.
37	Smart Growth is the foundation for all the other concepts. If done correctly, health, economic prosperity and habitat preservation are enhanced, and effects on climate change can be minimized.
38	Climate change will affect everyone; we must develop progressive approaches to mitigation and adaptation.
39	The three that I selected above have the most impact to human living.
40	In order to have a healthy community it is essential to eliminate/reduce GHGs.
41	In order to meet Climate Action Plan goals, to improve air quality, and to increase quality of life, I think that bicycle transportation should be prioritized.
42	Fix the I-5 north bound to SR 163 north bound merge. It is absolutely disgusted by how long this has gone on.
43	These 3 categories are symbolically linked.
44	Public healing is really important for our community.
45	Making the public transportation system affordable to the masses; accessible and efficient to working class population.
46	Important because it can reduce disease among people early on before gets worse, and end up affecting the community.
47	Good construction jobs with union trades, local hire, Veteran hire, and training opportunities. Access to unionized labor. Union apprenticeships.
48	Without a healthy environment/climate the other important issues are not possible.
49	Queuing times on Santee City streets exceed 35 minutes every week day to enter SR-52 west.

Number	When it comes to planning our region's future, what is most important to you? Why?
50	The transportation landscape in San Diego continues to be dominated by internal combustion engine cars that pollute and occupy valuable space in a landlocked community where housing development is not keeping up with demand.
51	The theme of more public transportation would include cross border travel, healthy communities, habitat preservation, climate change and the environment, congestion relief, economic prosperity, and the use of emerging technologies. It could also include smart growth (as opposed to sprawl) if designed correctly.
52	We've spent decades solving traffic congestion by accommodating more traffic. It is finally time to discontinue this and embrace a new approach.
53	Habitat preservation: relates to quality of life. Who wants to live in a crappy habitat! Climate change and the environment: Without preserving the environment we will endanger our own existence. Allowing the climate to change will impact species' abilities to survive, which will impact our own ability to survive. Congestion relief: This relates back to quality of life and climate change. Who wants to spend time in traffic.
54	Quality of life is not being preserved. Crowding and congestion is not properly accounted for in the planning process. I already lived in a big east coast city, not happy to see sprawling urbanization.
55	San Diego should be a leader in adopting new transportation methods, like we were proud pioneers of the express lanes.
56	I don't have a response.
57	I want an integrated network of transit that is not car centric so I have more quality transportation time.
58	I hate driving! Most of the time I can use public transit, walk or bike, but there is still a large part of the city and county that is inaccessible without a car. I have the choice to drive or not and to live where I can minimize driving, but not everyone does. Unfortunately, many folks have to live far from their jobs to afford housing and/or they need to drive kids or elderly parents around to find the best schools or medical care. Everyone should be able to live, work and traverse the city safely without having to drive!
59	I chose healthy communities because if the decision makers are wise and truly forward thinking San Diego County can become an extremely beautiful, livable and affordable place. I have lived here since December 1968 -- things could have been managed a lot better.
60	I commute by both public transportation and individual and the traffic has just gotten awful, even on weekends. I try and be mindful about the environmental impacts of my commute, hence trying to lower my carbon foot print by taking public transportation but that is also hard when I watch protected species (Torrey pines) decimated to improve the Genesee off ramp and San Elijo lagoon being torn up for improvements for both the freeway and railway. People are going to drive, especially those that live here. Taking away lanes on the 101 is not helping with that either.
61	Balance quality of life in communities with the Climate Action Plan
62	My professional realm is hospitality. Congestion on I-5 is a very real problem for tourism with visitors from Los Angeles in decline and focus groups confirm that the I-5 is limiting this vital economic life stream.
63	I am a firm believer in public transit.
64	Survival.
65	I commute 35 miles everyday from North County to Downtown.
66	Smart growth will aid in congestion relief, and forces us to be aware of our precious, local and natural habitats. Smart growth addresses these important areas, and insures that San Diego remains an affordable, attractive, hi-tech community. As a border town it's critical that we are able to house and support many income levels. Are we a city that desires to be elitist, pricing even 6-figure wage earners out of the market, and out of the state? Let's hope not!
67	The San Diego vision of connected villages seems like a better way to live, preserving habitat, reducing traffic, and protecting the planet.
68	We need more effective public transportation and affordable housing near employment centers so that people can live near their job and can get there without using a car.

Number	When it comes to planning our region's future, what is most important to you? Why?
69	Without sustainable soil, water, and plants, cities become wastelands. Trees have an innate ability to moderate temperature, sequester carbon, recharge groundwater, clean air pollution, and provide beauty and habitat. This must become a priority. People will walk, bike, and use public transit more where there are shaded streets, beautiful natural parks, and greenspace corridors.
70	Traffic is so congested and the COASTER does not provide enough times throughout the day. There is too much time between times.
71	Life is better when not stuck in predictable traffic congestion.
72	We are a society used to having the convenience of using our own vehicles when we want to go somewhere and I disagree with my government trying to make it less convenient and forcing me to consider using public transportation. I don't want to use public transportation and neither do most. Add lanes where needed, keep existing roads in good repair. Insist that our gas tax and vehicle registration fees go to repairing, expanding, and maintaining roads.
73	I think economic growth, congestion relief, and habitat preservation will follow naturally if we make smart/forward thinking choices in urban planning.
74	Relieving congestion leads to smart growth and healthy community. If we don't start doing something now we'll end up like Los Angeles, and San Diego will loose its charm that its known for.
75	Because the cost of living in the region will limit who can live here.
76	Traffic is horrible and something needs to be done.
77	Traffic is getting really bad in San Diego and the light rail network is not sufficient for the large numbers of residents that live in the suburbs, specifically in east Chula Vista.
78	As we move into the future, we need to have a goal in mind that creates a sustainable region in the face of a changing global climate. This means planning in a way that gets people out of their cars through safe, comfortable walking and biking facilities, and compatible land uses. Emerging technologies are important but should be seen as a tool as opposed to a network theme. We need to be careful not to allow things like autonomous vehicles to take over our whole mindset like personal vehicles did in the past, as they will eventually cause the same problems. Creating a good environment for walking and biking will alleviate traffic, attract people to the region, and help to maintain a healthy economy.
79	Looking at the area of National City to Bankers Hill, east to the freeway, it is in desperate need of redevelopment. The number of new residential units that could be built would be substantial.
80	We need denser urban environment where we live work and play. In a denser urban environment we have less private open green space (backyards gardens driveways) so we need more pocket parks, dog parks, bike facilities, skate parks etc. open air markets open site street dining public art / murals/ sculptures otherwise we all go crazy with all the crowds. We need public gardens where we can stroll for some peace and respite.
81	Looking at the area from National City to Bankers Hill, east to the I-5. The area is in desperate need of redevelopment, the number of new units that could be built would substantial.
82	I want to bike more for my commute; do my share for climate change.
83	I lived in Paris, France for 20 years before moving to San Diego in 2011, and didn't even own a car the whole time because public transportation throughout Europe is far superior to what we have in the US. In that light, San Diego is also considerably behind San Francisco and even L.A. In fact, during my last 5 years in France, I lived in a house in a suburb just south of Paris, where I still didn't need a car. Instead, there was a "fast suburban" train station only 600 meters (about 600 yards) from my house, which took me directly to both major Paris airports (one to the north and the other to the south of my house), as well as major train stations for travel throughout Europe. Not to mention the TGV (high speed trains) that made it absolutely a pleasure to travel, no airport headaches, whereas you can read, work, walk around, eat... even socialize in the bar/restaurant car on those trains. We need to catch up not only with Europe but also Asia in this respect, especially since there simply is no room for more highways as San Diego County further develops. Not to mention climate change and the like. Just my 2 cents!
84	Seems like too many buses added to system that don't get much use but the regular buses were cut back on frequency. There should be better tracking of the Trolley like the buses. The stations have wrong arrival times a lot.

Number	When it comes to planning our region's future, what is most important to you? Why?
85	When I was in high school back in the 1970s, we learned that the future trend would that more and more people in the United States would be moving from colder states to warmer states. While this is probably still going on, we now have another problem. Too many people. There are over 7 billion people on our planet. number 1 - Congestion Relief: The number 1 priority that I see with SANDAG is adding more rail to San Diego, more Trolley lines. The best and most efficient type of transit for large amounts of people is by rail. The next steps to add rail in San Diego is easy to prioritize. A) We first make all Rapid Buses into Trolley lines. B) We add Trolley lines to run on all existing freeways. Why rail? It's safe, an extremely comfortable ride for the passengers, it's electric (we just install a lot more solar panels - a long term investment - and we've got cheap power for years to come), it's faster than buses, it's easier for passengers to figure out and understand Trolley routes, Trolleys are fun to ride and the air conditioning in Trolleys is usually working. (Buses are extremely uncomfortable to ride, they jerk passengers left and right when traveling forward. They jerk passengers front and back when starting and stopping. Buses are slower because they travel with traffic and street lights. If the traffic is slow, the buses are slow. Buses are prone to more accidents since they are traveling among traffic. Traveling on buses is basically, low class. The air conditioning in buses seem to break down more. It is not fun to ride in a bus.) number 2 - Economic Prosperity: Well, this is actually the number 1 choice I would have but since this is a SANDAG questionnaire, I'd rather talk about mass transit as the number 1 problem. (If we have economic prosperity, we'd be like Europe and have extremely excellent rail systems throughout all of San Diego County.) Living in the 21st Century, we have the knowledge and know-how to have economic prosperity. All governments and all the super wealthy have to get on board and have one goal: To end poverty. This means that the very rich should share their wealth to every individual in need, to get everyone out of poverty. We need tax paid education for everyone. Teach everyone that having children is not necessary to have a good life. We now have over 7 billion people on earth. Okay, great! You did it. You populated the planet. We are so proud of you. Now stop pretending that you must get married and have a family. Not everyone needs to have children. We have economic prosperity when education (K-College) and healthcare is 100% tax paid, the government supports hundreds of thousands small businesses and helps them financially to be prosperous, we stop allowing big corporations to keep getting bigger, all corporations should be made to pay 32% in taxes and eliminate all tax loop holes for corporations (See the movie: "We're Not Broke"), the very rich need to be taxed between 70 to 90% - like it used to be, when everyone in our country has compassion and are shocked and won't stand for it if someone is homeless. When all ambulance and helicopter ambulance services are tax-paid. When the government does not allow people to lose their home due to financial difficulties. When the government stops privatizing the government. When we have hundreds or thousands of small farms, in each city, so that we can purchase food by either
86	Congestion relief.
87	The commutes are getting as bad as Los Angeles and San Francisco.
88	We need more freeway lanes because they are too congested during the morning and evening commutes. We should not waste taxpayers' money on big boondoggle projects like the Mid-Coast Trolley extension. What a ridiculous waste of money.
89	If more departure and return times are offered, more people will be able to use it. This includes later return times from San Diego to North County on the weekends. Do something to decrease the traffic on I-5.
90	Anything other than traffic relief has nothing to do with transportation.
91	Without economic prosperity the rest is talk.
92	Because we need a healthy clean environment to live in for us and our future children. We need to clear the roadways and improve our transportation system. No one likes to sit in traffic. It's non productive and unhealthy to us and the environment. Prosperity! Everyone wants a well paying job that pays all the bills and leaves a little for vacation and savings. Unfortunately in San Diego that is not a reality for a lot of people.
93	The ability for all to get more work done while traveling.
94	Vast amounts of new housing put too many vehicles on an already overwhelmed freeway system. There has to be areas of open space where people can still enjoy the great outdoors.
95	Those are concepts local government can have impact. These three will affect the other concepts also.
96	Make commutes more efficient. Saves time, energy, and lives.
97	These matter.
98	Use newest technology to be flexible for seasonal and high volume needs.

Number	When it comes to planning our region's future, what is most important to you? Why?
99	Coming from the East coast, mass transit is a wonderful thing. It needs to serve all areas and it needs to go to the places where users need to go! Transit in San Diego doesn't commute enough of our population to the places they need to go regularly. No one in Southern California can be without their car. Every vehicle on the road carries 1 person. That mentality would change if transit were useful to more of our population.
100	It is imperative to provide a reasonable commute time for our drivers, especially those that work and spend hours of their day stuck in traffic. It is also important to improve our environmental protection to ensure future generations enjoy our beautiful city.
101	I have lived in Eastlake for 16 years and I have seen the growth of the area. We have lost the peaceful ambience and the green hills we had before. Now, there is a lot of traffic and buildings everywhere.
102	Because healthy community means people will be kinder and nicer, and it also means that people will have the economic means to be healthy. The environment needs to be healthy for us to have healthy communities, and congestion makes for unhealthy communities. It is all connected.
103	It is almost impossible for families to buy a home. Average homes are running between $400-500K and they need a lot of work. My husband and I work so hard but a home is always out of reach.
104	Limiting sprawl, increasing smart density centered around transit and alternatives to privately owned vehicles. Right now cars are assumed to be the only mode of transportation and all other road users are forgotten or pushed aside. Another lane on the highway won't ease congestion; good public transit options will.
105	Climate change is the most pressing issue facing us today, but encouraging smart growth and aiming to make communities healthier (both great goals in their own right) will also help us tackle climate change.
106	Because future generations need air to breathe, open natural spaces are needed for animals and humans.
107	In this ideal climate a lot more people would commute by bike if it were safe! We need bike lanes separated from cars by more than a painted line. We all know how drivers are distracted by digital screens and the newer cars with large screens with more functions make it worse for bike safety.
108	I include economics in here because not so much as a main priority but in the sense that any infrastructure should improve the economic conditions of the community in order to help pay for itself.
109	As an amateur urban planner, it is clear that if we're to have economic growth, we need to go vertical and increase density in the urban cores, by major transit hubs. Cross border economic flow is greatly impeded by our poor infrastructure. We also need the rail lines expanded in capacity and penetration, including rail services to the airport.
110	I don't like to drive, and most places require you to drive. It would be nice to have better choices that are safer than driving.
111	I think that bike/walking trails should be expanded and connected which would aid in having healthier communities, and ease some congestion. Smart growth would prevent more congestion. We need to fund schools to provide busing and eliminate the congestion from parents shuttling children to/from school.
112	Population increase should be dealt with in an environmental and economically friendly manner.
113	Without these the others don't matter... awful question and choices.
114	Climate change is the biggest crisis our planet faces. Smart growth via infill development helps to combat this issue through locating commuters close to transit and business centers, which in turn has the ancillary benefit of preserving our natural resources to enjoy for generations to come.
115	If we have healthy communities then we're planning for a healthy environment. If we have smart growth then we are taking into account economic growth, traffic relief, and smart urban planning.
116	Gluttony only benefits a few wealthy folks at the expense of everyone else.
117	This should be transportation that is free and easily accessible.
118	I believe that for San Diego to become an ever more vibrant city, while protecting our environment, we need to increase our density. The only way we can do that and still be livable is if we have great public transportation.
119	We should be intentional about what kind of growth we want in San Diego. Addressing the homeless issue and providing enough low income housing and being mindful of our environmental impact is important.

Number	When it comes to planning our region's future, what is most important to you? Why?
120	1) I live and work in San Diego and desire for everyone in San Diego to have access to healthy food options, open public spaces (such as parks), etc. 2) The San Diego population is projected to grow, therefore we need to implement smart growth strategies to accommodate the increase population. Also smart growth will help reduce congestion and reduce air pollution due to cars on the road. 3) Environment and climate change will impact San Diego in terms of extending our fire season. What is San Diego doing to plan and prepare for extreme and intense weather events?
121	We have to support development near transit. We need walkable, healthy communities.
122	Traffic is becoming unbearable. Too many houses being crammed into already overcrowded areas with insufficient freeways to handle the traffic. Whatever happened to the SR-125 connecting to SR-56? Carpool lanes will help if they actually are completed and don't just arbitrarily stop causing a merge mid-commute.
123	With it brings the dollars to do more.
124	San Diego exists in a unique binational border region that can serve as a global model for inter-regional integration. Urban planning that synergizes the complementary strengths of both sides of the border will ensure the smart growth of both economies and the health of the people in live in them.
125	Jobs are important to keep the region improving, and removing congestion and improving our environment make it a great place to live.
126	We must protect the natural resources around us. Growth should not sprawl, but should be centered near public transportation.
127	Traffic is getting worse and worse.
128	I think we all need to focus on how we impact our environment and contribute to climate change because we know it's going to affect us. There is no doubt on that, it's something almost all of the scientific community can agree on. So we need to mitigate our impact as much as possible to not affect ourselves.
129	Much can be done to improve economic growth that minimizes environmental impact, reduces congestion, and improves quality of life. This will require SANDAG to impose specific measures that drive private development and public investments beyond the norms of recent decades.
130	We are at a pivotal moment in human history where we have the solutions in front of us to either address climate change by moving away from cars and into bike/walk/transit, or to continue on a destructive path of cars as the dominant mode of transportation. If we don't make the change, Earth systems will naturally make corrections that will likely be catastrophic in our lifetimes.
131	Our connection and interaction with our neighbors to the south is important for economic prosperity and healthy communities particularly in the south part of San Diego County. Improving traffic flow will also improve the environmental air quality with the elimination of the long wait lines at the border and improve air quality for that region. Congestion generally is unhealthy for all adding stress and time for healthy activities and time with families.
132	To match the Finest City logo, we must be ahead of everything, high speed fiber internet, more applications based payment systems, and more reliable healthcare.
133	Our roads are dangerous. Enforcement is lacking, education is non-existent, people drive like maniacs, and walking or biking is taking your life into your own hands.
134	Trains. Easily accessible public transportation. Get stuff done on a commute.
135	Border wait times can be as long as 3-4 hours. Improving wait times would increase tourism into San Diego thus generating more revenue for the city. Also, traffic in San Diego has gotten increasingly worse. We need to work on that now. High speed rail between south and north counties could be a possible solution. Finally, protecting our county's natural habitats is vital to ensuring the continued growth in population of endangered species.
136	There lacks connectivity.
137	I live in the community of City Heights. First hand, I see how predominantly immigrant, low income communities are affected by policies and decisions that don't include their voice/opinion. It is important that we take care of our environment and take into account all individuals!

Number	When it comes to planning our region's future, what is most important to you? Why?
138	One of the biggest obstacles in lower income communities is transportation. If more people had good transportation throughout the city, traffic congestion would be relieved but more importantly it would give many more citizens access to more jobs and opportunities. More regular income could possibly finance more public works, and hopefully create a more unified city once more people rely on public transportation.
139	The environment is the foundation for all living things. If the environment is not a top priority in planning then we fall short of protecting human health and our moral responsibility to do so.
140	It has to be about more than congestion relief. It's really about quality of life!
141	I want to maintain or improve upon the quality of life we have for my son when he's grown up and starting a family.
142	If we address the above, the rest of the issues would seem to follow. Without a healthy and sustainable place to live, we're eroding what makes this place great and what sustains us.
143	Everyone drives but a disproportionate percentage of transportation dollars go to public transit.
144	Because it needs planning.
145	Taking/Moving/Leading... You/Us faster into the future.
146	More freeways = more traffic. Put money into getting people using bikes, carpooling, and affordable housing near employment centers. Build safer and better bike lanes. You build it, they will come.
147	Because I want to live in a nice place, a good community that I am proud of.
148	Create a more efficient and continuous public transportation system and the rest will benefit: environment, community, congestion, etc. Public transportation allows us to interact as a community. This includes the improvement of bike paths, making them more safe (green lanes & barriers), repaved, clear of debris, and continuous. If people can't use these public amenities to get from A to B continuously and efficiently, then they will be less likely to use it.
149	Because its important to see the whole picture!
150	We need a truly multimodal system that provides real choices to everyone. The cost of housing and transportation means a multimodal system can allow families to reduce car usage and ownership. This benefits the climate and health.
151	Congestion: the evening commute is terribly slow. I think we need to expand public transportation options further. The environment is important, and congestion and sheer volume of cars on the road is part of the problem. The area I live in is already congested and there is still building happening with no infrastructure to support it. This is something that needs to be considered before we try to grow.
152	As the population in the region increases, we need to change the paradigm from simply adding more lanes on the freeways to better public transportation, smaller electric cars, and personal transportation.
153	If it's healthy it will be successful and long lasting.
154	We can't even use public transportation, or anything else, if global warming continues. Also, the wildlife maintains a balance and if it is disrupted, it can create problems such as too many pests and bugs. The biggest issue many people face is economic hardships. I would like to see MTS open more fulltime positions at a livable wage or help the county do so in order to help everyone else over all. The more money someone has in their pocket after bills, the more it goes back into the community.
155	Smart growth is the key to a better city. Make developers team up with industry. No more than a 10 minute commute time. Have jobs where people live.
156	We need to consider the environmental impact of our actions.
157	Over the past ten years, congestion in the city has gotten to the point where it makes living here uncomfortable.
158	These are important items that directly affect my community and life.
159	There are many opportunities to grow our old infrastructure into a more efficient, smart and enjoyable system.
160	Everybody's quality of life is enhanced when congestion is eased and we manage our growth through thoughtful planning, design and policy. Habitat preservation is a moral imperative.
161	We do not want to be Los Angeles.
162	Long commute timed
163	'Economic prosperity' is obviously desirable, but the phrase is a driver for the freeway fixation that needs to be overcome.

Number	When it comes to planning our region's future, what is most important to you? Why?
164	It's healthier for everyone to create walkable/bikeable environmentally friendly cities that compel people to get out of their house/car and walk or bike to nearby shops/work place. They get to know their neighbors, and they get some exercise in and need to see doctors less.
165	If we don't moderate the impact of climate change, nothing else will matter.
166	We need to protect the open and non-developed spaces we have left to protect species, and for residents to enjoy. The climate in San Diego is drier and hotter than it used to be which is very concerning.
167	Climate Action Plan (CAP) goals, Vision Zero (VZ) goals, healthy communities, mobility options that promote health, safety, and active lifestyle. Creating vibrant economy with more people engaged in their community by being out of their cars. To reduce vehicle miles traveled (VMT) and single use vehicles to provide congestion relief with less cars on the road for better goods movement.
168	San Diego has a history of half-baked growth and has to deal with the fallout now. It is time to take a holistic approach.
169	Need more mass transit systems.
170	Because the Trolley transportation centers have become a gathering place for homeless and other scary looking individuals. I refuse to take my grandchildren through this environment of unpredictable consequences just to use public transportation.
171	Lengthy commute times are a major topic of conversation and cutting into quality of life for many people that I speak with.
172	We need to focus on the way the majority of people are getting around instead of trying to cram lifestyle choices from a vocal minority on everyone.
173	We will never become a world-class city without expanding public transportation and alternative modes of transportation if we are to meet climate change/environmental goals. No more highway expansions! Encourage people to not drive.
174	This is what my research shows me are the most important issues.
175	I feel that past growth has ignored the negative effects of some types of growth on people. Higher density housing, strong public transit, and more encouragement to walk around neighborhoods would improve emotional health and allow for more scattered open spaces to be preserved instead of developing into more sprawl. The environment is, of course, an issue all on its own. It is one that I feel no humans can avoid at the moment, and no action is too small to help.
176	Far too often decisions do not take into account sustainability and usability. For example, if we want people to be more active, then the choice to be active, cycling to work, or walking to the store, etc., should not involve taking unreasonable risks with ones life.
177	I believe that we need to ensure our natural environments are healthy and thriving in order to truly develop healthy communities and cities. Without our natural environments functioning at their fullest, we are whim to huge natural catastrophes. Healthy cities and communities come from having thriving and healthy outdoor spaces, urban ecologies and natural preserves.
178	I care about the environment more than I care about people and busy greediness. I also like to ride my bicycle and do not care for all the cars/buildings.
179	Being so close to the ocean, and with potentially dryer and hotter weather (i.e.: higher potential for large, close fires) in our future, we need to keep climate change in the forefront of our planning. Concurrent with that, it is vital we continue to preserve not only the natural habitat, but also continue and potentially increase general access to open, shared, green space. As our cities get busier, our communities need access to green space to foster connection and as shared meeting places. Congestion is just one major issue dragging San Diego county down, and alleviating it (or at the very least maintaining it) needs to be deeply considered for any future transportation plans.
180	With more options to travel and commute besides cars, we allow pedestrians to walk, bike and Trolley to their destinations thereby reducing cars on the road. This aids in congestion relief and reduces our impact on climate change. Win-Win! But there needs to be more infrastructure for bikes and sidewalks so pedestrians feel safe moving around the county in order for this change to occur.

Number	When it comes to planning our region's future, what is most important to you? Why?
181	For me safety is most important, because people are literally dying in car crashes (drivers, bicyclists, and pedestrians). Once that is solved (with the help of things like Vision Zero) only then can we look to preserving the health of our neighborhoods, economies and future generations.
182	San Diego needs a functional transit system. We can't keep expanding freeways forever.
183	Without health, we'll be dead! Climate change and the environment have very direct impacts on our health.
184	There's no planet B.
185	My three choices are connected. Action to protect the environment and mitigate climate change are utterly necessary, or our area will become unable to support the current population (much less any increase) as the wildfire danger grows and the shortage of fresh water impacts at every step between tap water consumption to agriculture. Economic prosperity can only happen if it happens at all levels of the economic spectrum. If those who work in the restaurants and car washes can't afford to find housing and raise families, then those who patronize those business will find that they are gone. Are they going to drive to LA to go out for dinner? No. In order to meet that broad economic prosperity, we need a plan for growth that puts both affordable transportation and affordable housing in close proximity to areas of employment.
186	I hate sitting in traffic to and from work in La Jolla from North Park.
187	As the city population grows, we need to plan more to keep the pollution of peoples' cars and parking under control so that the existing long time residents are not crushed by the new comers. Density is a critical factor. Cramming more people in the same place is not the answer.
188	We need to increase our access to transit by enhancing it's access points and infrastructure and not focus as much on our auto-centric environment.
189	San Diego is going to continue to grow, and we need to find ways to accommodate that growth that is good for our communities and the environment.
190	Because we need to grow our region around our transit service.
191	There are too many cars on the road. As a result our air is polluted and our city is dirty.
192	Everything is driven by a vibrant economy, without that, nothing else works. We also must preserve our natural areas as we grow. The attractiveness of our environment is a critical component in attracting investment in San Diego.
193	A quicker commute would positively impact a whole lot of people and also be good for the environment.
194	Need to ensure investment will see returns to support and sustain long term.
195	A comprehensive transportation system based on transportation system trade studies is needed.
196	It is time to re-humanize the built environment and to de-emphasize the automobile. Cities are resurgent as a conscious lifestyle choice as commuting has taken its numbing toll. Urban access needs to be paramount including street cars, bike lanes and skinny streets. Hello Copenhagen. Most streets in San Diego can easily accept the Copenhagen bike lane conversion: Curb side parking becomes bike lane, parking shifts to the left, eliminating a lane. Narrow streets reduce traffic speed and increase awareness and experience of place. PS; The Park Blvd rapid bus lane is a disaster. This should be our Las Ramblas.
197	We need to look ahead and plan for more people and less water in the region. More cement poured over habitat will just exacerbate the problem. More cars spewing their toxins into the air will not help our intellect and creativity develop.
198	Healthy neighborhoods equals healthy and happy citizens. You improve this by managing congestion and the environment.
199	I want to live in a carbon neutral city that allows me to rapidly make it downtown for work, and Tijuana for weekends using express Trolley services during rush hour. I want services in my neighborhood that I can walk to or bike safely instead of taking a car. This would require increasing density and removing building height limits. I would prefer cycle tracks, buffered from the traveling lane by parked cars instead of bikers adjacent to the travel lane protecting parked cars.
200	We are probably headed for some traumatic changes in our climate and we need to start acting now to reduce the severity of these changes.
201	It would be nice if our quality of life could be maintained.
202	Our failure to address our housing crisis is the single largest source of unnecessary misery in the region.

Number	When it comes to planning our region's future, what is most important to you? Why?
203	Congestion is a major issue. Having grown up in San Diego, I've seen our freeways get more congested over the years. We need better mass transit options along the main corridors, as well as quick/efficient routes after one takes a major mass transit route. Congestion affects so many aspects of our quality of life. It is wasted time and money, less time with family and friends. More money in gas and car maintenance. More pollution, etc. Smart growth and climate change and the environment, I feel go hand-in-hand along with better efficiency and a more global approach to problem solving.
204	If we don't address climate change all of this is for nothing.
205	It is important for better bus service.
206	I live part time in Tijuana and work at UCSD. Getting across the border and having public transport options are of most importance.
207	Get people out of cars and into alternative transportation (bikes, buses, rail).
208	They're not making any more planets.
209	San Diego past history of freeway centric planning is the major problem for our housing and climate goals.
210	We need to grow our cities in a way that improves the lives of the citizens. That means development that sufficiently meets our housing, transportation, economic and social needs with minimal increases in congestion and harm to the environment. We need to do so in a way that takes everyone's voice equally, not those with land or money first.
211	Congestion is a waste of time.
212	It is not safe to ride a bike on San Diego streets.
213	Why what?
214	I am an avid cyclist and I think that the more people who get on bikes the better.
215	Our city has the 6th worst air quality in the nation. We need to change this. I believe that the best way to combat this problem is through increased use of EVs. I think that promoting public transportation and making cycling routes safer are great ways to assist, but most people are not willing to give up their personal cars. Thus getting people to realize the benefits of driving electric is essential.
216	Need to protect our resources.
217	SANDAG needs to stay ahead of our traffic problems so we don't have gridlock in the future like Los Angeles.
218	Safer bicycle friendly infrastructure.
219	Healthy communities are the root/core of a healthy future of everything. Problem solving from within not from the top down.
220	Paying attention to the checked items will lead to the others being addressed.
221	Too much time spent in traffic is a waste of time, and decreases quality of life, and is frustrating and stressful. Use of emerging technologies may alleviate that congestion problem and we need a good economy.
222	We need more Trolley lines. It's as simple as that.
223	I have kids.
224	Climate change is one of the biggest challenges we face. Planning should be targeted to address this.
225	EcoDistricts, the new standard for community development allows communities to prioritize their stresses on the vulnerabilities within their boundaries, including equity, resilience and climate protection through the lens of place, prosperity, health + wellbeing, connectivity, living infrastructure and resource regeneration. Through formation, roadmap and performance EcoDistricts are implementing and building a solid foundation for neighborhoods for all.
226	Climate change is impacting our world faster than technology can keep up. We need to plan with climate change in mind with special attention to the people and creatures who don't have a voice.
227	Maintain livable climate and future.
228	We are a thriving border region that should continue to thrive.
229	If we had more safe travel ways for bikes, I believe more people would ride a bike to get around. If we have more people on bikes (and out of cars), this will help ease traffic congestion, and will be better for the environment.
230	Environmental protection and climate change are the most important issues of our time.
231	I think that that any assessment of the future (especially in terms of transportation infrastructure) should focus on environmental and community impact.

Number	When it comes to planning our region's future, what is most important to you? Why?
232	San Diego could become an ideal city with support for alternative transportation and changes that encourage an active lifestyle for the residents. Look at what changes have helped in other metropolitan areas and get to work!
233	Congestion relief for an improved quality of life and a more accessible region, use of emerging technologies benefits many categories including: quality of life, emergency response, data drives more informed decisions from all levels, and climate change/environment for a more resilient future.
234	Because I live here and will for a long time. I'm not concerned with developers profits of unbridled business success at the expense of our environment.
235	Much can be done for bicycle transportation in San Diego.
236	Climate change is the most pressing issue the world is facing right now. It will impact all other issues.....the economy, public health and the natural world....plants, animals.
237	Because climate change has already had an impact on our weather in San Diego, so it is urgent that we get as many people out of their cars as possible. Our wetlands have been reduced but 90% over the years and we can not afford to lose any more to more highways and cement. We need to take advantage of new technology, to reduce traffic congestion and pollution, to reduce the heat caused by these things.
238	We need better biking, walking, and public transportation options to improve community health, which in turn helps our environment and reduce cars on the road.
239	Quality of life is most important to me. Economic prosperity and smart growth are the most important elements to quality of life.
240	Healthy communities are a clear indicator that there are many and diverse opportunities to move around. Congestion relief can occur when less cars are on the road. I am very pro-bike and pro-public transit and feel that a healthy happy community is formed by people getting out among the community and moving through it. This is not accomplished from the isolated automobile, so the more we are out there, the more we interact.
241	Smart growth done with transit will help conserve the environment by using less land, while also reducing traffic congestion.
242	Smart Growth: No expanding to areas that have no impact on freeway congestion. Congestion Relief: Easing the commute to and from work, or play, by making the Trolley a "go to" option rather than the freeways. Economic Prosperity: Offering more job opportunities in the transit fields by expanding lines (as you already are), hiring more transit officers for the Trolley lines, on the train, to quell problems as they arise, and at every station. Again to deter loitering and other situations. This one alone would go a long way in improving the reputation of the Trolley experience. Thank you for your time, David Fordham.
243	Lots of overlap in question and answers, lousy question in my opinion.
244	Global warming is the most critical thing facing the world.
245	San Diego's poor planning over the years has created long commutes across relatively small spaces, and messy and dangerous areas here in the city of SD such as Midway and Convoy that are dangerous for pedestrians. As our population grows and people move into areas like Convoy in greater numbers, we need urban neighborhoods that resemble neighborhoods more than malls and freeways.
246	Working in harmony with the environment is critical and the only responsible way to proceed.

Number	When it comes to planning our region's future, what is most important to you? Why?
247	Economic Prosperity: Expansion of the Trolley lines, and 24 hour service would be a great opportunity to get those who work late at night, starting or ending a shift, to their jobs. Offering routes to areas of high commerce would be a good idea for those attending interviews for employment. Making it easier to find a job that is suitable for living in the county. With the expansion of the Trolley and the extra hours of operation you can offer the great opportunity to work with your organization while bolstering the economy (more people with jobs, translates into more money spent within the county). More security safeguarding the stations and Trolley cars would bolster confidence in the MTS and translate into more revenue. Smart Growth: There are always pains with, like new technologies, new growth. By hiring new transit officers to ride the train and patrol the stations (not only the high traffic stations but the "forgotten" ones as well), visibility would be increased deterring those who prey on the gaps in the coverage. This in turn will bolster the confidence and piece of mind of passengers, resulting in higher traffic of those who would like to ride but are leery of the stories or past experiences. Also, the hiring of extra conductors for the late shifts will be a boon for alleviating some of the unemployment numbers. Congestion Relief: Easing the commute on the freeways is a bit more complicated than the other two. The hiring of the transit officers will give travelers the opportunity to ride to work, or leisure activities, with confidence that they, and their vehicle (if they park and ride) will be safe. With the extended hours of operation, residents will be able to plan outings to events that, until now, have been inaccessible (at least for the return trip). Perhaps a partnership with Uber and or Lyft would be a wonderful opportunity help customers, perhaps with a small discount, get to and from stations where other options are unavailable.
248	Without the health of these things, none of the others matter.
249	They are all important but you asked for only three. The border is a constant drag on our economy. Although many San Diegans refuse to believe it, San Diego and Tijuana are closely related economically. The outrageous delays at the border crossings are not only hurting us economically, there is a ton of carbon dioxide being spewed from cars just sitting in line. Lastly, we need to build more housing and we need to do it not so it maximizing developer profit but so it maximizes our utilization of space and allows people the ability to leave their car home or -- gasp! -- not even have a car!
250	San Diego is always growing and we need to save open space to ensure people can get out, exercise, relax and enjoy life. If we fill in everything with concrete it would be detrimental to our health.
251	we need small walkable & mixed use neighborhoods.
252	These all contribute to the quality of life for us and future generations.
253	More car lanes 15 & 5, quit wasting millions of dollars on 5 miles of bike lanes! You people at Should all be fired!
254	I live within 1/2 mile of a Trolley but at the top of a very steep hill. Right now I can walk, bike and use the Trolley, but I am aging - and so is most of San Diego. There is no way to use public transportation without going down a hill where I live. I think we are on the brink of a transit revolution with autonomous electric vehicles that could change that. I want San Diego to design a 21st Century plan that incorporates autonomous vehicles through Uber and car2go type public/private partnership. I would like to see small electric autonomous buses going down every street in the city. On major streets, they could run on a schedule, but a pool of them could reach streets like mine. I like having a car, and I want access to one as I age. I am not alone. I would like to keep parking until we see how the autonomous electric vehicle situation shakes out. People may do a lot more car sharing, but if they don't, I think personal electric vehicle ownership and access to the city through parking is necessary for an aging population. I like the mobility part of the plan, but I would like see bikes treated as vehicles. No more riding on sidewalks for either bikes or scooters. Everybody has to wear a helmet. Follow every law. No distracted walking, cycling, driving. Safety should be a priority, and all people (pedestrians, cyclist, drivers) need to do their part. Sidewalks should have been the first priority. They are the first/last mile, and they are in dangerous, expensive shape.
255	Because I commute to/from work five days a week and would like to improve the quality of life for all workers.
256	I believe the current state of our environment is approaching a dismal phase if its kept unchecked. There should be plans in changing transportation behaviors to limit car on the road by making incentives to use public transits more. Plans should also include protection of our natural habitats by not only invading it by building developments but also creating zones where car pollutants and road drainage egress to their terrain.
257	It's wall to wall cars getting in/out of my neighborhood and to freeway.

Number	When it comes to planning our region's future, what is most important to you? Why?
258	Healthy communities are vital to achieving quality of life and all San Diegan's are deserving of it, plus keeps our schools healthier so we can produce better citizens. I don't cross the border often, but affected by the traffic; when Customs and Border Patrol inspections are in place the congestion reaches miles in, up to Palm Ave on I-5 southbound, while I'm just trying to get home after dealing with traffic congestion from my work in Kearny Mesa to South Bay (15-S to 805 or 5 South exit Dairy Mart). It is very stressful and do hope we can plan for the very many san deigns who are crossing to go home (more every month due to increasing rent prices), please do plan for those realities.
259	San Diego needs to look toward a future. Its transportation system is too flawed right now to build on.
260	Roads are getting more congested. Population is growing...we need more improvements to keep traffic moving.
261	San Diego has the perfect weather for year round bike commuting. Travel by bike reduced traffic and is a much cleaner, healthier alternative to communing by car.
262	The county is far behind in relieving some of the notorious bottle necks and in maintaining its current infrastructure. Cross border collaboration could also relieve some of the issues and delays for commerce and tourism. The wait to cross the border has been an issue for decades. Improving our infrastructure would mean cars spending less time on the road, thus reducing emissions.
263	We are a regional economy choking because of traffic.
264	Quality of life in a healthy lasting environment.
265	Sitting in traffic is unhealthy for individuals and the planet!
266	San Diego lacks most cities in public trans. It is more expensive to take public trans than to take a car and a car is usually quicker.
267	We have a lot freeways. A bus from Escondido to San Diego takes 2x the time it takes by car. We could use an inland Trolley or train or priority bus lanes , mass transit. Not more freeways. I like the ideas of freeway lane bus stops .
268	Too many cars. not enough other options.
269	Our north coast I-5 needs 3 new lanes each way, NOW, not 14 miles of 1 carpool lane in each direction in 3 years and 2 more in 30 years, but NOW. We don't need more transit, very few people use it, empty buses ply the roads, day in, day out. Carpool lanes need to be general purpose outside commute times. Congested highways cause pollution and slow commerce, those of us who use the roads for business. Spending on bike lanes is stupid, a waste, lane diets are stupid and a waste.
270	Climate change is the most pressing issue for our future, esp. since such a large chunk of GHG's in SD County come from transportation. As we make changes to transportation that will take and last decades, we need to ensure we conserve the existing wild space, while also improving connections in our communities. We can reverse the failed decisions of the past by better growth and planning.
271	Congestion in the city is increasing due to the high economic advantages given to the city and the emigration from diverse corporations.
272	The San Diego/Tijuana region should be a beacon for the whole world to look to as an example of how a healthy international metropolitan area should operate.
273	Because our economy thrives when we have healthy communities and our environment can stay beautiful if we stay engaged in trying to preserve it which involves investing in ways to combat climate change.
274	Why what?
275	Too much investment in real estate without handling traffic improvements.
276	Good to see more people riding bikes and walking more. Bike to work day should be more than once a year. SANDAG should encourage more people to bike and walk. The bike share should be expanded and encouraged more people show that they like bike riding. The law should be tougher for people who hit bike riders and pedestrians. Too show that people are safe when they walk or ride bikes. More off street bike path should be made in San Diego area. Walking paths from the Trolley station should happen to encourage people walking.
277	Healthy communities, smart growth and better bike facilities will improve the San Diego community.
278	San Diego is filled with so much potential to create an accessible and efficient public transportation network, but the city seems to cater to cars instead of the people. We need a city for people, not cars.

Number	When it comes to planning our region's future, what is most important to you? Why?
279	Pursuing ecologically responsible transportation will help across the board. Our country needs an example to follow. There are some obvious bottle necks in our current transportation system which could be resolved in numerous different ways which would also contribute to commuter safety. Light rail connecting North County to Down Town (more people going down town to boost the economy by enjoying entertainment and sporting events).
280	Rent and properties prices are rising making it more difficult for average residents to afford to live here.
281	Given the population growth in San Diego and the demonstrated failure of spending large amounts of money to create more freeway and parking (because it only creates more demand and pollution), San Diego needs leadership to promote smart growth and safe pedestrian and cycling facilities.
282	Overpopulation and paving over paradise is ruining San Diego. -We should be fast tracking transportation solutions including Complete Streets NOW -Smart growth is key but not over 2 stories along the coast -We must stop building on open space and protect.
283	Freeways are slow. Need more mass transit.
284	Global economy requires cross-border ease of transportation. Congestion due to population growth will be lessened by use of mass transportation.
285	Quality of life is drastically reduced when the commute is a hassle. While we need to preserve the environment, we also need to keep the freeways moving.
286	It will make San Diego easier to get around and more places more accessible to everyone.
287	If people had safer and more plentiful bikeways, they would not only be able to commute but accomplish errands, etc. while getting exercise to maintain health and not add to pollution. This will, in turn, allow for healthy habitat.
288	Traffic is heavy. Adds to accidents stress and work delays. People have to move farther away for affordable housing.
289	I care about our beautiful environment.
290	Too many people in cars. Traffic congestion, pollution and waste of time by getting stuck in traffic.
291	Because I care about the environment I love in.
292	Reducing greenhouse emissions coupled with livable communities that incorporate local habitat makes for longer term survival of our region.
293	Congestion seems to be getting worse. Everyone knows the shortcuts to get around traffic, so there is no avoiding it anymore.
294	Addressing climate change is a necessity. We can choose to enable climate change with additional road projects or mitigate it by supporting bike paths and transit. I'd recommend the latter.
295	We need more options regarding public transportation.
296	To improve the walkability and bikability for both commuting and daily activities.
297	San Diego cost of living is becoming prohibitive. Need true mixed use, small homes.
298	Transportation should make travel more convenient and work with the community instead at an expense to it.
299	Public transport in the county is a nightmare, subpar compared to other metro areas.
300	In a world of limited resources facing the impacts of inequitable and unsustainable economic policies on our lives, exacerbated by the impacts of climate change, we do not have the luxury of letting short-sighted decisions by a few affect us all. Although we might prefer not to do the work necessary to mitigate our past decisions, ignoring the consequences will not make them go away.
301	Too many cars on the road.
302	Drive times is to long for job.
303	Climate and habitat deal with a larger picture and healthy, vital communities address the human component.
304	We need to focus on active transportation around the region for the health and safety of people and the environment.
305	Need to preserve quality of life by spending less time in traffic.
306	Conservation, wetland habitat, natural beauty, regulations protect the last coastal habitats in Southern California and last fragments of chaparral habitat.
307	Poor transit is the worst part about this amazing city.

Number	When it comes to planning our region's future, what is most important to you? Why?
308	The U.S., while it may or may not be prepared to think globally, has an immigration policy that ruins any chance at positive local action toward sustainability.
309	Because I live here.
310	Those things are connected and, if addressed, help with the remaining items
311	I believe in solutions both for people and the environment.
312	Smart growth is about maximizing the space we have now. You can rebuild and make things better. Little Italy was partly demolished in the 60's to make way for the 5 Freeway. But it was not part of smart growth. As far as preservation of habitats, San Diego is unique in that it has a number of different habitats. We're fortunate. But plopping a mall or other in an open field is not always right. Think ahead to the changing lifestyle. More online less retail.
313	I believe that we need to avoid doing further damage to the environment, and I also believe that we need to make the roads safer for those on it, both in and out of cars.
314	Our government has promoted growth while completely choking mobility. Time to optimize. Commuters should be able to own/rent "pods" that can be maneuvered using little energy to/from major arteries. Major arteries should be able to act as smart grids and should move pods to destination without commuter active involvement.
315	Mass transit is necessary for economic success.
316	I care about a solid planning to best plan for our future without degrading our environment.
317	Because I don't want to see the traffic here turn into LA traffic.
318	SoCal traffic sucks. Always has and I really don't see that changing anytime soon.
319	Growth is inevitable so plan now to be proactive.
320	Cross border lifestyle I left LA because traffic was too terrible- important to grow smartly.
321	Really those are all one in the same. I'm tired of seeing sprawl development that does nothing to help relieve traffic and get people to use public transportation. We need to really focus on major infill development. This will help preserve habitat and open space, and get more cars off the road by providing alternative modes of transit.
322	Our region's long term health and economic prosperity will benefit from greater urban density, smart growth infill strategies, more transit options, less highway traffic, and overall lower emissions. Lack of mass transit is holding San Diego back.
323	We are not going to survive if we don't get smart and start preserving and healing the environment.
324	San Diego has a wonderful natural environment that is a draw to many people. We cannot squander our natural resources for the sake of growth. We can create density in existing urban and suburban areas without expanding into untouched natural areas. Density will help improve ability to create practical and convenient mass transit, which will reduce air and water pollution.
325	I have decided not to attend a number of things because it just didn't seem worth dealing I-5. It saddens me to think of the pollution contribution and the waste of time with our current commuter situation.
326	We need healthy communities to have a good quality of life. Habitat preservation is important because children need to be able to experience nature. Climate change is the greatest long term threat we face.
327	Our freeways are becoming intolerable with traffic and our Trolley doesn't go enough places. And we need a Trolley that goes to the airport!
328	Use of driverless technology and integrated IOT systems will transform transportation as we know it. Don't miss the train.
329	We need balanced policies that reduce CO2 emissions by promoting compact, less car-centric communities.
330	Use of fuels and technology that don't impact the environment. Why the US continues to use fuels is beyond me.... Its not just about growth and new housing, its more importantly, roadways and methods of transportation that relieve congestion and traffic. California residents generally don't use mass transit, unfortunate but true. Also, not just about growth and new housing, its building healthier communities where people thrive, not just live. Incidence of angry people in crowded spaces and in high traffic areas has increased substantially in last ten years.
331	It's all about bikes.
332	It's important to find non-gas based modes of travel. Our city is becoming more densely populated and cars don't make sense for short trips. We also need to make our city more pedestrian friendly - which I think will start by training young drivers to yield to pedestrians.

Number	When it comes to planning our region's future, what is most important to you? Why?
333	Congestion on freeways is only going to get worse as population continues to grow and it already cannot handle the demands of the current population.
334	In order to grow our local economy, the efficient movement of people and goods is extremely important. Affordable housing with access to transit is also very important.
335	SD very expensive and getting horrible to live and work in here.
336	I will probably have to move out of San Diego because of housing prices. I have a law degree and I can't afford to by a decent home that isn't near collapse at the time of sale.
337	San Diego must continue to foster its innovation economy by promoting the growth of high-tech and life science industries. Along with sustainable workplace design and alternative transportation systems, these industries will bring high paying jobs and more importantly, provide solutions to our next generation of health and environmental challenges.
338	San Diego's population is exploding. We need efficient transportation solutions that keep the economy moving forward. We can't slow things down because of the certain people's beliefs on climate change.
339	We humans live side by side with nature, so we need to protect them because it will help us to be healthy.
340	If we can't reduce our GHG emissions our human survival is in doubt and our whole region will be at risk. It MUST be the highest priority.
341	Focusing on environmental impact should be our number one priority because this planet is all we have. I also think congestion could be resolved by creating new, improved public transportation routes. As someone who commutes to La Jolla from Carlsbad, I would love to take the COASTER, but there's are no stops close enough to where I work for this to be practical. Lastly, healthy communities are the foundation of a healthy society. Focusing on human wellness and giving people ample space/resources to improve their overall health is so important!
342	SANDAG has a bias toward automobile transit while our neighborhoods have been asking for alternatives for years. Honor the health and wellbeing of San Diego residents, improve affordability, decrease air pollution, increase opportunities for active transportation etc. Residents should not pay with poor health (in lower income areas) for more cars on the street.
343	Long term strategies to keep our community and world comfortably livable as long as possible are more important than short sighted solutions that lead to bigger problems later.
344	Because ecological preservation and healthy lives type choices are important for sustaining life.
345	Housing costs are too high, forcing young people to leave.
346	We only get 1 planet and the effects are non-reversible. Economic prosperity will find a way, especially in our growing region. We need government to set parameters for businesses that are environmentally-friendly and support smart growth to make a livable city.
347	Status quo is completely unsustainable -- we're spending more and more of our time in cars, and we simply don't have enough room for them. More population growth should mean better planning so we have room for people, not cars.
348	Economic health will do more to transform a community in a sustainable way. Ease of travel through reduced congestion AND viable alternative modes will join communities together and create a rising tide.
349	I would also select "Smart growth", but it seems to be a very odd choice given it overlaps with almost all other choices. San Diego is suffering from (a) a lack of housing, (b) highly congested traffic ways, and (c) a lack of overall investment in infrastructure. At the same time, we have a beautiful environment around us, which is under duress. We need to use smart solutions to solve our issues...but they are not that hard to solve. They require investment, an intelligent set of leaders with a healthy vision for the county, and a willingness to introduce new solutions.
350	If we aren't protecting or world now, we won't have a place to protect in the future.
351	Smart growth is a combination of respect for the habitat and safe efficient transportation. Look at what happened to Houston during the hurricanes. It flooded due to very lax regulation and a housing boom.
352	I commute from South Oceanside to Cardiff and it takes me 35-45 minutes. Why is it so congested? Can't we have better transit so I don't have to sit on the 5 every morning?

Number	When it comes to planning our region's future, what is most important to you? Why?
353	Because San Diego needs to have a better rail system that connects all communities in North County down to the border. This needs to be done to help with congestion, pollution while protecting our environment and habitats. We have a unique and beautiful city. We should protect this at all costs.
354	I hate Traffic and care about my community and the environment.
355	Traffic congestion negatively affects quality of life for everybody. Most native San Diegans can all agree we hate Los Angeles; and it's generally because of the traffic.
356	Getting from point A to point B should not have to be an ordeal or take 2-3 times as long for people who use alternative methods of travel (not drive a car). It would be nice to have express options that reduce travel time as well as scenic routes for getting from place to place. It would be nice if there was an incentive for people to reduce congestion - perhaps perks to employers who allow later start times, perks for carpoolers, etc.
357	Prosperity is important, but it's not worth sacrificing an undue amount of health and wellness for, since we can't enjoy our property without our wealth!
358	Climate change is one of the greatest issues facing San Diego's future generations and it is imperative that we implement climate resilience and adaptation strategies in order to ensure the future health, wealth, and prosperity of our children and grandchildren.
359	Emerging technologies will result in, and combine with, economic prosperity which leads to increased income levels, better education and greater access to opportunities. Education levels will also lead to better decisions about land use and health.
360	Makes Sense. Lots of Transplant from East coast made San Diego desirable thereby, increasing everything to live here. Not to mention congestions.
361	Looking to improve transportation options in an Eco-Friendly way. Less congestion on the freeway would be nice, but not via more roads. Ideally, public transit options would increase and habitat would be preserved.
362	Too much traffic makes a stressful and unhealthy lifestyle. I'd love to see the border be treated as one region where it's easy to cross back and forth.
363	They are a waste of tax dollars.
364	Building of residences is out of control with no consideration for drought or traffic congestion.
365	What should be a 30-minute commute is typically at least 45 minutes for me. I would take the COASTER if the times were more convenient. Public transportation is key to relieving congestion and protecting the environment.
366	North county link to San Diego.
367	Commute is overall horrible. San Diego has one of the least sophisticated transportation systems ever. However, conservation of natural habitats should be considered and not endanger the fauna.
368	Climate change is a big problem for the future generations and public transportation is a great way to help. Also, reducing traffic in San Diego would be great.
369	The environment is extremely important.
370	Finite resources should be used efficiently.
371	Overpopulation leads to many negative factors and puts a strain on mobility. Ability to commute in San Diego county is becoming less feasible as the population grows.
372	To better San Diego.
373	Underserved communities are in need of equability when it comes to transportation opportunities and we need to reduce the greenhouse gases from single passenger vehicles.
374	Healthy communities and smart growth will lead to congestion relief and reduction in VMTs that addresses some climate change concerns. Habitat preservation is HUGE in order for us to keep San Diego special with all of its amazing access to nature.
375	This will reduce the amount of vehicle miles traveled for everyday commutes and improve community mental health.
376	I'm 63 and plan to live a long time--I want to live as well and easy as I can = all the fun I can have.
377	Natural gas for clean air.
378	Smart Growth = #1 priority because it in turn relieves traffic issues and helps climate change and minimizes spillover into natural habitat.

Number	When it comes to planning our region's future, what is most important to you? Why?
379	We are at a pivotal point for our environment; environmentalism and habitat preservation can work collaboratively with economic growth. We should be developing and expanding our infrastructure in ways that do not create any new negative impacts on the environment. Smart growth, it short. For example, new construction should occur in already disturbed lands (of which there are many fragmented parcels throughout urban/suburban areas), therefore not impacting and further fragmenting the limited preserved natural areas that remain in our region.
380	I'm tired of all this traffic.
381	The future of our planet depends on our action today. We will clean mass transit on tracks that connect -- to airport like other cities, please!
382	My three choices will influence climate change and the environment, my other major priority.
383	Smart growth and planning are the most important things about city growth in my opinion. It will lead to a vibrant city with a bright future for all residents. Plus affordable housing has to be a focus.
384	Emerging technologies = Healthy communities and reduces Climate change thus improving the environment.
385	The region's population is growing, and we're seeing more effects of climate change. We need to adapt to both changes simultaneously.
386	If we consider the health of our fellow citizens and our quality of life, we need to be planning to preserve habitat and adapt to climate--especially in coastal areas.
387	There are roughly 12,000 persons with disabilities, seniors others who cannot access San Elijo Community College Campus either by bus or LIFT, or nearby places of worship.
388	Most relevant to my quality of life and the reasons I choose to stay in San Diego.
389	It has a significant effect on all above categories.
390	Trolleys get too busy and it no longer feels like a safe place to be. I dread using the Trolley because of it I'd Uber whenever I can and the Trolley is a last resort because of how uncomfortable it can get in there.
391	To me if you don't keep in check with these three, our healthy living could be demolished.
392	Our roads are so packed it makes life unpleasant. With the State forcing more housing down our throats we need to be able to safely get around.
393	Transportation is horrible now and contributes to congestion.
394	This city is going to get too big before we implement real, smart mobility. Cars are not the future. That's a no brainer.
395	We need more walkable house communities and Trolley lines.
396	Hard to reply since categories are broad and undefined. Alternatives to auto travel are badly needed.
397	Your give me options to select and then expect me to write about why I chose them? Surely you already have an idea as to why people might find these selections important. This question only makes sense in the context of the "other" option.
398	All planning should flow from this consideration.
399	We need transit to more rural areas to increase the likelihood of investment in lower cost housing. Example: running a Trolley through El Cajon to Alpine would be nice.
400	lived in San Diego since 1962. Reliance on automobile is terrible with no positive future. We must copy Europe/ Japan with safe e-bike lanes & small efficient public buses / hopefully Trolleys. Education is lacking regarding the environment -- all ages still want large vehicles. Notice the idling motors of vehicles parked to watch the ocean. Teenagers drive "around" for recreation. Dangerous to be a pedestrian or cyclist in San Diego -- unlike in Tokyo / Amsterdam where grandparents ride bikes safely & daily.
401	We will always need to get places. The question is how to do it most efficiently for everyone.
402	My community (Oceanside) desperately needs the inland rail trail to be completed in Oceanside and needs cycling safety improvements on Oceanside Blvd and other major thoroughfares.
403	We need to build sustainably and it's important that the transportation system is effective in reducing traffic and carbon emissions.
404	San Diego is so over built the remnant green space is a necessity to future generations. Traffic congestion will destroy this environment if we don't make a concentrated effort to change our current path.

Number	When it comes to planning our region's future, what is most important to you? Why?
405	Because I feel that those 3 things are exactly the opposite of the direction San Diego has been headed and that's where it needs to go.
406	What's better for the community is better for me.
407	Increasing population in SD has caused increased traffic throughout the county. Freeways and roads need to be expanded and use new technology to help regulate the flow of traffic. More money should be spent here than on public transit as the county is so large people will continue to rely on personal vehicles.
408	In a city of over 8 million people I think it is critical to focus public transportation for San Diego. Starting with the San Ysidro region, improvements can be made to increase access to high-quality, affordable metro transportation for families in households with limited access to cars. I also believe high density traffic areas like Mission Valley and Sorrento Valley could improve congestion with added transit and improve pedestrian access to existing infrastructure.
409	Would like the city to be an attractive place for economic growth.
410	Make public transportation work for more commuters.
411	Urban sprawl will soon cover every inch of this beautiful county. We need to make some room for wildlife and places for people to go and revive themselves.
412	There is no daily public transportation for Borrego springs either in or around the town.
413	Climate change is coming and faster than scientists thoughts. With San Diego sitting on the edge of the Pacific, we would be stupid to look the other way. We need to be able to get around in a reasonable amount of time while preserving communities and using space in a thoughtful and wise manner. A 7 minute drive to work took an hour and a half on the bus.
414	To encourage people to relocate closer to their work. Rather than consider some neighborhoods off limits and driving from North county to downtown, moving closer solves many issues.
415	Trains are not wiped down. During peak hours anymore.
416	By definition a healthy community will be economically strong, encourage lifestyles that will foster healthy transportation choices that will reduce environmental impact. Transportation hubs should be easily accessible to those who choose to walk, ride bicycles or utilize other mass transportation options.
417	I think public transportation should alleviate traffic. I also think that public transportation is a key to making more jobs accessible to more people. But the only way public transportation can be truly effective and advantageous is to make it access all communities and all areas of shopping and jobs, meaning you have to plan it out smartly for it to be a good and effective option.
418	San Diego is overly crowded, traffic is horrible and while being overly expensive to live in. People commute from different cities just to work here. There are not enough doctors and or nurses staffed to handle the people that do live here.
419	San Diego is a growing place and needs a transportation network that keeps up with growth in smart sustainable ways.
420	San Diego's population will continue to rise and infrastructure needs to keep up with this anticipated growth. The use of emerging technologies will aid in congestion relief as the are continued to grow. The implementation of transit oriented developments will also allow for growth around transit stations and will increase public transit use.
421	For a society/ community to work and be prosperous, its members need to be healthy citizens. What people eat, where they live and the air they breath should be just as healthy to reduce illness and the need to visit doctors. That is why it is important the community has working health care, is aware and actionable when it comes to environment and climate change as well as preservation of natural habitats.
422	Need to not be a new Los Angeles.
423	I think we keep adding homes in already congested areas like Mission Valley and no accommodations are made to handle the additional traffic. Also, the flooding in the valley...every time it rains even a little, many areas are flooded. A problem for decades, never addressed.
424	They are the reasons why we live in San Diego, healthy communities and beautiful habitat.

Number	When it comes to planning our region's future, what is most important to you? Why?
425	San Diego is over-crowded, we are wasteful and are snowballing into a bad, dangerous place for our children. We lived in Germany for four years and Returned to SD last year. The amount of waste, lack of transportation, lack of open space, bike-friendly paths OFF roads was shocking to come back to. We need to change.
426	Freeway traffic is horrible. What happened to Keep San Diego moving?
427	Because we need to take better Care of the environment and use new technology especially the one that is you control pollution and the last one things have Change and people can not afore rent so the y live across the border.
428	$$$$$
429	My commute from North County to airport where I work is to congested on way home.
430	So we will still have a planet upon which to live. And, if we do, it should - ideally - be an accessible, healthy, & safe place to move thru.
431	I don't understand the question. Why what?
432	Too many people. Loss of quality of life. Where to get water to sustain more residents? Building housing on every bit of open space.
433	San Diego has too many people. We do not have enough water to support them. We have run out of land. And we have no more space on our roads. We now need to figure out another way of maintaining our company without growing population.
434	I feel transportation should be put in place that is useful to the biggest section of society but am not willing to sacrifice local lagoons and other wild life areas.
435	Smart growth is already past, there is no smart growth in SD. There is no control over economic prosperity...use of emerging tech is on going. However, for SD to prosper healthy and smart relief needs to come in the chosen 3. Healthy public transportation solves so much of all 3!
436	If we don't have a strong economy, we have no money to improve our infrastructure. It is a waste to have people sitting in traffic.
437	I think the growth of San Diego should take into account improving the quality and health of those who live there and keep the city on track with smart planning. I'm all for walkable areas that can be easily accessed.
438	Our freeway systems need help. We are beginning to look like LA. Our freeways are just not keeping up with the growth and we should be 10 steps ahead of the growth. For example, when the 125 toll rd. was completed, the 54/94 east through the back end of El Cajon connection to the 8 freeway should've been completed too. We desperately need another route getting out of Coronado. We need a bridge from the strand straight across the bay to the 54 freeway!
439	Housing prices are so high that so many people cannot afford to live here. This is hurting our economy. We need more housing.
440	There has been a poor effort in preserving the open space that we have now. North county hasn't seen it's fair share of TransNet dollars. Highway 76 does not work. It needs to be expanded and have no lights on it. The light rail system needs to be expanded inland Express lanes need to be build on the 5.
441	This area is overly congested, to fix it using older technologies doesn't make sense if new ones are better and doing it "smart" makes sense.
442	Too many cars are polluting the air and the border crossing is a great contributor to that. Alternative modes of transportation are critical. Open the border.
443	Open up all lanes on highways! No more carpool lanes! No more toll roads!
444	Our region is growing much faster than what we have capacity for. Cars alone cannot alleviate the level of congestion we already have, and will have in the future. Public transportation has the potential to reduce the amount of cars on the road, reduce emissions and better the air quality.
445	If you keep building highways, you are only going to increase traffic. Stop this nonsense. Stop encouraging people to get on the highway. Build railways, not highways. I lived in NYC for more than 25 years. The investments in subway and mass transit were begun over 100 years ago, and are still paying off (even if now they are in need of upgrades). If you are serious about the 'future', mass transit and rail is the answer. Otherwise, you are not being honest.
446	Traffic congestion is a significant contributor to most of the other problems.

Number	When it comes to planning our region's future, what is most important to you? Why?
447	Climate change poses an existential threat to human health and well being. Habitat preservation is one important mechanism to fight climate change. Congestion relief, through the provision of meaningful transit and alternative means of transportation, also serves to fight climate change.
448	Our area exists as an opportunity to keep Dan Diego green. We have endangered Torrey Pines, for which most of our town is named, who have faced threats due to quick neighborhood expansion and thoughtless deals from over a century ago with local companies. People are being driven out east due to thoughtless construction projects like One Paseo and SDGE recently cut down a ton of our trees, which has for sale signs up all over the neighborhood. We care about the environment in Carmel Valley first; the neighborhood has made that very clear.
449	Its the only way for us to continue to grow as a city and community.
450	Each promotes healthy communities.
451	We are lacking infrastructure in Otay Mesa, which is San Diego's last frontier for new development and economic growth!
452	Those three things seem to ensure all the other elements.
453	Need to improve operational efficiencies in current corridors before expansion.
454	Balance our great standard of living.
455	The So Cal sprawl model needs to die.
456	Too much building first and dealing with the consequences later.
457	Long term impact from climate change should be considered to alleviate air pollution and with the use of emerging technologies hopefully that can be addressed along with congestion relief as San Diego continues to grow.
458	Ease of movement throughout the region should be paramount. This means seamless transfer from Trolley, bus, COASTER, etc..
459	We need to embrace the use of driverless cars and other modes of travel to relieve I-5, I-805, SR 94 and other major freeways. If we can create mixed-use redevelopment, and bring jobs to communities, people can walk/bike to work.
460	Healthy communities having things close - transit, food, etc..
461	It is I important that we take care of our natural resources and habitats. As well smarter growth saves valuable time and money. Lastly, congestion is a huge issue for San Diego county and wastes thousands of hours of time every year.
462	Pt Loma is a peninsula with limited entry and egress. Traffic has increased substantially directly impacting quality of life, time of travel, noise and pollution. Growth has been rampant and not managed well regarding density, parking, crime, and adherence to building codes to include Prop D height restrictions. Many feel our city leaders have abandoned reasonable and managed growth for increased tax revenue and increased density at any cost to existing neighborhoods.
463	1st of all, you should bring the three selected points over for a reference. If I'm spending my free time doing this survey it shouldn't' feel like a burden.
464	Smart growth encompasses habitat preservation and other issues named here. I believe our region has a unique opportunity to create a vibrant and economically beneficial borderland that has not been adequately envisioned and explored.
465	Extending the Trolley would reduce so much pollution and traffic on N Harbor Drive. Promote green vehicles and electric vehicles at ever opportunity. Expand Trolley lines.
466	The facilitation of the overhaul of La Media Road and Airway Road (especially at that intersection) should be on the top of the list. It will benefit the San Diego and neighboring Mexico region immensely.
467	Traffic from tourists is impacting our communities.
468	Safety!
469	Climate change and the overarching threat to people, habitat, species in the SD region must do its fair share to reduce GHG. They key into have smart growth/effective transit, be the primary drivers along with a acknowledging and working with the cities to change having incentives that is affordable along transit routes and reflect aging people there.

Number	When it comes to planning our region's future, what is most important to you? Why?
470	Traffic is getting worse, BUT I am not in favor of more bike lanes; I want to see more planning for bus stops; I live at the Cliffs - the erosion is getting worse and animals I never saw before are appearing in my back yard. We must do more to save the environment.
471	Traffic is awful.
472	Quality of life is what makes San Diego a great place to live.
473	We need to take climate change and the environment, including habitat preservation, into account when creating the transportation network. I believe there is a way to do this in the pursuit of congestion relief.
474	Smart growth can improve connectivity which can ultimately improve ridership.
475	These are goals, not concepts. For concepts: public transit would actually work for more people, mandatory indispensable affordable housing.
476	Preserve the earth - requires people to be less selfish by refusing to build more driving lanes.
477	Access to local community collages from all areas served by community college.
478	The city seems to care only about increased density and the fees that this will generate for the city, with no regard for existing neighborhoods. Climate change is already happening and is accelerating and this city is ignoring this reality.
479	Our city is a transportation nightmare and it is only going to get worse with high density projects in an urban environment.
480	Traffic is getting like LA. California should of built mass transit decades ago! Really no excuse not even earthquakes. I'll ride the NYC Subway anytime over driving in a car! San Diego should lead and make it hip as well as really cleverly thought-out and convenient!
481	Older adults have many limitations on access to transportation and limited options. Technology (Lyft, shared ride, vans) will improve across to medical/social, appts and activities.
482	Would like to have transit opportunities which rival auto travel times. more COASTER and express Trolleys.
483	Climate change and environmental respect are the greatest challenges we face now and over the horizon of humanity.
484	We need affordable housing and in-fill development. Better infrastructure for walking, etc. Smart streets. The crossborder waiting times are ridiculous unless you are a SENTRI pass holder. It's insane that people wait up to 4-5 hours to cross into the US.
485	We have to move away from fossil-fueled vehicles. This region is way too car-centric. It is imperative for the future of our children that we plan a more sustainable transportation system here.
486	Focus on maintaining open space, increased access to public transit, supporting HOV and alternative energy vehicles.
487	Hate to see that San Diego has turned into LA . Although it took a long time. Finding alternatives to freeway driving is a must and it applies to all above issues.
488	I want to ensure all residents have opportunity to be healthy.
489	These 3 will provide healthy and safe communities and promote smart growth/prosperity, but we should concentrate on health and safe communities as the first goal.
490	Consider managing freeway on ramp meter to limit access to freeway during rush hour. This would reduce the stop/go failed state of freeways like I-5 every afternoon.
491	Transportation in San Diego is entirely focused on convincing every person to commute by automobile. From the transit system to how the pedestrian stop lights work, everything is designed to increase convenience for motorists at the expense of all others. We cannot continue in this fashion. We must stop encouraging automobiles. Carbon emissions are killing our planet. Cars kill more people than guns do. It is time to stop subsidizing the auto industry.
492	Crossborder waits are so long.
493	The economy will take care of itself. we need quality of life.
494	Public transit has to in a four that is usable - new lines, frequent schedules.
495	Climate change and its negative effects are becoming too widespread and the impacts are becoming too heavy a burden to tolerate any longer.
496	We are destroying this area one car at a time!

Number	When it comes to planning our region's future, what is most important to you? Why?
497	Quality of life brings all things up.
498	These are the things, that are important for me.
499	Because climate change is real and not going away. Congestion makes it worse.
500	Growth that causes congestion and traffic is not acceptable.
501	Robust transportation to communities is useless if they are not healthy and thriving. Its also important to me that we preserve our environment for future generations.
502	Importance of helping groups, like those with disabilities, to independently access public transportation!
503	I believe getting people out of their cars is the secret to compassion and world peace. I am only half kidding.
504	Need to promote choices make region more bike and walk friendly.
505	So many more people = many more cars congesting streets/freeways.
506	Improve quality of life.
507	These are the themes that most interest me due to personal frustrations or inadequate current capabilities.
508	We are too congested and I see that only getting worse.
509	No one will be happy in a region where the environment has been trashed, and people are not healthy enough to lead happy productive lives.
510	A change of how we move in our communities is needed as we reduce fossil fuel usage.
511	I hate to see concrete expanding everywhere - especially for freeways. We need smarter modes of travel made inviting and convenient.
512	Cutting GHGs and pollution should be among the highest priorities for our region. Our economy is fine and technologies impact will be limited. Consider tech advances a bonus but do what we know will cut GHGs and pollution.
513	Not enough security and to many illegal immigrants.
514	If we destabilize the climate we will starve and nothing else matters.
515	Working in Pacific Beach, I would love to live in East County because of cheaper housing options. But I find that the cost if commuting counter-balances any drop in real estate.
516	Noise increased growth more noise. No accountability to existing issues/concerns.
517	Make the world - I can enjoy it!
518	Economic prosperity in San Diego is now and in the future, in gaming huge negative impact on housing and certainty a serious construction problem.
519	We need to use congestion as a tool to encourage smart growth and better transportation choices.
520	Los Angeles provides very concrete evidence of what happens when these issues aren't addressed. To their credit, Angelinos are making some inroads into mitigation. San Diego has the opportunity to learn from other communities how to manage smart growth, habitat preservation and congestion relief instead of repeating the mistakes of the past. I think the difficulty will be the block of voters who grew up on suburban sprawl and now have entrenched opinions about options different from those they themselves chose a generation ago.
521	I Think there are far too many improvements that have made transportation routes worse.
522	As a member of the EWP working group I have seen the impact of dollars earned for conservation purposes.
523	Because we will all die without a healthy environment.
524	Without healthily economics nothing else is possible.
525	San Diego is too spread out. We need to build communities that are based on walking & biking to get around. I was born & raised in NYC and we need to follow their lead and build walkable communities that include work, play, education, and shopping access all accessible by foot or bicycle.
526	I don't want to drive. And I don't want other people driving while texting.
527	To relieve congestion, we need to get cars off the roads. Getting cars off the roads would also help our goals in the climate action plan. Designing smart transportation will allow for expansion and revision in the future.
528	Quality of life impacted with excessive congestion. Worried about housing costs and affordability for young people . Otherwise only wealthy /older people can have her life
529	I like modern things.
530	I think we are reaching a tipping point regarding climate change, electric vehicles have been surpassed by the gas and auto industries and should a priority to future development.

Number	When it comes to planning our region's future, what is most important to you? Why?
531	Without growth and expansion we lose everything that makes us a world class city.
532	There will be an increasing need to provide congestion relief with alternative transit and active mobility means. Healthy planning approaches and increasing intermittent exchange will enhance quality of life goals.
533	Because focusing and prioritizing disadvantaged communities first ensures that there is an equitable transportation plan.
534	Because I think they can be keys to addressing the others.
535	It is becoming increasingly more difficult for the young people born and raised here to be able to live in the Community they grew up in. It is not reasonable for young families to have to work 2 or 3 jobs just to afford housing.
536	We have to accommodate more housing - no way around it - in a way that won't exacerbate traffic and that will support economic growth regionwide.
537	Strongly support preserving our regions open space by promoting sensitive infill development along rapid transit corridors.
538	San Diego is uniquely beautiful and population growth can ruin it completely if not well managed.
539	There are to many people in Point Loma and too many short term rentals. Also too tourist friendly, ruining residential areas.
540	I want us to keep our carbon footprint small and keep our air breathable.
541	Con congestion vial, los porsuellos llegar tarde a evalquier lugar y se esxiesan con el trasico los comunidades estan ensermiendo, los ensermiendes estay aumentaudo y el eaubio de eliva tambien. (With vehicle congestion we arrive late everywhere. With traffic pollution people are getting sick more and more.)
542	There's very little natural habitat left in San Diego. Future generations deserve to enjoy what's left of it.
543	My community is primarily residential and almost completely built out. It has a significant open space area which provides habitat and protection from over development.
544	Increased congestion is a big contribution to GHG. Congestion has increased lately due overly long traffic signal cycles to accommodate pedestrians and other that are rarely there if there are no cars or pedestrians going through the intersection the light should turn green.
545	Too many people coming into our country.
546	Lusted of infrastructure projects, a focus on wise emerging technologies to optimize over use of the existing system makes the most sense.
547	Making it easier for people to get to jobs is critical to the region's economic prosperity.
548	Traffic is getting worse and need transit options.
549	High density and overdevelopment are ruining our neighborhoods. The city and state are not addressing infrastructure to support this. Where will the water come from? There is no parking now. There is No mass transit. It is a joke around here. They are getting rid of busses. You can walk downtown faster than you can get a bus from Point Loma. I live in the Peninsula and developers are violating the 30' height limit effectively taking away sun and breezes intended for this area.
550	All have to do with quality of life.
551	We all need jobs for survival, let alone prosperity, but as the roads get more and more congested, we waste our life away, sitting in a car waiting for traffic. We need to plan for the future before the future buries us.
552	Need to move people from A to B efficiently especially as land use develop in the region.
553	Because we currently have no public transit available- in Black Mountain Ranch, Del Sur, Torrey Highlands, Pacific Highlands Ranch, Carmel Valley, Santaluz ,Del Mar Heights, Del Mar Mesa, Fairbanks Ranch, 4S Ranch.
554	Economics drives everything else. We have to ensure economic prosperity of ALL county residents now and in the future.
555	Climate change is the defining issue of our time, affordable housing for a prosperous region can only happen through creating healthy communities.
556	We need to balance building a thriving economy, with smart growth while safe guarding our quality of life.
557	It is the most important, pressing consideration of our time. It will not matter what we plan to build if we cannot live safely on our coast, or on our planet.

Number	When it comes to planning our region's future, what is most important to you? Why?
558	Polluted air greatly affects hour health and will affect the health of our children, and as San Diegans, we should be addressing climate change to stop sea level rise that threatens our coast and our way of life.
559	Quality of life.
560	Transportation is key to everything.
561	Relief of Traffic Congestion Expansion of Trolley system.
562	Traffic has become such a nightmare.
563	I don't have a car. I can get most places I need to go on the bus or Trolley. But it ALWAYS takes at least twice as long -- sometimes three or for times as long when waiting for connections is included. That's irritating!
564	Our freeways are choked, we must relieve this issue. I also favor keeping open space so that San Diego does not look like high density Orange County.
565	It's simply necessary.
566	I use public transit to save the environment.
567	Hate congestion.
568	Put road taxes to roads not to welfare and political raises.
569	A vibrant economy makes the community healthy.
570	My job hours require maximum flexibility.
571	A) My husband and I own rental property, and we can see how inflation in the rental apartment market is hard on our tenants. Wages do not keep up with housing costs. B) I have worked in restaurant kitchens. I know that it is impossible for a hotel/restaurant worker who doesn't get tip income to afford to rent anything on their own in San Diego proper. Way to many people then choose to live in Tijuana or in outlying areas far from work. Long commutes are hard on the people, and very hard on the environment. And traffic congestion degrades quality of life for everyone.
572	Climate change is only going to get more amplified as time goes on. It's important to address issues now rather than later. We also deal with a lot of traffic in San Diego, which limits where one could choose to live.
573	We need more trains and tracks. It is smart, less cars on the freeways. I would love to see more trains for. Oceanside to San Diego on weekends.
574	First of all, habitat preservation should fall under environment care. I believe that San Diego's transportation relies too heavily on personal vehicles and there is a huge shortage of bus lines. Economic prosperity is important for all humans and when all humans prosper, the world can as well. Congestion relief improves economic prosperity and allows more people to do what they need to do without dealing with the rampant tardiness. As for ecosystems, climate change and the habitats, if they are not respected and cared for just as much as we care for ourselves then even our societies will crumble. Just because we dominate the food chain, doesn't mean it is a smart idea to destroy the chain. We must care for all living beings and care for our home.
575	Quality of life and there's no Planet B.
576	I think these will have the most significant impact on San Diegans in the near future.
577	Real smart growth is preservation.
578	Living on the Point Loma Peninsula it is increasingly difficult to get off the Point. There is NO emergency plan to get off the Point. The peninsula has 2 Navy bases and a approximately 80,000 residents. The city counsel is considering adding housing for 27,000 people to the midway area. Midway and Rosecrans intersection is ranked 399 as the one of the worst/dangerous/busiest intersection in California. This is ridiculous! Oh, BTW the Peninsula is not in a transit zone and most recently got rid of another bus route. We have the 28 bus from Old Town to Canon street and the 35 from Ocean Beach. to downtown. Good luck if you want to go to Cabrillo or Fort Rosecrans National Cemetery without a car, your bike ride is all uphill for miles.
579	The current federal administration is neglecting environmental issues, and I think our region has the potential to lead on climate action plans.
580	Traffic is only getting worse. Improved public transport, especially with increased frequency (every 15-20 minutes for COASTER and Trolley) would combat traffic and help the environment.
581	San Diego needs it.
582	San Diego too congested; climate has changed in the last 20 Years. Quality of life has decreased.

Number	When it comes to planning our region's future, what is most important to you? Why?
583	I moved from Northern California where I could easily have an electric car. There are very few charging stations in Point Loma except the ones at Liberty Station. Many of the other stations within San Diego are either occupied or broken. I gave up my car because I was unable to charge at my home.
584	These goals should drive what our region does, not stripping our healthy environment and communities.
585	Most business area properties have "unrealized" development potential, especially in "smart growth target areas" -- why. Discretionary permit processes are very difficult, arbitrary, costly, uncertain and time-consuming. After approval(s), the final permit issuance comes with another round of high cost technical plans, expensive so-called "impact fees", arbitrary plan changes, conflicting bureaucracy requirements, time consuming, multiple "sign-offs". The end product has no guarantee of a successful project -- will a bank lend on the pro forma profit, will a contractor bid a reasonable cost to build. I guess I just answered why so few land owners go for that unused land use potential. Only the very wealthy can endure the processes and qualify to improve land. Too bad it's so difficult for small and mid-sized properties to redevelop.
586	Because I believe that we need to do not need more development of the peninsula. We are stewards of the wildlife in this area and shouldn't take any more land away from them.
587	Overcrowded, non working communities equals unsafe, crime ridden areas.
588	Increasing access will solve some of the congestion and thus improve our ability to preserve environment and help with environmental issues.
589	San Diego should retain as much of its quality lifestyle as possible. People and traffic congestion detract from this as well as unchecked business growth, climate changes, and lack of long-term planning.
590	Sustainable communities.
591	Congestion is the biggest factor in the time it takes me to get to work. I am a substitute teacher and partially pick the schools I sub at by how it takes me to get there. Traffic pasterns can easily double (or even triple) my commute time.
592	Climate change is the biggest challenge to human preservation, smart growth brings together planning to reduce traffic.
593	Fix congestion and everything else will take care of itself.
594	Economic growth is paramount to everything. "Climate change" is bogus.
595	Congestion relief is very important as traffic is getting worse and worse.
596	Over-population and rising housing prices.
597	Climate change is the major issue of our time...if we don't address GHG reduction, rising seas, mass transit development rather than increased motor vehicle miles, we are doomed.
598	The use of emerging technologies has the potential of slowing the negative effects of climate change. Healthy communities should be the goal of all governments.
599	I have young children and I want them to live in a healthy, thriving environment. I worry about climate change, air quality, use of dangerous pesticides, and other issues that affect the environment, our health and habitat in the San Diego region.
600	We need space and good public transport.
601	Too many vehicles on the road causing more accidents, roadway deterioration, unsafe drivers, noise pollution, on and on and on.
602	Traffic reduces everyone's quality of life and time, our greatest resource, is wasted sitting on the highway. A life with long daily commutes is not sustainable. Habitat preservation because we do need to keep the parts of CA that we all love...beaches and birds and marine life and on....no need to move forward at their expense. Technology...and why not? Bullets channels let's do it.
603	Public transportation should support the green earth initiative while keeping existing communities safe from construction or forced movement.
604	Current Poor infrastructure planning, Trolley or train should have access to airport, there should be more direct airport access that is separate from commuter surface street.
605	San Diego has grown fast without sufficient infrastructure to support the needs of our citizens.

Number	When it comes to planning our region's future, what is most important to you? Why?
606	We need alternative ways to get to work NOW other than sitting in gridlock on freeways everyday. Slow buses on city streets are not the answer either. They are stuck in the same traffic. The land use patterns and zoning are highly inappropriate in this city and are the real cause of the horrible traffic congestion at rush hours. Who's idea was it to permit zoning for the tens of thousands of jobs in Sorrento Valley, an area with very limited access routes due to geography and very few offices are within walking distance of the COASTER train which runs far too infrequently. And the "affordable" housing is all located 20-25 miles to the South. Because of this 805 North in the morning and South in the evening has become unbearable. Instead of allowing inappropriate areas to be over developed with commercial office space why can't new office space be aggressively encouraged in the downtown area? It would be far easier to service via investments in public transportation.
607	Our is getting too congested & Not enough natural area.
608	I think we need to be more thoughtful about the future of our city.
609	They are important to me.
610	Our roads are becoming more and more congested, even with freeway widening. I worry that we are not adequately planning for climate change. Without economic prosperity, we can't solve any of these problems.
611	Happy.
612	Why do I think congestion relief is important? Why do I think economic prosperity is important? Really?
613	Higher population density is required the only way to achieve financial stability and congestion relief. The region must stop expanding horizontally, and build smarter housing in the best places through zoning.
614	Ease congestion, greener, better for tourism and quality of life.
615	A lot of cars moving for long distances very slowly puts lots of stuff in our air.
616	We need better transportation but not at the cost of destroying communities and further leaving our giant carbon foot print that's why we take the Trolley so the freeways see some relief.
617	Smart growth implies all of the other choices above.
618	Using mass transit to move people efficiently instead of adding more lanes to a freeway.
619	If San Diego becomes another Los Angeles because of traffic, the magic of the region would be lost. Need to find ways to make use of public transportation desirable, and not the choice of last resort. It is inexcusable that the mainstay of the transportation network, the Trolley, does not go straight to the airport. Every local collage, two and four year should be connected. Need to make it less desirable for homeless, Thieves, and beggars to be around the transportation hubs. Nevertheless public transportation needs to be Clean, Safe, and On Time.
620	We are in dire need of less pollution, less traffic as well as care better for the planet.
621	Daily commuters need to have alternative options to arrive at their destination. Utilizing areas reserved for utilities such as SDG&E could give us alternative routes and thorough fares helping avoid auto traffic and reduce congestion.
622	We need to be part of the global solution. To show leadership to the world. Life would be great here with affordable quality transportation. We could be a beacon.
623	Without the car their is no middle class. I will fight every effort to promote mass transportation. It will never be safe. Look at Chicago and New York. When every leader in the community is riding mass transportation daily then you might start to convince me. Will I ever see that. HaHa!
624	It is obvious that without regard to the environmental health of the community there is no community for a healthy development of it's citizens and especially it's future citizens. Smart and available public transportation combined with better ways to use eco conscious means of transportation and access to the means to do so.
625	I've read enough to share the conclusion that we can't build our way out of congestion, not with roads anyway. So long as we are spread out as we are, more better roads will just attract more cars and you're back where you started. What is need are alternatives -- VIABLE alternatives to driving. I live by the Sweetwater Reservoir, I work by Miramar Air Station. There is NO viable public transportation from one to the other. I hate driving the roads I have to get to and from work. What I want are alternatives that don't take 2 and three hours each way. That I can reach from home and then not need multiple transfers to get anywhere useful or interesting.
626	Without the health of our citizens, natural habitats for wildlife, and clean air, water, land, and oceans San Diego would no longer be an appealing place to live or visit.
627	Preservation of the human race is at stake.

Number	When it comes to planning our region's future, what is most important to you? Why?
628	Trolleys to north county.
629	Congestion leads to overcrowding and sprawl.
630	I can barely afford rent at the current level of my salary. It has gotten ridiculous. And the times that transit operates is not conducive to my schedule. I work graveyards and cannot take transit to/from work.
631	San Diego is already too crowded, crazy drivers, too much crime.
632	Need to protect our lives & keep our economy stimulated.
633	Future for my children and grandchildren.
634	There is a growth in SD population and there MUST be homes that San Diegans can afford when employers don't pay enough to employees who do all the work. Also, with the population growth that affects SD environment and local protected habitats that are killing of endangered species! SD county First!
635	We need more green areas, more parks and less cars.
636	We must act now to avoid environmental disaster and social disintegration which disproportionately impacts low-income minority communities.
637	Building close to transit is very important, need to build up not out.
638	Relieving traffic congestion can reduce pollutants, improve quality of life. Traffic light synchronization is one idea. Getting out of Point Loma in the eating evening is another problem that demands attention. Mass transit has to work. I looked into mass transit for my work commute. We're I to take the bus, my commute time was almost an hour. Using my car, I could get to work in under 10 minutes. Why would I waste 2 hours a day taking a bus. San Diego is blessed with canyons that are home to native wildlife. We need to preserve these.
639	We cannot just keep expanding our highways and destroying our environment. We should be requiring mass transit expansion and upgrades from every developer. The 15 should have a rail line. The 56 should have light rail connecting to the COASTER.
640	Changing the neighbors in a futile attempt to increase the population of the county is counterproductive - all you will get is more people living in a place no one really likes. Must be willing to restrict population/development growth to retain our neighborhoods, quality of life, and avoid more problems with inadequate infrastructure (that despite claims to the contrary we will never be able to afford to completely correct).
641	Smart growth would help relieve congestion on the roads. Expanding and upgrading public transportation would be good too.
642	they are all important but if we can make the place safer and more prosperous, the rest will follow.
643	These are the most important items to be because several of the others are either already over-regulated (such as habitat preservation) or of negligible benefit (climate change).
644	Habitat preservation because I think almost anyone can agree paving over any and all available surfaces is not constructive. Smart Growth because continued development is inevitable, but that doesn't mean it must proceed unchecked and uncontrolled, i.e. we don't want to be Houston. Congestion relief because obviously freeway traffic is a huge issue. But is freeway expansion truly going to solve this problem or is expansion and improvement of transit, especially rail and light rail a better solution.
645	We are a young family with 2 small children and 2 working parents. Our commute time averages over an hour per day. I would love to see a more efficient & quick public transportation system that connects more of San Diego county. We also want our children to grow into a city/community that is able to provide climate-conscious solutions and a sustainable growth plan.
646	Simple survival, I guess. As in, you need to survive in order to pursue all the other issues listed.
647	To accommodate future growth, and mitigate climate change.
648	Improved technology for traffic signals; stop wasting money on the Trolley extension and widen the I-5 and I-805 freeways in the city. Look at new concepts to move people around L.A. is building a tram to move people from Union Station to Dodger Stadium. Think outside the box, instead of the tired mantra "carpools, light rail". Stop taking away traffic lanes to make more bike lanes.
649	If you cannot breathe the air or drink the water, there is no point in building anything. We shall have to abandon it sooner rather than later.
650	Uneven development across the city is contributing to horrendous traffic. Smart growth should encourage development across the region and not as much concentrated areas, so workers can live closer to their jobs.

Number	When it comes to planning our region's future, what is most important to you? Why?
651	An efficient MTS system would have more people using it. relieve traffic congestion.
652	San Diego needs infrastructure improvements to build a strong economy & that includes planning with the environment in the center of planning & cross border/mega region strategies to position the region for the next 50 years.
653	Border Security & stopping Sanctuary State too.
654	My biggest issue is spending an hour to travel 10 miles.
655	It's right.
656	Preserving what we have is important, living wages and healthy community is a stabilizer.
657	We have to keep the environment as natural as possible. If we over develop we destroy the planet.
658	I don't want to live in an impoverished, unhealthful, crowded environment.
659	Our earth sees the end of several species each year, so to have both efficient transportation and the wellbeing of our planet is all one can ask from San Diego.
660	Cut commute times by NOT eliminating lanes. The longer I'm in the road, the morning GHG I'm emitting. Bike Lanes are pie in the sky and NOT the answer.
661	The others are lower priority than the three I chose.
662	Smart growth will alleviate congestion which will help maintain habitats.
663	The city is too crowded with too much congestion with no end in sight.
664	San Diego traffic is becoming like LA/NY. Also, cheaper housing can be mitigated by proper transportation.
665	I'm a health care leader. The health and well being of the community is important to me.
666	Healthy communities and economic prosperity are keys to stable and happy communities.
667	We only have a limited amount of resources. If we are not careful, we will destroy this beautiful place.
668	San Diego's transportation system is great in some areas, lacking almost entirely in others. Timing and location needs to be extended with a larger staff and needs to be utilized more by the people in charge to ensure those who both live here and cannot afford to buy a car and those who come to visit can travel and take advantage of all areas of San Diego as well as possibly even travel most of their way back home if coming from north or east(east being cross border to Nevada or Arizona) so congestion does not rise for the homeless or for those who end up stuck here.
669	Traffic congestion, pressure on our infrastructure, tax base, environment & communities are all affected by the lack of housing which causes prices to go up, and people to travel outside of our County in order to find housing but then they travel sometimes long distances to work. This affects the wear and tear on the roads, additional car trips impact our air quality, it takes tax money out of our communities and it makes it difficult for younger families to afford to live in the communities they serve.
670	Expanding the footprint of automobile transportation infrastructure makes the problem worse.
671	The health of our planet is the most critical issue.
672	Only 1 planet. Border most unique asset of San Diego. Teach our kids to be binational.
673	The environment needs to be take into consideration, decreasing congestion on freeway will be great but also it is necessary to keep SD's natural beauty intact.
674	We live in an area of cultural- and bio-diversity. As citizens, it is imperative that we recognize the ways poor planning harmfully impacts our region's environment, health and economic status.
675	Because continued population increases is inevitable and guaranteed, and we are already experiencing the result of the past 50 years of unplanned growth: dependence on personal vehicles for transportation, tons of traffic, pollution, etc.
676	Encouraging residents to use public transport and alternative modes such as biking, walking, to help with health and congestion problems.
677	Traffic is bad.
678	Quality of life.
679	Because, if you do not have them then any "regional transportation plan" is so much bureaucratic bunk.
680	I am concerned about the impact emissions from cars have on our health and the climate. I commute by car to work and have to sit in traffic. The summer is the worst!

Number	When it comes to planning our region's future, what is most important to you? Why?
681	Economic prosperity doesn't need an explanation. We need Smart growth and Congestion relief because there are too many people living/driving in San Diego. SD traffic looks like LA did in the late 70s/early 80s and it "ain't" going to get better without smart planning.
682	Because we do not have a planet B.
683	Decrease homelessness.
684	Congestion is becoming a growing problem in San Diego. Becoming a more environmentally conscious city by using new methods and technologies are very important to me.
685	Keep our environment healthy and transport affordable/available to all.
686	If we don't plan for "smart growth" we cannot conserve our wild lands; and with sprawl we add to energy use, un-needed gag emissions, excess infrastructure, and an increase in human separation from nature(which is bad). Duh.
687	If we don't plan for "smart growth" we cannot conserve our wild lands; and with "sprawl" we add energy use, gag emissions, and excess infrastructure.
688	The present situation is a mess and getting worse.
689	There's not enough buses that go from the 805 to the 5 which is were all the Trolleys. Only the 704 bus passes around where I live and it only goes from 6 am till 8 pm and its bothersome as I have to take that bus to get to work and if I miss it Ill be late for work.
690	Less people are riding public transportation and the focus needs to shift.
691	Rents sky rocketing out of reach.
692	Because you could not pay me to commute. I have near death experiences on a regular basis on the roads of San Diego.
693	These are the most important and largely unaddressed issues.
694	Traffic causes more vehicle emissions.
695	Why what?
696	Our growth seems out of control and unplanned and doesn't improve infrastructure for areas with new growth.
697	We need to take care of our planet, while encouraging healthy lifestyle and allowing easy commuting.
698	We need to build respecting our environment but we need to do it smartly, not use the chicken little approach to climate change. Where there is a will, there is a way.
699	We need to plan the region such that we maximize the use of urban space (removing parking space in favor of housing) and cut single driver trips; we need to radically change how we get around.
700	Public transportation is sorely inadequate. Trolley to Kearny Mesa would resolve freeway congestion, dependence on fossil fuel, and air quality.
701	Currently we need to think about pollution and the impact of Car emissions because climate change is real. The use of new technology may help to alleviate the pollution problem and the traffic congestion.
702	Because our population growth is inevitable and, therefore, we must make sure our growth patterns are designed as "smartly" as possible to facilitate the movement of a denser population with the least congestion possible , so that people can get to jobs, home, shopping, and entertainment most easily and efficiently. Use of advanced technology can help in the planning and installation of transportation facilities to accommodate these goals, which will provide increased economic gain.
703	While we. We'd more (affordable) housing, it doesn't make sense to build it if our existing roads can't handle it. I looked into bus riding for my 20 mike trip S on the 15/163 and it would take three busses and over two hours. I'd also like to see communities planned with opportunities to walk and bike safely. Even our shopping centers aren't set up for walkers like they are in Great Britain.
704	We need to develop our communities in ways that ensure equitable distribution of resources so that all our neighborhoods become places where residents can thrive. That requires us to concentrate development along existing and proposed transit corridors so that people can travel quickly and easily throughout the region without requiring a car.

Number	When it comes to planning our region's future, what is most important to you? Why?
705	There is no decent bus service to La Playa. Buses should go to the end of Rosecrans. Buses used to go via Harbor Drive to downtown. Now you must take a bus to the Old Town Trolley depot and then a Trolley downtown. It's too time-consuming, so people use their cars. Buses should go from downtown and from Point Loma to the airport. This would relieve traffic congestion on Harbor Drive. Buses should run more frequently, every 15 minutes instead of every half hour or every hours. These improvement would greatly increase ridership and lower CO2 emissions.
706	I care about the environment and about preserving habitats for the many plants and animals natural to this area. Messing with the animals pushes them into human areas, causing safety issues and making us spend more money on fencing etc. to protect our animals (including farm animals). Road congestion is a huge issue, the roads are awful. The 5, for example, is 90% potholes. The taxes and population goes up, and the roads don't adjust accordingly. Traffic is understandable but I shouldn't be paying extra money to fix my car because no one feels like allocating the money into it. It's also a huge fire risk. During the Lilac Fire, we were trapped because the population increased and the roads didn't adjust. Now, we will have even more people due to new housing. I'm afraid for the new fire season. It shouldn't take hours to evacuate, to the point where safety is a risk, especially when older people are targeted.
707	Our communities need to be sustainable with walking paths, safe bike separation from traffic. Activities and courts for pickleball, volleyball, and tennis lend to healthy communities. Congestion relief is many things to many people. Most Southern Californians think that more lanes is the answer, but the answer is complex. We need more public transportation light rail and buses with schedules that are more attractive for commuters. Conversion to Eclectic and hydrogen fueled vehicles will help with climate change.
708	Improved quality of life.
709	We live in the West, where cities were laid out with cheap land and designed for cars. Distances are great. Public transportation will never work, and I don't want my tax dollars spent on what will never work.
710	Traffic congestion costs a lot of money and does a lot of harm to the environment.
711	The regional plan needs to focus on suburbs and the freeways that connect them to getting to work. San Diego is a big county and no light rail system or bike lanes are going help people who drive 20 miles or more to work. Stop focusing on the urban areas and help the people in the entire county.
712	I want better transportation options and less reliance on individual automobiles, it's better for city and also for environment.
713	It is important to develop with the environment in mind, and still accept the challenge to do the development in such a fashion that it contributes to both economic development and traffic congestion relief.
714	We should strive to keep commutes consistent and efficient. Whether that's through the ability to reduce traffic or through promotion of public transportation, it will be necessary as the population continues to grow.
715	Obviously there is climate change, just take a walk and observe! Healthy Communities are more safe. Stop building mega housing units that will use more water, traffic, congestion etc. Save open space for various activities at more parks!
716	It is self explanatory.
717	To preserve our future, climate, congestion, etc. are paramount.
718	Congestion relief: because traffic planning seems to always be about ten or twenty years behind. Can we get in front of it rather than always chasing it from behind? "Healthy communities" to me means caring for the environment and planning well. We need to stop issuing permits for new commercial construction when many commercial sites sit empty.
719	Why bike lanes when no one wants or uses them.
720	The population will continue to grow and it needs to be smart and not sprawl.
721	Homes are still being built, freeways aren't keeping up.
722	Area is already overcrowded. Need to take burden off of I-5.
723	Long term quality of life.
724	The city is growing but our old neighborhoods are not keeping up with it and need greater, housing and transportation options.

Number	When it comes to planning our region's future, what is most important to you? Why?
725	With 3 1/2 Million people in San Diego County, Smart growth and Congestion should be high on every local Governments priority list. Climate Change is also a critical factor, especially during Fire Season.
726	Easier transportation without needing to be dependents on cars.
727	The environment needs to stay healthy so we can stay healthy. San Diego's natural beauty is a huge part of our quality of life as well as a key component of our economy via tourism.
728	Global warming.
729	Our planet is our home, and doing the best we can as a community go preserve its grounds while helping it grow in the best aspect and way is crucial.
730	Preserving habitats means we get to keep beautiful beaches, hills, and waterways. Congestion relief means shorter commutes and less time spent breathing in gas fumes.
731	Our city's population has grown exponentially in the last 30 years. We need to develop with the understanding of the metropolis we are becoming. There need to be more rapid routes to help us get all over the county since many folk live further north and east of the city, but work in the city, and that commute causes such a nightmare. I believe that if transportation is more readily accessible and affordable more people would use that instead of card to get around.
732	Displacing species from their natural habitat creates more opportunities for them to have negative and adverse encounters with humans. Economic prosperity means having easier access, by public transportation, to get to better paying, professional jobs, schools and higher learning institutes. Healthy Communities can improve with a decrease in stress. Stress can be relieved when travelling to and from any destination takes the least amount of time and avoids gridlock just to go 15 miles.
733	Sustainable development is only possible when priorities of residents are given dominance over economic priorities. All the issues you've asked people to choose between are included in these priorities. Asking people to choose between them is very much like asking people if they'd like to breathe clean air or drink clean water. This survey makes it obvious that this is something SANDAG either doesn't understand or if it does understand, is disingenuous.
734	I commute from east county to north county everyday for work. There isn't a reliable form of public transit to do this.
735	Traffic ease.
736	Traffic is awful! The idea that people will take a Trolley or bike to work, entertainment or shop is not practical. Taking the Trolley to Padre or Aztec games is easy and well used. But if it is not convenient people won't use rapid transport. Concentrate on the people who live and work in our county.
737	Once property has been developed its almost impossible to reclaim.
738	Keep San Diego Beautiful.
739	I'd like to see a return to neighborhood shops and greater utilization of community resources so people are invested in their neighborhoods. e.g. school facilities could be used almost 24/7 for different purposes to deliver community services (e.g. health, adult education).
740	Job growth is important, we are destroying our environment and our healthy is extremely important.
741	Bigger pictures and needs.
742	Quality of life.
743	Climate change should be every person and agency's top concern.
744	Climate Change is real. We must all make sacrifices.
745	Congestion relief means more time doing what you want rather than stuck on a road. Economic prosperity is more important than distracting peripheral issues.
746	The biggest problem that San Diego has is the lack of affordable housing. This means people move further afield and have to drive in. This increases congestion. North County has plenty of room to expand but no transit infrastructure to support it. I15 is usually a parking lot during commute periods. We need a train system similar to Sonoma's SMART system, connecting Temecula and Escondido. This makes development of North County possible. We also need more East West routes. We need the median of 56 to be converted into a brut and eventually a train line to bring residents from Poway, Escondido, Rancho Bernardo, 4s Ranch, and PQ to jobs in the Golden Triangle.

Number	When it comes to planning our region's future, what is most important to you? Why?
747	Don't understand the question.
748	Increase travel options for pedestrians, bicycles, and mass transit.
749	Relieving traffic congestion that waste time money and resources (fuel) needs to be a top priority.
750	Relieving congestion is necessary, but jeopardizing the few habitats left isn't the answer.
751	Need to preserve what makes San Diego awesome, stop developing every last square inch of land with strip malls and housing encouraging more people to move here. Build some jetties in Oceanside, we need sand!
752	Between the pollution created in traffic snarls and the time wasted, and then our continued penchant to build communities far from employment centers and shared transit sources, dooms our environment.
753	We need to do all we can to lessen the impacts of climate change. Smart growth will help with climate and our health and happiness as we grow older. I want to live in a community that is connected and where I can get around when I can no longer drive.
754	People need to be able to get around the region in an affordable and environment-friendly manner.
755	Air quality.
756	Because you can not go anywhere they have not made themselves at home and think they are entitled to help and benefits Bus the to LA.
757	There are a lot of unique environments in San Diego, we need to preserve them.
758	Climate change is real and everyone needs to be working to fix it.
759	By focusing on smart growth, the region will help address climate change, healthy communities, and economic prosperity. Emerging technologies should be leveraged to expand transportation mode options and improve the efficiency of the overall network.
760	All of these are related. Habitat preservation and addressing climate change are both part of smart growth and lead to economic prosperity through better managed resources, better health, and better efficiency.
761	If you don't take care of the people first, none of the other things on this list will matter.
762	More and more people are moving here, and the roads are getting more crowded.
763	What this question is not well written. The transit is slow and inefficient because this city is not designed to be accessible. Look to the Bay Area and how they have multiple systems that network over the counties then feed to BART.
764	Traffic congestion is already hurting our region. We will become LA south if we don't have a plan to have smart growth that will complement a growing economy.
765	We have a climate change crisis. There is always a drought, heat wave, rolling blackouts. There is absolutely no reason why every building, light, roadway, etc. is not using solar or wind energy in San Diego. Our neighborhoods are too crowded and congested. The city councils continue to allow the overcrowding because money matters more than living well. And new technologies is the future. So much money around the city is wasted on patching up problems with old tech over and over again. Work smarter for our communities.
766	Traffic is getting worst day by day. But let's not forget the impact in the environment before planning changes.
767	Improving older infrastructure reinvests in our future.
768	Economic prosperity will follow well-planned communities. I don't use cross-border travel so its not of concern to me. Emerging technology is fine, but getting people out of their cars is tough, so congestion relief is most important to me. It also helps keep communities safer and healthier. Habitat is important because once its gone - its gone. Climate change will also follow congestion relief and smarter (less densely populated communities). Smart growth is great, but again, its tough getting people out of their cars.
769	Balanced growth is the only way to go.
770	The region's housing supply is inadequate to support the birth rate demand: where will our children live? Emerging Rent Control ballot measures will force any new capital for housing creation out to Non-Rent Control States.
771	No hi-density building!
772	Public transportation needs to go to the airport and our beaches!

Number	When it comes to planning our region's future, what is most important to you? Why?
773	We need safer rural highways with a recognition that most of these rural highways traverse neighborhoods that are not clearly visible in the traditional sense to drivers. So, drivers do not take the care they normally would to ensure neighborhood residents' safety when they drive through....speed, distracted driving and unsafe maneuvers are rampant.
774	Smart growth would encompass all of the concepts and affect then positively.
775	Population growth is inevitable, but needs to be planned for ... Infill over sprawl, and coordinated with transit.
776	As the city grows, we should focus on the amount of congestion in our communities and roads. Build up instead of out and promote mass public transportation instead of cars burning fossil fuels.
777	San Diego is beautiful and it's important to preserve that beauty as much as possible.
778	I feel it is in everybody's best interest to maintain habitats while utilizing more public trans. to reduce congestion in some way.
779	I have grandchildren. Sustaining a livable San Diego is my major concern.
780	Congestion is bad for the community and is an environmental disaster as well; wasted time, wasted fuel and other resources.
781	Our county is losing our most sacred resources of lands and wildlife. Our air quality is still one of the worst in the nation, with massive smog problems that are being exacerbated by climate change. Our trees are dying. Our children are being increasingly diagnosed with asthma. We are losing biodiversity and natural wild lands, which is our identity.
782	We have to be responsible stewards of the land and develop healthy and sustainable communities.
783	With the current rate of building, traffic is going to become worse faster than it will become better. Our current public transit doesn't meet the needs of San Diego. Buses are too slow and Trolley/COASTER are limited on destination. With the increase use of Uber/Lyft, more cars are on the road creating more traffic. I don't know the answer, but there's got to be a better way. Our family uses Uber 2-3x/wk. and we drive everywhere, so we're part of the problem.
784	Mitigation of climate change effects is the single greatest challenge the world faces in the next 50 years.
785	What's the purpose of it all if there is no beauty? More trees, please.
786	It's getting crowded. Too many undesirables.
787	First and foremost our environment and habitat have to be preserved esp. for the animals. The impact growth has on our environment is hazardous to our children. We have enough people here time to put a cap on people moving here, and at the same time our transportation needs upgrade and growth to accommodate what we already have. Let's get that in check before letting more people move here!
788	Population increase in the county is inevitable. Housing is limited and freeways congested.
789	Because economic and growing technologies will create a healthy San Diego.
790	Economic strength is critical. Proper technology makes it safe and sustainable.
791	San Diego is a big city that still tries to act like a small City. Three transit lines with a new one barely on the way is pretty silly for a city of more than 3,000,000 people. Also unacceptable is a small group of NIMBYs being able to block or drastically scale down large projects. Another simple fact to throw in is that young professionals will not ride the Trolley if every car is filled to the brim with homeless people, or people who obviously have not paid their fares.
792	Public transportation should promote an open environment for the people to interact with all aspects of society and not just to the malls. Economic growth will happen naturally as more people are able to reach their destinations.
793	Emerging trends, share- riding, electric and driverless cars, cycling and public transit.
794	Climate is important to consider when planning infrastructure. Look at how OB her when it rains a little too much. We also need more solar power and move away from fossil fuels.
795	Continuing to invest in public transit will make more of the city available to more people with fewer cars on the road. If we are to continue to grow as a city all aforementioned factors are of primary concern.
796	Need to keep things moving, yeah?
797	Don't want to see San Diego turn in to LA.
798	Freeway and mass transit needs to be expanded.

Number	When it comes to planning our region's future, what is most important to you? Why?
799	Because traveling in either buses or Trolley is better for the planet and less stress.
800	Too many people here in San Diego.
801	SD undervalues it's open space and fears population increase thus promotes housing development that destroys habitat and view corridors while increasing traffic in areas that can't handle more volume of vehicles. SD should focus on redevelopment of blighted areas such as University Ave and El Cajon Ave E of 54th. SD development should include impact on water usage because we do not have our own supply.
802	I spend too much time in jammed traffic on the 5.
803	So many people come to San Diego, thanks to our weather. But we are developing so fast that we are turning into a "south Los Angeles." We need to be wary of growth & how we are developing so we are not just building-building-building things on top of each other and forgetting that people still have "to live" in this city.
804	It's ridiculous that it takes me over an hour to drive 20 miles to/from work. I carpool and there are no carpool lanes on westbound 8.
805	The current north county options are limited when going to UTC. With the new rail line being added to go to tuck, I'd like to see a stop on the COASTER line that would allow access to the new Trolley line.
806	I would like to see more and expanded Trolley and light rail systems. The Trolley in San Diego works well and should be expanded to outlying areas and run 24 hours/ day. Public rail transport alleviates traffic, pollutes less and is safer overall.
807	Because the desire to lead as healthy a life as possible is becoming more important as the climate changes with droughts etc.....this would require a smart growth mentality.
808	Traffic is only going to get worse.
809	To make San Diego a more livable and equitable city to live in that simultaneously does not contribute to the destruction of our shared living spaces on this earth. Make it easier for people to get around without a car (create an environment in which people *want* to get around without a car) and you will see movement towards that first statement.
810	Because they are obviously important and they are things that San Diego lack.
811	Must improve walkability and safe biking. Workers need salaries high enough to survive. Housing is not affordable and many are priced out of any housing.
812	With all of the new multi family home developments, it appears as though the existing traffic problem is only going to get worse. The environment and climate change should be on everyone's radar as it greatly affects health and beyond.
813	It's too dangerous riding a bike on the streets next to cars. If there were more class 1 bike paths connecting places people want to go to, I believe there would be many more average people willing to ride bikes. Result: traffic relief, less air pollution, and safer, healthier citizens.
814	The community thrives with good jobs. Without good jobs people lose hope. Transportation needs to support an economy moving people and goods.
815	It is ridiculous that the community of Bonita has to tolerate a toll road through the community that is not even used. As soon as it opened the rate of traffic through Bonita went from 1,100 cars a day to 7,000 cars a day. That is not the crazy part. The crazy part is they were off roading on a dirt road to get through at that time. They didn't want to pay the toll so bad that they risked damaging and dirtying their cars. Then the paved road opened and the tolls were lowered and the traffic doubled through Bonita. This is not Bonita's problem this is SANDAG and the city of Chula Vista's problem. We will vote everyone out until this is addressed properly.
816	Congestion.
817	The region (especially downtown SD) is undergoing another massive growth cycle, increased congestion with seemingly little investment or planning on improving public transportation.
818	Our streets are too congested, public transportation in San Diego is not a viable option to most due to cutbacks on services even with increased ridership and city funds.
819	Because with an smart growth everything else falls in place, the economic prosperity, the healthy Community, and most of all it's the climate and protection of our natural environments.
820	Traffic is ridiculous! Need better options and new various locations stops.
821	It is too congested as it is n most of San Diego. Less housing, more natural habitats.

Number	When it comes to planning our region's future, what is most important to you? Why?
822	There seem to be more people here all the time, and everyone wants to go someplace else. We must find a balance between the people's needs and maintaining the environment.
823	For the sake of the planet and our own health we need to build a green future.
824	Quality of life in San Diego should be paramount. Spending hours in a commute destroys that. Finding positive changes that are available and desirable for everyone is key to that.
825	Having accessible and efficient public transit such as subways & Trolleys as opposed to buses will help our citizens travel quicker with less harm on the environment as opposed to car or bus transit which congests our highways & roads with excessive traffic while contributing to greenhouse gas emissions.
826	More access to traveling north and south through the city.
827	Street resurfacing is vital and soon because the condition of most streets is deplorable and embarrassing. Hopefully economic prosperity will help enable street resurfacing.
828	I think those 3 choices have the best potential of combining prosperity with a good quality of life for the good of the most people.
829	Being prepared for a more environmentally friendly and progressive tomorrow.
830	We have got to do something to get more cars off the road!
831	Because we all need to go places in a timely manner!
832	I feel there are emerging technologies that can ease climate change and congestion.
833	Emergent tech - The future needs to start somewhere. Why not in San Diego? Being a place that utilizes emergent tech encourages further tech developments to debut here and gives tourists another thing to talk about. Healthy communities - The ability to travel connects people with places in a way that the internet can't. Public transportation and roadways enable people to move through the city easily and experience all it has to offer including healthcare, but it also can reduce the feeling of entrapment in potentially unfit or emotionally toxic environments and households. Smart growth - Scientific analysis should point us in the direction of how to utilize new tech and resources to reach the most needy populations. Throwing resources into something that will hardly be used isn't something anyone wants.
834	Convenience and less traffic congestion.
835	More attention to the health of land, flora, and fauna? More mass transit. Less cars.
836	Because traffic is a mess, also fix the roads. San Diego should not be called America's finest city, it should be called the city with terrible streets and roads.
837	Traffic is horrendous so smart growth & traffic flow are important. I went from Escondido to SDSU On s weeknight & it took well over an hour to get there. And I am also concerned about pollution.
838	Healthy communities are prosperous communities.
839	Sustainable mobility is key for growth and prosperity.
840	Too many homeless, drunks and rowdy passenger.
841	Smart growth is a complex topic. However, I don't believe the high cost per mile of Trolley construction is outweighed by the benefits. I also think that congestion relief can be improved by eliminating the diamond lanes.
842	It is frightening that pedestrians and cyclists are discriminated against. I bike, walk and drive and pay the same taxes.
843	Livability.
844	I think our communities need more connectivity. Public transportation can help that.
845	New flight paths and low altitudes of departing flights are creating noise pollution and increased health risks for those of us now living under those flight paths. I've lived in my home for 35 years, and now have to shut all windows to avoid being jolted awake at 6:10 am.
846	It's crucial to keep the environment and sustainability at the forefront while managing the need for growing communities to move around in way that is efficient and better for the planet and those living on it.
847	Quality of life issues are important, which includes the protection of habitat, freeway Decongestion and Environmental protection.
848	Driving an hour to work is absurd.
849	Housing costs related to average salary in the region are incongruous.

Number	When it comes to planning our region's future, what is most important to you? Why?
850	I don't want to and shouldn't have to drive.
851	Traffic from the south to central city is always bad starting around 6am.
852	Crowding, slow travel times, will ruin the quality of life.
853	We only have one planet to live on.
854	I live in the mire mesa and work in north county. The trains runs there but not until I need to be at work.
855	A healthy community needs to have employed people and use emerging technologies to manage growth and congestion.
856	Our air quality is poor, more people want to live here, we need to place transportation opportunities further northeast. By cramming smaller condos and apartments in our established neighborhoods, these communities' traffic congestion is an issue. If there were an emergency, exiting these overcrowded spaces would be disastrous. Leaving open spaces is critical. Smart growth is essential for environmental and economic prosperity.
857	Improve quality of life.
858	Economic prosperity and smart growth are needed to keep the San Diego region as an economic powerhouse. Smart growth to me means that we are fully cognizant of the environmental and transportation needs. Climate change will uniquely impact the region, so SANDAG must be a leader in addressing these issues from a planning perspective early on.
859	We need to fix what the previous generation either messed up or ignored.
860	We need to reduce traffic, not just accommodate it.
861	Why what? Why stop building apartments? Because they lower the property values for the rest of us, create congestion, and are unsightly. If people want to live a communal lifestyle, they cab do it outside of North County. Stay in Mission Valley or downtown.
862	I don't know what you are asking for.
863	People waste an enormous amount of time in traffic on I-5 N.
864	The environment is everyone's responsibility, and a City's planning board is a group who has the ability and responsibility to make a large positive impact. Traffic congestion is getting worse, and we need useable, non-sketchy, efficient public transportation to help alleviate it. We don't want our freeways to turn into LA's freeways!
865	Smart growth encourages sustainability, which incorporates environmental concerns. Emerging technologies tend to be faster, safer, more efficient and have a lower carbon footprint.
866	Growth will happen and it should be carefully planned to be smart, and include public transportation that is a real alternative to driving, and reduce congestion. Better, nicer, faster public transportation choices will reduce greenhouse gases and help with climate change.
867	With San Diego's popularity, population will just continue to grow so a responsible plan for managing this growth, while maintaining our economic prosperity, is required.
868	Jobs = improved moral, upkeep of homes, more store to shop at, better schools, more things to do, more restaurants, etc.
869	Public transportation is a joke here in SD, so more people are forced to drive.
870	Why what? This -so far - is a badly designed survey.
871	Having a robust transport system will help San Diego complete with the world best cities.
872	1. Climate change is a catastrophic threat and we need to take much more aggressive actions to address it. 2. Our open spaces, the natural world around us, are what make San Diego a wonderful place to live. Preserving habitat will help preserve natural beauty for humans as well as our exceptional biodiversity. 3. Smart growth is necessary to achieve those first two goals while providing enough housing to relieve the affordable housing and homelessness crisis.
873	Better Trolley serves to cut greenhouse gases and make an impact on traffic relief.
874	We need Trolley public transportation that connects people along the 15 freeway from Escondido to Mission Valley. There are communities in barrio Logan and Sherman heights that need their surroundings cleaned up so the children can grow up healthy. We need to plan communities intelligently so we don't make commutes worse. That includes residential and business development. For example, it's bad when you expand freeway lanes and finally relieve traffic but then soon after build two hospitals in the same area and congested traffic again.

Number	When it comes to planning our region's future, what is most important to you? Why?
875	Time lost in traffic impacts the economy and individual quality of life.
876	We should be proactive, not reactive.
877	I see empty busses all day , what a waste of resources ... San Diego north county.
878	I live in Spring Valley and they are planning on adding homes and condos on any inch of land they can find. Traffic is already crazy. It will soon become a nightmare.
879	Because the low income community is growing due to the high rents, and the lack of housing. Add to that the minimum paid jobs, that cant catch up the high rents. Also the monthly bus pass is expensive. There has to be more availability for low income community. You as a company should have more available and open more grants, or easier for the disable people, because at this moment they need a letter from the doctor, and so many low income can't or don't have doctor. As a big company that you are, most of the time think in the tourism, instead of your own community.
880	Must follow federal law if not happy have the legislature change the laws, not the state alone.
881	We need to do better. Our freeways are clogged and alternatives are lacking. New technology and more transit are needed to improve this 1960s era system.
882	I work a city job but have no benefits and I am stagnating in my position. I also regularly travel between San Diego and Tijuana and the border is unjustifiably congested if these guards insist on inspecting cars and interrogating the populace why not just send them to secondary for questioning and inspection? As for congestion well the traffic throughout San Diego is getting worse.
883	Be smart.
884	As cities and the County develop Climate Action Plans, we need to address that transportation makes up a majority of our County's greenhouse gas emissions. The housing density needs to increase in the locations where there are a majority of the people and the jobs. Also, the public transit around these job hubs must be further developed. This way, we can lower the amount of vehicle miles traveled. We also need to increase transit accessibility in under-served communities that rely on public transportation.
885	Without a healthy climate, we all suffer. Without habitat restoration wildlife suffers. Having open border crossing encourages healthy communities and discourages prejudices based on nationality and skin color.
886	Because I believe those are the most important things moving forward.
887	I would love to take a train to work instead of sit it 45 minutes of horrible traffic. But right now, that just isn't an option.
888	I'm concerned with feeling that our upgrades are always two steps behind. I'm not willing to sacrifice local habitats and the environment to find a working solution though, especially with climate change concerns. I think improving public transportation and other commute solutions is going to be an important factor in addressing climate change in the long run, however.
889	Because there's no planet b.
890	Congestion is choking our lives and neighborhoods, we need smart growth that shifts mobility away from cars to an attractive public transport system.
891	I am a frequent border crosser.
892	Architecture design and transportation planning need to foster more innovation to allow healthy and affordable housing, reality of climate change and reality of more elders living alone.
893	It's getting worse!
894	We have too many living on the edge due to the high cost of living. Affordable housing will ease that burden, and hopefully reduce the homeless situation.
895	Because Youth need the opportunities to achieve their goal.
896	These three, well done, will support the others.
897	These 3 contribute to an overall healthier environment.
898	Smart growth is the most forward looking of the options and has most potential. Economic prosperity.
899	Healthy communities promote smart growth and economic prosperities. Its a holistic outlook.
900	If we spend our time planning for today, we'll end up with the congestion, smog, and economic disparities that are seen in LA.

Number	When it comes to planning our region's future, what is most important to you? Why?
901	Building more highways and incentives for SOV trips is not the answer. Please provide more options for biking, public transit, and transportation electrification and ride-sharing.
902	I moved from the east coast - we can do more in terms of smart public transportation. I'd love to see a network that accesses north county from south, or express buses from transit centers (it's a 15min drive from the CMR transit center to Fashion Valley, but it's a 1hr 11min bus ride to get there. There has to be a faster option - I'd use it.
903	Because smart growth will allow us to balance the density required to support our economy with the environmental stewardship we should keep in mind in all future projects.
904	Youth from low income communities need transit passes to help with mobility and environment.
905	Smart growth will take care of all other concerns. More transit, housing built near transit.
906	Because if we pass a climate tipping point, nothing else matters, we are cooked.
907	So our youth can get to jobs after school activities. Get to school. They can have the same opportunities.
908	There is too much traffic in San Diego and an efficient affordable public transportation system from north county to the airport would alleviate some of it.
909	Because its time to be more fair across the board. Why is it better in Northern San Diego than in Southern San Diego? Southern SD has more ridership yet it suffers more in the long run.
910	Traffic is growing and it's harder to get around. Air pollution is getting worse in our county as a result. We need more public transit routes for the daily commuter.
911	San Diego attracts a lot of new people every year and it has a good economy, as the focus is to make the best use of the land we have while making our communities more vibrant and easy to get around by active travel.
912	Rush hour commuting is terrible. It wastes time and is bad for the economy and the environment.
913	I think the transportation network in the county needs more routes and rails crisscrossing to minimize gridlock.
914	I've had a chance to visit many metropolitan areas in the past few years. San Diego is by far the worst when it comes to alternative means of transportation. The rail system is horrible. Busses are subject to congested and poorly maintained roads. Bike transportation is extremely risky. I just returned from a trip to DC and Arlington and noticed the vast multitude of terrific 2-way paved bike paths all over the city -- quite amazing for such a densely populated region.
915	I chose those 3 because they are more of the root cause than the other ones. We have a beautiful city and don't want to become the OC.
916	Because we SHARE the land with other creatures that have the right to live well too and we need to be mindful about it.
917	Seriously? Sitting in traffic is so annoying and benefits no one.
918	Climate change should be at the forefront of all the city's planning and development. Healthy communities are important for a healthy city and congestion relief because traffic decreases or quality of life in the region.
919	Congestion is terrible, but driving is still better than public transportation.
920	Growth without planning is not sustainable. Our country is already wealthy enough to execute high quality transportation for San Diego, we just lack the political will to levy taxes on higher incomes to pay for it.
921	These promote a solid foundation for a successful future.
922	Healthy communities are at the crux of the other concepts. Healthy communities are driven by smart growth, they aid in the protection of climate change and environmental concerns and habitat preservation, and they are driven by emerging technologies. Congestion relief leads to health-ier communities by getting cars off the road through increased alternative transportation options and fewer GHG emissions.
923	We need Trolleys up the 15 to relieve traffic. Smart growth (new housing developments) that doesn't overburden the current road network. All with the goal of reducing air pollution.
924	Seems to effect Linda Vista the most.
925	San Diego continues to grow in housing and as a consequence traffic and congestion. We used to be able to go places in San Diego that are now nearly impossible (such as December Nights, which we attempted this past year and gave up on).
926	Economic growth and opportunities to live and work.
927	We need to be as efficient as possible.

Number	When it comes to planning our region's future, what is most important to you? Why?
928	Get me to/from the airport!
929	Preserving and managing habitat is important to me because I enjoy fishing and want to continue doing so in a sustainable manner for the rest of my life. Managing growth and reducing congestion are important for those goals.
930	They're all important, but over growth and gutting communities seem to loom large as community issues.
931	Need to relieve traffic congestion by providing better and more access to public transportation such as expanding Trolley system to airport.
932	Priorities include ease of travel from Mexico and US to improve quality of life for those who live and work on both sides of the border and to also promote business and the economy on both sides of the border. Smart growth means thought is put into development. Thought towards what is best for our environment, citizens and our future. Congestion relief for the quality of life of our citizens for our work and personal lives so that less time is spent commuting and also for our air quality.
933	The impact to environment will not be as great as the impact to my happiness and stress if you get me out of traffic and to my destination faster than I could have in a car.
934	Traffic sucks & it's only getting worse.
935	Because every road available has major traffic congestion.
936	We need a lot more housing, but need to do it in a smart way.
937	To many housing units are going on without regard to access, and worsening the already bad commute. Often there is no choice but road commute, no bike or transit.
938	Key components such as healthy communities contribute to the success of any type of transportation plan.
939	Congestion Relief: because traffic is awful. There are times that I will refuse to go places because of the traffic involved. Emerging technology: because I feel this the only way forward. If future infrastructure is built with older technology, it will eventually have to be replaced with new technology. Might as built it with emerging tech to begin with. Climate and Environment: relieving congestion would help this in the long-term.
940	It is important to consider the health of the citizens and decreasing pollution and limiting climate change. Using technologies, either as telecommuting or to provide cleaner and more efficient transportation is necessary in planning for the future.
941	This region needs more fluidity in transit, and incorporation of complete neighborhoods.
942	Public transportation in the US is far behind much of the rest of the world. It would be used more if it was better.
943	City always needs economic growth and the environment needs protection-- especially now.
944	It is important to consider the environment and natural habitat in order to expand widely and sustainably.
945	If we have healthy communities, everything we do functions. Help.
946	If you plan for a future, plan for the best future - easy public travel with a mindfulness to preserve the planet.
947	Dock less bikes are great unless you do not have a cell phone to unlock the bike. The discovery bikes are great yet there are none east of the 805!!!
948	The cost of lost time and wellness effects everything. The more time people can save by commuting efficiently and incorporating recreation in their day, the better the individual, family and community.
949	There are too many cars on the road... it sucks sitting in traffic and light rail / Trolleys are way better then just buses because they are more reliable and predictable.
950	Traveling in our roads is very congested. We need to travel to have economic prosperity. Easy to get to business is the key. More clean railways or smart travel with guided vehicles.
951	Hi, I missed the meeting. I work till six Could the meetings be scheduled for people who work during the day, then have at least a 1/2 hr. to 1hr commute. Is SANDAG trying to exclude or include participation? SANDAG needs a reality check?
952	Smart growth considers all the other points. We can achieve all of them with a smart plan each moving forward at different times depending upon where the development is funded. Keeping all these points in mind is what makes San Diego unique. We CAN utilize all these points because there is so support for them in our diverse region. What we need is a leader that can keep the focused on the plan and not get swayed by personal incentives or project incentives that eliminate progress for another point.

Number	When it comes to planning our region's future, what is most important to you? Why?
953	Congestion relief; provide better quality of life for San Diegans, Healthy Communities; Early access for services for better quality of life; climate change: learning a better world for future generations, aging community: Alzheimer's disease being and public health issue how can we make a safer community.
954	There are so many people who live in areas with spotty public transportation including SD city North, and of Course SD North Inland and Coastal. If I want to visit City of SD for dinner or theater, or to visit friends- I can't get home before 11 or 12 most evenings. There are more trains going south at night than heading north. In addition it is horrible to try to get to and from the airport with the current system despite the shuttle and taxi lobbyists who must be doing something to block an issue that prevents people from finding a decent job- and companies who need labor from filling openings.
955	Our short term thinking is destroying our planet. Fossil fuel dependence has to go.
956	First and foremost, the climate must be healed and transportation needs to be climate friendly. Along with climate and the planet's health, the health of the people here is as important. Healthy communities are much more about health; it's a way of life that allows people to thrive. And no, I don't work for Kaiser. Every living thing is also interrelated and all habitat must be preserved to insure our survival.
957	We cannot add extra lanes to our freeways. My son has Kabuki Syndrome so he cannot drive. We have tried Paratransit, and Lift and neither of them are reliable. We live in Del Mar, and he goes to Miramar College. Using public transport it takes him 2 hours because NCTD and MTS don't work together. I feel we should expand on the elevated rail system you are building currently. It needs to go east along with 56, to the 15 and the other freeways that head east. If we can build the elevated train near the freeways, with parking structures near the freeways, and elevated trains, this could help relieve the congestion on the freeways. The buses aren't an option any more because of the traffic on the freeways.
958	I really care about the earth.
959	Travel is economic, health through less cars, keeping out environment healthy creates jobs clean beaches a must... most important.
960	Climate change is real and will have an effected on quality of the life and car regional economy. We can't fit it along, but should do our part to mitigate and reduce emissions. Smart growth will help with this on board the economy.
961	We need to take care of the environment, less contamination, energy efficient transportation.
962	We need to grow economically to continue to be America's finest city.
963	There are too many cars on the street and not enough public transportation available. One person driving large vehicle is not an effective use of space. Once self driving cars become mature, I believe it will greatly reduce congestion on the road.
964	We are behind in sustainable technology.
965	More mass transit More bus only lanes Increased frequency More rapid routes.
966	For those living in North County, having a Trolley the comes further north than the 8 would be great! Using the COASTER works sometimes, but options are so minimal.
967	I was born here. I don't want it to become another Orange County where vacant land has become house after house, and their freeways a nightmare.
968	Traffic needs to ease up and economic prosperity makes healthy communities. TJ and SD are essentially one city with a international border going between. Chicago, DC, and New York have great public transit and healthy economies. I want to see something like that in SD.
969	Our kids have to live here.
970	Traffic on the 5 and 805 are a nightmare you need to build more Lanes help the middle class get to and from work.
971	Need personal cars due to how spread out we are.
972	We only have one environment so we have to plan for smart growth. So far San Diego growth has not been smart and has caused exorbitant costs of living and a failing unsafe public transit system that isn't efficient and does not reach the core populations.
973	Traffic on the 5 is the worst especially going to Sorrento Valley or La Jolla.

Number	When it comes to planning our region's future, what is most important to you? Why?
974	Prosperity in the region is very uneven. Growth and prosperity should be toward the advantage of all to the greatest extent possible. Affordable housing, communities with greater density linked to transit - are sorely deficient. Homelessness here is an abomination and underscores poor leadership unwilling to make hard or unpopular decisions (despite the high CA and SD tax burden).
975	I don't want this region to turn into another congested Los Angeles Basin or San Francisco Bay Area. We have a chance to get ahead of that and plan it out.
976	Need to build sensible transportation to go with growing population.
977	Stop wasting money on the Trolley.
978	Preserving urban habitats and allowing access to them are about quality of life.
979	Our roads are a disaster. A 30 min drive is 1-1.5 hours.
980	Open spaces need to remain open.
981	Roads and freeways are getting more jammed during peek hours.
982	This is a town powered by technology and manufacturing jobs. Need to keep those jobs going and attract more companies to the area to keep the people here.
983	The traffic is horrible.
984	We need to be able to travel throughout the county without adding more cars to the already congested freeway. By allowing people to travel reliably via public transportation it can positively affect their economic prosperity.
985	Let the market decide what works, not bureaucrats.
986	I believe we need to be green and practical about the way we manage transport.
987	I want to be able to continue to live in San Diego and have a balanced life where I don't spend all of my time getting to work and working to afford the housing.
988	The congestion here is stifling. I've called this area Home since 1954, and the uncontrolled and unplanned growth has made this very undesirable. I'm personally looking forward to getting out of here once some m focal issues have been dealt with. Another issue is the cross border traffic, most specifically consisting of illegal immigrants. Until that problem is handled, we will continue to live in a dump. The transportation system here is one of the worst I've seen in traveling in both the US and other countries. Why is there no light rail system to the airport? This will continue to be an undesirable destination airport until travelers will have the ability to go from baggage claim direct to the light rail system. Another problem that must be addressed is the ridiculous and dangerous, for the residents and visitors, sanctuary city crap. Unless residents of the County really want to live in an unsafe place this must be addressed. Homelessness is yet another huge issue that must be addressed. The demands, unfunded, on health services, police/fire services, the visual blight that unknowing visitors will tell others about when they get home certainly will not be good for tourism. Likewise the health risks of homelessness precipitated upon residents and visitors alike is something that cannot be ignored.
989	If we solve the problem of congestion (too many cars), the rest of the items on the list will fall into place. Cars and the roads they need are holding us back.
990	Transmit that works to get cars off the road is critical to coming back from climate change. Also, in places I've lived where transit works well, it's a wholly better option than driving.
991	We need an actual public transportation network countywide. Busses and trains that only run at 6am and 6pm don't cut it. We have no choice but to drive.
992	I believe that these will bring about healthier communities and more equitable distribution of economic prosperity.
993	Because traffic is the first thing that I try to avoid in my life.
994	Quality of life and businesses suffer when traffic is not moving.
995	I believe these three values must be kept at the forefront of all discussions affecting transportation as they are in a daily lives whether we choose to take part in them or not. Our environment is becoming more and more vulnerable every day and we must cater to and consider the impact of it in every discussion concerning city planning, transportation, etc. People's socioeconomic status must always be considered in addition to the cost of living. Many times our transportation options do not consider those in financial constraints and they must be considered and kept at the beginning of and end of any planning.

Number	When it comes to planning our region's future, what is most important to you? Why?
996	It make sense that it could be environmentally friendly at the same time As using emerging technologies, having a faster and safer transportation system.
997	Our current suburban sprawl is unsustainable and bad for the environment. It causes clogged roads, air pollution, and strain on our resources. We need to grow smarter keeping in mind the environment and preserving San Diego's unique habitats.
998	The increased population threatens all 3 and San Diego seems slow to react. We need to look at higher-density, walkable neighborhood with increased mass transit support.
999	Too much reliance on freeways and the automobile.
1000	I-5 corridor during rush hour.
1001	I want to love in a thriving city with great transportation that is environmentally conscious.
1002	A well planned out and healthy population increases productivity and overall wellbeing of it's occupants.
1003	Congestion caused by cars on the highway is ridiculous. If there's more relief from congestion, via public transportation, there will be less cars emptying green house gasses into the atmosphere, which makes healthier communities and preserves habitats.
1004	Habitat preservation is important to maintaining ecological diversity. Congestion relief saves everyone time and improves our quality of life. Emerging technologies keep the San Diego regions competitive and hopefully make our area more energy efficient.
1005	They are the most lacking and impactful.
1006	Moving people without preserving the environment is paramount to a successful San Diego.
1007	Support a quality (not quantity) lifestyle.
1008	We must stop climate change. It's a moral obligation for humans to reverse course since we are responsible for it. To get there we need healthy, livable communities that prioritize walking, biking, transit over cars. We must also recognize our role as a unique, transnational mega-region. This is why crossborder travel is important.
1009	San Diego is among the best planned cities in the US with a great combination of habitats and development, it is worth preserving that character to keep it as a popular, international destination for tourism. Also, with more available mass transportation, the wear and tear on high maintenance infrastructure like roads can be reduced along with congestion.
1010	We need not to be known as a city with major traffic (ala LA, Bay Area, NYC, DC) so that our true beauty can shine!
1011	San Diego is a popular destination because of our unique resources. We need to preserve that while accommodating the needs of those who live here. Improved and expanded public transportation, like the Trolley, is going to be necessary unless we want to build elevated highways.
1012	Why what? Is this a question?
1013	As MTS expands it shows little care for relieving the traffic stresses it causes other and itself. The Taylor Street crossing is an example of this. The new Red Line will make this intersection utterly useless. The downtown Trolley lines should all be elevated.
1014	San Diego is getting larger. Need better public transit like Europe or Asia!
1015	First, quality of life. Nothing to be gained sitting in traffic. Second, environmental impact. Millions of tons of pollutants from idling engines.
1016	San Diego is built out, we need to improve our urban core transportation to allow more smart growth infill development. More rail for outlying areas to get people to our job centers.
1017	Why not?
1018	Because ask of you are 100% corrupt.
1019	Because congestion is frustrating and takes time away from our families.
1020	Decreasing traffic would pay huge dividends in economic growth, environmental protection, and quality of life.
1021	It is essential to the future of our region that we develop a regional plan that adequately addresses climate change and the natural environment, along with economic prosperity and public health.
1022	Sprawl isn't the answer, but traffic is terrible! Let's invest in some smarter modes of transportation.
1023	Because the I-5 is bumper to bumper almost any time of the day now.
1024	Infrastructure and the economy are the most important to the whole region.
1025	Highway 67 plan continues to make this artery more and more dangerous.

Number	When it comes to planning our region's future, what is most important to you? Why?
1026	Public transit is inefficient, slow, not safe, dirty and lack of coverage.
1027	Congestion relieve is critical to maintain quality of life and attract good companies and talent to San Diego. I would like to see an on-going focus to improving the movement of people while addressing our environmental impact while growing our region.
1028	I care about climate change but don't have many options other than driving a car when living and working in San Diego. I used to bike commute in New York and would happily do that here but there aren't as many options.
1029	No one likes to sit in traffic. Families with young children cannot rely on public transport. They need to collect children by specific times and leave work after specific times. Public transport is no good for that and carpooling is not an option. Also Electric vehicles are not innovative or less polluting over the lifespan of the vehicle, and seeing them fly by in carpool lanes while heavy polluters such as trucks sit still in traffic is absurd.
1030	As the city grows, traffic is only getting more inconvenient and burdensome. We need new infrastructure to allow the city to continue to grow.
1031	The 805 freeway is a daily nightmare that must be addressed. The city is capitalizing on the land in East Chula Vista and building another 80 plus city blocks of mixed use housing on the Millenia Development. If you think that the 805 is bad now, wait until the developers and city gets this built. Mass transit is not the immediate answer. 90 plus percent of the residents do not use mass transit so please don't bother with buses. We need to expand the 805, open the 125 without tolls, build and attract large corporate campuses so the highly employable folks don't have to drive to Downtown, La Jolla, Mission Valley, etc.
1032	I want clean planet for all.
1033	The local economy is dependent on the ongoing crossing of people back and forth and that is only going to get more congested. Healthy Communities because we want things that work well together and promote improvements in all areas.
1034	We must look at our Climate Action goals as a city and realize that infrastructure growth around transportation plays a critical role in moving us forward. Our city can and must lead the way as a Smart City and use our transportation networks to make our city more efficient and better for the environment.
1035	Make it easier for people to commute, helps people spend more time being productive instead of sitting on congested roads.
1036	Build new and widen existing freeways.
1037	If we have a healthy community, would be easier to have also the other concepts as well.
1038	A healthy environment and habit preservation benefits everyone.
1039	Because traffic is getting worse and our public transit systems are not up to par with other cities of our size. Also, it's not up to par with technology. There has been a huge lag with expanding the Trolley lines and creating bike pathways.
1040	Currently mats and the Trolley are inefficient and only serve about 1/3 of the population. For me to use mass transit I would have to get up at 3:30am to get on a bus by 4:30am to get to work by 6:30am. Not worth my time or money.
1041	Improve traffic flow.
1042	It takes me 10-15 minutes to drive the 1.5 miles to my corner grocery store because of all the lights. That's just ridiculous. This isn't downtown San Diego, it's Eastlake.
1043	With the Trolley expanding up to the UTC area I would hope that since so many people live in Chula Vista we could catch the Trolley in Eastlake and take it up to UTC. It would help so much.
1044	If we increase our population we need to keep up with roadway widening and building new roads.
1045	We need new mobility options that are sustainable and less car-dependent.
1046	More efficient/faster transit.
1047	People want to live here! More and more will come (and most of our children will stay if able ...) without smart strategies for growth and congestion relief, San Diego will continue to be more snarled -- one day we'll be LA.
1048	Reduce new space requirements and, simultaneously, reduce impacts on disadvantaged communities . Build for new transportation technology, not existing and somewhat archaic present.
1049	I don't like traffic jams or lines.
1050	I don't want to be run over on my bike.

Number	When it comes to planning our region's future, what is most important to you? Why?
1051	If you're always ahead of the curve and proactive instead of reactive. You might strike gold with something for the greater good. You guys might have an open door with this survey but we must have an open mind.
1052	Traffic is unbearable. Too many low paying service jobs. Too much sprawl, nothing but housing and traffic.
1053	To keep this city amazing. Find out what people like about it and make those aspects better. We like being able to get out of town quick. So don't spread the suburbs. Build up so buses and trains will make travel better.
1054	I care about the planet.
1055	I commute to work and I cross the border quite a bit. These are the issues I experience often.
1056	Stupid question. Pollution is bad for business. Not to mention there's no planet B.
1057	To avoid any more urban blight in our eastern area communities.
1058	Planning sustainably means planning for the long term, and it's the smart way to do it when people's health and life is at play.
1059	Transportation is the backbone of our community.
1060	Need clear to install it faster to get running i.e. high speed prepay buses with wi-fi and toilets.
1061	Because you don't know what's coming, so you need the protections of the natural river ecosystem. It is up to all watershed planners and managers to prevent anthropogenic extinctions.
1062	Economic because we are an expensive state/community. Smart growth because it makes easier for individuals to understand. Healthy because that's just important all around.
1063	They don't know how to ride.
1064	Healthy communities typically demonstrate increased economic outcomes - the healthier the communities, the better long term outcomes and community opportunities.
1065	To make the movement in our community more environmentally safety.
1066	I feel with an increase in economic prosperity we will allow more time to be spent specializing in some other areas mentioned.
1067	Smart growth is going to facilitate our lives. as for the healthy communities is the most important issue all of us has families and they want to raise his children in a s save and good place.
1068	Poor people need transportation too.
1069	These themes have the greatest chance to impact the area's future.
1070	Congestion is starting to become a huge problem in San Diego. More people are moving to the city every day, and the transportation systems have barely improved, if at all. Traffic is getting notably worse every year. I drive everywhere just because it is not practical at all to use public transit. It takes 1+ hours to get most places for me using the bus, and the nearest Trolley station is a 15-20 minute drive. We need a better public transit system, like more Trolley lines, to reduce congestion on the roads. Expanding the roads or adding HOV lanes is only a band-aid to the bigger issue of the city growth outpacing road expansion.
1071	We need better public transportation that allows our community members to thrive.
1072	I would have picked "healthy communities" also if I could have.
1073	Because if we kill our environment (and ourselves), it won't matter what our roadways look like. Our planet is our life so it's not a stretch to put it first.
1074	Climate change and general environmental degradation present an existential challenge to us. Nothing else matters if we have ecological collapse.
1075	More high density urban housing linked by mass transit is necessary.
1076	Sustainability is a long-term investment and needs to be embraced. Smart growth, climate planning, and healthy communities lead to balance of the triple bottom line.
1077	Comunidades saludables la obesidad esta ganando. Cambio climatico y el medio ambiente porque el futuro de nuestros hijos estan peligro. (Healty communities, fight obesity. Climate change for a better future for our children.)
1078	Because: 1 Health is very important to me 2 Climate change and the environment are also effect my health 3 Economic prosperity is important to our family for living well and helps our health also.
1079	Because all of the reasons above are good for our health community.
1080	Because they help for health.

Number	When it comes to planning our region's future, what is most important to you? Why?
1081	San Diego already prides itself as being a green-ish city. We can improve that image (and our actions) by providing easy means to get around town. This is good for traffic and the environment.
1082	Quality of life.
1083	I think it is important to grow communities in a thoughtful way that promotes the health of the community and avoids further congestion. Smart use of our resources and technologies to develop public transport are essential.
1084	Making it easy to get to work and school makes life easier for all.
1085	Make use of existing development. Infill rather than bulldoze new areas. Use freeway medians for rail service.
1086	Climate change is a serious threat to health and the economy.
1087	Without healthy communities you cannot have economic prosperity. And ignoring habitats and climate change, every thing else is futile.
1088	Relieve congestion will provide happier commuters. Smarter and more forward thinking will provide long term good solutions instead of outdated and useless solutions. Use the top tech to make it better.
1089	Traffic is the worst thing about living here, but public transportation is too slow and buses require exact change.
1090	Climate change is real and science supports it. This should be viewed as the number one threat to our society. On a community level, longer commute times and traffic congestion contribute to greater stress levels, increased risk for auto accidents, and less time devoted to living a quality life. These factor into a person's whole health. When planning for the future, we need to think of future generations. Not taking into consideration environmental impact, smart planning, and our community's health would illustrate a severe lack of foresight.
1091	To improve our quality of life throughout the region.
1092	Traffic is getting to the point of standstill, more Trolley routes needed.
1093	Congestion wastes everyone's time and adds to pollution with all the cars idling on the highway. There are numerous poorly planned interchanges that lead to a lot of congestion. i.e. 805,94,15 interchange and the 15 and 8 interchange.
1094	Too many stupid people driving something they know nothing about !!
1095	We need a healthy environment and personal health to lead a productive life.
1096	I think that economic prosperity directs me most as a working class male.
1097	Getting to the future by embracing outdated technology and gas emitting transportation just feels wrong.
1098	Hoping to have people able to live near their work, not the leapfrog development of the 90s.
1099	There are only going to be more people, we need more ability to transport this people.
1100	We need to grow smartly and not do so in a way that causes unnecessary harm to the environment.
1101	Why not? Can adding public transportation even be a bad thing?
1102	We need to keep the environment safe while also using the latest and greatest in technology so we do not fall behind. Also traffic is really bad during the rush 3 hours and that should stop.
1103	Traffic congestion in San Diego is ridiculous and we really should make more effort to get less cars on the road and more people on public transit.
1104	Traffic congestion is in efficiency and waste.
1105	Thinking about the future in a smart and planned way is fundamental.
1106	We have such a beautiful city. Why let it be ruined by more traffic and poor environmental planning.
1107	Smart sustainable growth has to be centered around environmentally friendly public transportation.
1108	Gentrification and high density housing ruins the quality of life in our communities. Smart growth retains the character of the community. Focus on transportation options to cars. North County Transit routes and times are ridiculous. Takes 3 hours to get 5-7 miles on many routes. Carlsbad has zero busses/routes to Legoland or on Alga/Aviara/College/ Palomar Airport Rd. (2 times a day doesn't count). Pathetic.
1109	Efficient cross-border commerce.
1110	The ability to effectively commute is key to economic prosperity and quality of life.
1111	I don't like cars. They cause both health-related and climate-related pollution, and they make us lazy. They are the biggest problem with our transportation system today, and we can only break our auto-dependence by promoting mixed use, urban infill, and transit-oriented development, and promoting walking and transit in their place (San Diego is a bit too hilly to expect the population to take up biking).
1112	Do better for everyone not just the one tha5 will profit monetarily form project.

Number	When it comes to planning our region's future, what is most important to you? Why?
1113	I would like communities to grow, but only with the proper infrastructure to support traffic. I also care about animals and the environment and want to preserve nature.
1114	All of the other choices are subjective and based on opinion. The transportation plan should be focused on getting people and goods from point A to point B in the fastest manner.
1115	I would like to check all because I do not think they compete.
1116	Access to jobs is critical to grow our community. Climate change is real.
1117	Concern about environment.
1118	Porque ocupamos mucho apoyo y que escuchen nuestras necesidades. (We need help and for you to listen to our needs.)
1119	Because there is no Planet B.
1120	Providing transportation to work and school, especially for the poor, is essential to keeping our communities healthy. Longer commutes bring stress, depression, and smog.
1121	If communities are planned efficiently, people will be able to conveniently take mass transit.
1122	Because we're not building housing for the bottom 50% of our economy and we're pricing them out of town. Mass transit should be so ubiquitous that having to drive to work should be an inconvenience.
1123	I have small children. I will be driving them to school, and myself to work for many years. Traffic relief is my top priority.
1124	Traffic is bad and climate change is real. We only get one planet, therefore we need to be the best caretakers possible. I live in Scripps Ranch and work in La Jolla. I would take the bus to work if it did not take 2x as longer as it would if driving. A Trolley connecting UTC and Santee would be nice, too. Providing more, efficient mass transit options seems to me the best approach.
1125	We need more and better roads to relieve congestion. We need more lanes on east/west freeways including 78 and 56. We also need better city streets.
1126	Because they are affordable.
1127	Development will naturally increase and our City and urban parks and regional open spaces need to be preserved and expanded to maintain and provide the quality of life for that naturally increasing development/population/employment demands. With increasing growth parks and open spaces become more critical.
1128	Having people closer to their jobs in livable communities is healthier for people, including less long commutes in 1-person cars, & more varied business close to home.
1129	The smart way to ease traffic congestion in a city like San Diego with great weather is more bike paths and metros that you can take bikes on.
1130	We need to handle urban growth better, and keep traffic moving. Peoples' priority is to get around San Diego easily, quickly, and efficiently!
1131	We will not survive climate change if we do not do something now. We won't survive the food chain if it's broken and we won't survive unless we have healthy communities.
1132	We need to utilize technology to the greatest extent possible so we're not behind the rest of the country - Especially with regard to congestion management.
1133	Need to plan for car and traffic congestion to alleviate drive times. Also need to enforce slow left lane driving laws more severely.
1134	If it goes nowhere that its needed then its not needed.
1135	Yes.
1136	Current public transportation and private car commutes take too long.
1137	Growth in the San Diego region is dependent on the ability for people and goods to move through and within the region with ease.
1138	To make travel more efficient.
1139	Sitting in traffic waste lives.
1140	Traffic congestion stifles economic growth. Climate and environmental issues are lowest priority.
1141	Smart communities with mass transit. More Trolley lines to free up congestion. More convenient access.
1142	Housing first.

Number	When it comes to planning our region's future, what is most important to you? Why?
1143	Growing up in SD watching every freeway become a parking lot by 3:30pm. We just got back from Europe and wondered why we don't have better transport above and below ground.
1144	Growth at the expense of habitat destruction will make communities unlivable, increase congestion and increase health issues like air quality. We need to find a balance with growth and sustainability.
1145	There are heavily populated areas and there are heavy working areas and we need to connect them smartly with consideration of housing and pollution.
1146	It seems that more and more cars are on our highways and the congestion is getting worse.
1147	Especially with the current political climate nationally, it is critical that San Diego takes care to guard against the impact of climate change and take every opportunity to protect our environment.
1148	Urban sprawl has resulted in overburdened roads.
1149	I feel healthy communities should be available to everyone. I live in an area that does not have a healthy food market nearby and am forced to travel far to find good affordable healthy food for my family. I also think smart growth is important because it's all about placing people where more options are provided and better connections to work, recreation, and an active lifestyle. I know that with more housing, more people will need to get around town and emerging technologies should be taken advantage of especially for first mile/last mile trips and to reduce green house gases and improve the environment.
1150	Redwood Village is a nice community with access to Chollas Lake. I would like to see it continue to be nice and as safe and healthy as possible.
1151	At the regional planning level, long-term issues like climate change and habitat should be the primary focus. The other items on this list, including the use of technology, healthy communities, and prosperity will naturally follow if we properly focus on sustainable infrastructure. Also, since I believe future communities will be centered on cities rather than national borders, encouraging as much cross-border travel and cooperation as possible will put San Diego in a leading position to prosper.
1152	Our area continues to have an increase in cars, most with only one occupant, on our freeways. This leads to greater pollution, noise, and congestion. The pollution from ICE vehicles is a large contributor to climate change which may affect our weather, etc.
1153	The three items I selected have many downstream impacts. If handled property, they can have positive impacts across many other categories.
1154	Need better transportation more Trolley routes a Trolley route to the airport.
1155	Would like to see the value of the neighborhoods continue to increase. Healthy communities is a priority and should be due to the value and contribution to economic growth. Congestion is an issue anywhere, and any relief is needed.
1156	Habitat preservation is a priority. Wildlife needs a place to exist, and we too readily destroy ecosystems. Congestion relief: Less time spent sitting in traffic = less fuel emissions and less economic and environmental impact. Smart growth: Stop giving developers a green light to destroy habitats and communities with mega-construction of homes that most people can't afford.
1157	I care about these topics because if we have an economy that helps me thrive and I can live in a place I feel safe and secure filled with opportunities than that turns back to having a sustainable city.
1158	The apparent mid-long term challenges for the San Diego region would appear to be: Start on protection of infrastructure and economy from projected sea level rise and future energy/water scarcity and planning for large earthquake damage remediation.
1159	Use funds for development in a effective manner.

Number	When it comes to planning our region's future, what is most important to you? Why?
1160	I have lived in this specific community for over 30 years and am watching the road maintenance deteriorate significantly. Sidewalks, weeds, pot holes, patches in streets that fall out within a season.....all have continued to be problems. When crews do come in to do repairs, they start an area, fail to finish in a timely manner or move on to start another area before finishing what they are working on, and leave traffic patterns in a mess! Building around SDSU has not included wise planning for traffic patterns or even future congestion. Trying to get down College Ave. for an emergency run to Alvarado Hospital is impossible. The Montezuma westbound section from Collwood needs serious work. There is a bike lane with too few poles to keep motorists from crashing into bike riders on the north side and cars in the south side of the two lane westbound leg force their way into the north side lane when they want to get onto the Fairmont ramp, causing numerous auto wrecks. They do NOT adhere to the signage stating that the north side lane next to the bike lane is the only one that is to enter Fairmont , heading to the freeway. It is a game by motorists coming from Collwood to see how many in that inside turn lane can speed around and force their way into off-ramp traffic before they encounter the poles preventing that. Poles should be extended farther east on Montezuma to prohibit that from happening. I have complained about it since Redwood Village was in District 7. The problem has gotten WORSE with time and growing "entitlement mentality." Retraining the population that regularly does that is now probably impossible. Widening into 2 lanes onto Fairmont would probably cost a lot, require tree removal, and hillside erosion management. I can't imagine what the solution would be....check the accident reports and you can see how often cars have altercations there.
1161	Economic prosperity will help all residents in the county. Effective use of emerging technologies can lead to great gains in smart growth and efficiency. However, none of this can happen if our climate changes so much San Diego become unlivable.
1162	We can't just stop growing, literally and economically.
1163	San Diego is becoming like LA with the traffic problems. We need to get cars off the roads and reduce commute times for those need to drive. A combination or smarter planning, affordable housing closer to business centers, and more public transit options are needed.
1164	Preserving and treasuring what we have is more important than aspiring to grow into a polluted and inconsiderate city.
1165	Congestion is killing productivity and negatively impacting quality of life. More than 800k people travel the 3 prime north/south corridors daily and the plan includes ZERO GP lanes. Investments in transit and multimodal solutions, while they may improve quality of life, will make zero impact on congestion relief.
1166	Because the freeways are already too crowded at rush hour.
1167	San Diego's green spaces distinguish it from LA. We don't want a concrete jungle, we need the environment for our quality of life.
1168	Because by working now on these issues, we prevent further harm to the environment. If we neglect these issues, we can't turn back time. Taking the lead now makes the difference for us and for future generations.
1169	Keeping people able to move easily without pressure to own and drive a car will help environment, raise QOL, and boost economic growth.
1170	We need to focus on our residents first, then tackle other issues such as the environment.
1171	Para mi estamos creciendo mucho y el crecimiento tambien nos hace que nosotros tenemos que cambiar cada dia. (I think we are growing too much. This growth also makes us change our daily routines)
1172	There is water conservation and yet building permits are continuing to be issued. I would like to see permits only for replacement of existing structures or development of vacant lots per zoning.
1173	La salud es un tema que impacta fuertemente a la calidad de vida. El vivir en un entorno saludable permite que hava mas posibilidad de poder envejecer en plenitud. (Health is a topic that impacts strongly the quality of life. Living in a healthy environment allows the possilibity of fully aging)
1174	Growth of San Diego.
1175	Believe it or not, America's "finest city" has Los Angeles style gridlock. Light rail/Trolley system needs to be built out further with a line going directly to the airport.
1176	Need more access to jobs, school, shopping, etc. for those without vehicles.

Number	When it comes to planning our region's future, what is most important to you? Why?
1177	Need better planning.
1178	La salud incide directamente en la calidad de vida de los distinos y diferentes seres vivos que comportimos el entorno urbano. (Health incides directly on the quality of life of diverse human beings that share in the urban environment.)
1179	Movilizacion transfronteriza si los carros se mueven rapido habra menos smog, contaminacion. (Transborder mobility, if vehicles move faster it reduces smog pollution)
1180	The Trolley needs to go faster and more people need to ride it so that we can save our ozone layer.
1181	We need a region that allows its people to get around our widely spaced communities without costing the earth.
1182	It's important that we preserve our wildlife but it is more important to keep our communities healthy no matter what the economic status of the people might be.
1183	I enjoy living in San Diego because of the natural areas. Their protection is of highest importance. Living sustainably should be the only option available and the guiding principle in planning for the future.
1184	Commuting on the 805, 5, or 15 is very difficult. Rush hour lasts way too long. The environment must be top priority, because if it becomes uninhabitable, our plans are moot!
1185	I don't want to see anymore habitat paved over. We need to solve the problem in a way other than more and more single cars and more and more freeway lanes.
1186	Expanding freeways just causes induced demand. Need to look at other options like a subway system. Need to preserve remaining rural areas by not connecting them to highways.
1187	It's important that we preserve the diverse environment that makes San Diego special while encouraging better planning for residential and business.
1188	You can use emerging technologies to reduce the congestion and increase the areas economic prosperity. it should not take me 1-1.5 hours to go 20 miles during rush hour traffic or if I use mass transit (bus & Trolley) 1 hour to go from city college to Otay Mesa during non peak periods.
1189	More congestion = more pollution. Cars not getting to where they need to be quick keeps cars on idle longer creating more pollution.
1190	Bad people use public transportation to move about the city. It's a problem that needs to be dealt with.
1191	I think San Diego's public transit is a hassle to use, but things cannot continue as they are on the crowded roads and highways without reaching a critical mass before long.
1192	Why? just go for a drive.
1193	Because it's the smart thing to do.
1194	We need more growth to fix infrastructure.
1195	Traffic sucks. We need better public transport.
1196	San Diego's prosperity lies in the future of where it stands climate and environmentally wise for our children.
1197	Like the idea in being on time rather than being late do to traffic issues.
1198	We need to improve our communities infrastructure. This will help our neighborhoods be healthier, and help bring in new business, improving our economy. We need smart development. Putting in an indoor skydiving business 1 block from our biggest homeless shelter was not smart.
1199	I want San Diego to get off of oil, maximize solar and other clean technologies. I want San Diego to have extensive bike trails too.
1200	Why what? (Laziest survey q ever) Need to build closer communities with more activities to get people outside and off drugs. We need to have more access to and better, clean, cheap (subsidized) public transportation. We need to protect the environment for clean air and beaches, habitats for animals, birds, fish, bees.
1201	There is no park that is within walking distance nor reasonable distance with a car. I would like to take my children to the park and exercise but there is none near me. Moreover, many of the shopping centers on University Ave need serious rehab and updating. Safety is also a concern. We have had an influx of home burglaries and car break-ins. We need more lighting The installation of electric vehicle charging would also be nice to have. I would also like to see our community come together to have space to host our neighborhood farmers market.
1202	We need more public transportation. The population will continue to grow, we need to accommodate for that by reducing the number of cars on the road.

Number	When it comes to planning our region's future, what is most important to you? Why?
1203	Easy access to convenient mass transit improves our air quality and traffic, and improves access to services, education, and entertainment for people who can't afford cars.
1204	Need to reduce pollution from vehicles.
1205	Traffic is the number one transportation problem we have in San Diego County.
1206	I have long commutes, and would like to see some projects implemented to decrease traffic congestion. In general, I think we should invest in better systems of public transportation so people do not have to rely so much on cars.
1207	I need the flexibility on private transportation affords.
1208	Saving money, savings earths resources and treating them kindly through our explosive growth continues to give us a beautiful place to call home.
1209	The environment is most important to protect, and I hate how congested San Diego is. It's getting to the point of Los Angeles where you can't even drive anywhere because of the horrible traffic for eight hours a day.
1210	We need better public transit. Trolleys should have been your priority not rapid bus.
1211	Because it matters.
1212	Saving the environment, reducing greenhouse gas emissions and improved public transportation are all linked.
1213	Congestion relief is #1. I would ride more often if there was increased routes and times.
1214	We need to control the influx of people in vehicles coming into the U.S. for work from Mexico. The impact it has on freeway congestion and the environment is substantial. People should not be able to commute daily to work in the U.S. and live in Mexico where they spend the money they make in the U.S.
1215	Commuting is a soul destroying experience on a daily basis. The problem is at both ends of the commute. Sprawling communities and few central, walkable business and employment centers And BTW, in case you don't ask later, I think the South Bay express bus is a weak substitution for the Trolley. That was what residents were told was planned for the area. The work being done is not only disruptive, I don't think it will result in the ridership to justify. Questions I posed to local politicians asking for specific data were brushed off. I was referred to SANDAG which is woefully short on specifics of ridership plans demos destinations and more. Which brings me to SANDAG... A bunch off too powerful, overpaid cronies Next question?
1216	Adapting to climate change and healthy communities are inextricable. I'd love to travel more to Mexico because it's amazing to be in a binational region.
1217	By improving the commute times it will help our environment by not having idling vehicles.
1218	Para mejor movilidad. (For better mobility.)
1219	Too easy to drive or use Uber when take 90-120 minutes to go 15 miles as is typical now even week days.
1220	With our growing population we need to find ways to allow growth but in a sustainable and low impact way.
1221	This is what I believe makes a good community.
1222	It's the only way.
1223	Saving the planet is important to everyone everywhere. Solar, electric, wind power and public transportation will all help America do it's part. We really need to help Mexico with it's sanitation problem also, because it is our Ocean too.
1224	San Diego's climate and natural habitats make our city unique, distinguishing it from all other cities in the U.S., if not the world. Smart growth presumably entails or improves all other listed concepts.
1225	We must embrace growth and future tech to prosper. Restrictive policies will continue to fuel the decline of out local standard of living. No society in human history has ever been able to restrict their way to a high quality of life. If we're smart we can create a place that's great of everyone and everything. It's not a zero sum game.
1226	The region needs more expansive transportation infrastructure that is more convenient to use.

Number	When it comes to planning our region's future, what is most important to you? Why?
1227	1) Climate change. Unless the world drastically reduces CO2 output, much of San Diego will be under water. San Diego's biggest source of CO2 is cars. I believe SANDAG has a huge roll to play in reorienting our transportation land use around walking and transit. 2) Health. Top cause of death from 5-25 is cars. Till age 55 cars deaths are only 2nd to opioids. Further, a large contributing factor to obesity and loss of mobility in elderly is the lack of walking in car lifestyle. And too pile on, cars in San Diego are the primary source of smog which shortens life expectancy and causes asthma. Land use and transportation decisions have a major impact on public health. I hope SANDAG continues to take that into account. 3) Prosperity. While San Diego has done very well from a jobs perspective, it is seriously lacking in housing. Even with a good job, most of our money goes right back out in rent. When something takes more of my I income than federal, state, and local taxes combine, I consider it a big deal. We've built out as far as we can. I hope SANDAG does what it can to allow more housing to be built up. (Got carried away writing and realized I was way off topic. Sorry) I think this issue needs to be attached from all sides. Deregulating to allow housing to go up faster and building more rent controlled housing. The more market rate housing built for the wealthy, the less they compete with the middle income for existing housing. The more rent controlled housing, the less people squeezed into homelessness. I know much of this is in the hands of the feds, state, and local cities, but to the extent that SANDAG is able this is what I hope you encourage. Allowing very small units. Allowing developers to decide how much parking. Parking is expensive. If it comes down to storing cars verses housing people, we should allow people to win. Allow greater FAR. Consider the old neighborhoods in Paris are some of the most dense neighborhoods in Europe and are almost exclusively made of six floor buildings which take up the whole lot. While architects love tall skinny towers, we should bear in mind tall buildings are more expensive per square ft. Fast permitting is it course crucial. If that involves hiring more inspectors or reducing the number of requirements for permitting, so be it.
1228	Traffic is a serious problem.
1229	Public transport and safe biking.
1230	Some of the things listed above are meaningless buzzwords. The rest are beyond SANDAG's capacity to deliver.
1231	Reducing green house gasses critical.
1232	Is very important to maintain our populations healthy because whit out a healthy population nothing can't be achieved. We can maintain populations healthy by caring for the environment. Using smart technology in all aspects of development can be of great benefit to all living things.
1233	Climate change is an urgent issue that San Diego has committed to addressing in the Climate Action Plan. Without much-needed support and facilitation of achieving these goals by SANDAG, they will be difficult to achieve. San Diego's remaining wildlife habitat is a precious resource, especially given San Diego's outstanding position as the most biodiverse county in the country, but also in supporting recreational interests of growing numbers of San Diego County residents. Smart growth is instrumental to achieving both climate action goals and preserving habitat for wildlife.
1234	Congestion control is important to stable economic growth for the region.
1235	Commuter traffic is getting more horrible every year.
1236	San Diego will continue to grow, further sprawl disperses issues and will eventually lead to escalation. Smart growth is the key to mitigating issues across all stakeholders.
1237	I am very fond of protecting our environment. I am happy to see us developing as a community, but we should do it in a smart way. We should preserve habitats, increase public transport which would lead to less congestion and a cleaner way of transport, and build on what is already existing to prevent habitat loss.
1238	Immigration is destroying our culture and way of life. Concentrate on improving or highway systems.
1239	I recognize the utility of cars, but I would like to see real effort (i.e. 5-10% of budget) devoted to active transportation (biking and walking). Car commuting comes with enormous social costs and yet we continue to support it at levels that make alternatives difficult. Car commuting accounts for serious noise pollution, air pollution (increasing rates of cancer, asthma, and heart disease), and CO2 emissions. Nearly half of southern Californians live within 500 feet of freeways, where regulators say homes and schools should not be built. Car accidents kill ~33,000 Americans and cause ~$1 trillion in damages every year. Roads and parking take up loads of public space.
1240	So three is a need for the services and being fiscal responsible.

Number	When it comes to planning our region's future, what is most important to you? Why?
1241	We need to reduce traffic congestion.
1242	Its expensive now.
1243	For the regional economy is important to have fluid cross order transportation, including the congested freeways that lead up to it.
1244	Because traffic is getting worse in SD year by year.
1245	Reliance on automobiles needs to be reduced if we are to save ourselves from a radical change in San Diego's fantastic climate. People need to get from one place to another but that can be done in more efficient ways.
1246	Traffic is an ever growing problem in the world and especially Southern California. It can be mitigated by carpooling and high quality, affordable public transit. If San Diego were to have a fast and efficient train or rail system to help commuters between both popular commercial areas (North Park, Downtown, Pacific Beach, La Jolla, Fashion Valley, etc.) AND residential areas, that would help reduce traffic and the depends on cars.
1247	Communities are the heart of a city and by beginning there you spur growth in other key areas.
1248	San Diego is building housing at a great clip. It affects travel, water use, parking, and resources. We need to make sure the right type of housing is being built.
1249	An investment in infrastructure is an investment into the future of our community. Wherever and whenever possible we should invest in a way that will protect the future of our community from the treats of pollution and environmental degradation, and encourage the development of alternative, low environmentally-impacting means of transportation. Although they may not be popular for other reasons, the recent deployment of rideshare bikes and their quick adoption has demonstrated the community's willingness to ride bicycles when it is available. However, others - including myself - are hesitant to ride bicycles on our streets because our streets do not adequately protects bicyclists from motorists.
1250	As California's population swells to nearly 40 million, San Diego must keep up with this growth by investing in our public transit's infrastructure. The Trolley, buses, and shuttles to stations have to the main focus.
1251	Priority should be to preserve what little natural habitat remains here, and to deal with effects of climate change, while doing whatever possible to avoid gridlock that wrecks our quality of life and our regional economy.
1252	Climate change at some point with touch everything we do. Healthy communities allow folks the ability to work and liver in a safe environment without fear of catastrophic illness and /or violence; healthy growth with affordable housing for all who need it.
1253	Widening highways doesn't help and uses up property. We need a transit system that doesn't use existing hi ways and goes where we need to go (especially the Airport!).
1254	Congestion from new houses in north county is getting. Really bad.
1255	Most important topics because they effect every one no matter where you are in the world. We should focus on those matters because they would make an impact overall, environmentally.
1256	San Diego is rapidly growing and it's already congested. We need short and long term solutions.
1257	To get from Escondido to downtown San Diego via rail, I must drive to the SPRINTER station take that to Oceanside transit Center, take the COASTER to Santa Fe station. An hour and a half minimum. Why not a Trolley from Qualcomm to Escondido transit center?
1258	Traffic is horrible during rush hour, neighborhoods where condos/apartments/mixed used buildings are being packed into every spare space need to consider the impact of that many more humans driving cars, using resources. Natural habitats, like canyons need to be preserved and protected for wildlife.
1259	Smart Growth - we should be up zoning areas where people work to reduce need for long commutes Climate Change - our region is more polluted than most realize. We need to get cars off the road to lessen our carbon footprint. This entails halting the widening of freeways, which is so devastating to environment. Healthy communities - to me, means diverse communities with people who are thriving. Personally, I cannot afford to live close to work (downtown), so I live almost in East County where I can afford and can't get around reasonably without a car. Transportation and zoning can help San Diego tremendously.
1260	Safe time More jobs make happy families, reduce stress and bring the communities to the upper living level from there will have healthy communities Smart growth for the future generation and better future in general.
1261	Climate change will soon overwhelm our ability to mitigate its impact. We need to stop depending in fossil fuel vehicles to move us around...for our health, economic prosperity, and general vitality of the area.

Number	When it comes to planning our region's future, what is most important to you? Why?
1262	We need mass transit, please. No more roads.
1263	This city has so many opportunities to be a world class leader in every aspect, but City Hall always makes terrible decisions.
1264	Because we need our children to have a place to play.
1265	The importance of our infrastructure to rely less on a car and an increase mode of public transportation. This would allow for economic prosperity, especially low income individuals who may not own a personal vehicle.
1266	Better transportation without needing a car. Works in European cities.
1267	If we have smart growth, healthy communities and a clean environment, people and companies will want to relocate here, which will bring prosperity. Just look at the places in the US where they didn't take care of their environment and allowed companies to pollute indiscriminately, nobody wants to live there.
1268	It is critical to optimize our transportation system to handle current status. However, we know that growth will continue and it is imperative to handle that growth in the most sustainable manner.
1269	For long-term health and satisfaction of our communities and citizens, the environment and health are critical.
1270	Air pollution (health), congestion and climate change affect everyone, or will affect everyone in the future.
1271	The environment is most important to me. Everything else we can go back and fix, but once the environment is gone, it's gone forever.
1272	We need smart growth and plan for open spaces & road improvements to handle the volume.
1273	During 2016 Election, Ballot Measure A failure was a signal HOW POOR the SANDAG economic models for forecasting future revenue were, and the shortfall of $20 billion was caused by those mistakes. To say those mistakes won't be repeated again is an understatement of stakeholder sentiment in San Diego, that caused gross $ mistakes that San Diego CANNOT afford. Stakeholders were burned, and don't forget arrogance and finger pointing by SANDAG who evades responsibility in media.
1274	San Diego's best assets are our natural ones: our oceans, trails, canyons, and even forests. People come to San Diego to visit or to live here because of our natural beauty so we should do everything we can to preserve it!
1275	You can't have economic prosperity if the environment is trashed. Federal government under Trump is going backwards on protecting climate, clean air, clean water safeguards, endangered species and improving energy efficiency. San Diego County's biodiversity is a treasure that must be protected.
1276	A robust public transit system is crucial to the long term economic prosperity, as San Diego's failure to place as a finalist for Amazon HQ2 clearly demonstrates. Continuing to widen freeways, even with HOV lanes, is unsustainable both environmentally and in terms of congestion relief. Congestion relief is only possible with demand-based pricing. Transit, biking/walking infrastructure and smart land use decisions are the bets ways to manage population growth.
1277	We're drowning in traffic and density increased with lousy and slow transit. Without significant transit network improvements with dedicated lanes there's no way out.
1278	Using the most advanced technology is less important than ensuring that existing technologies are well-maintained and effectively utilized.
1279	Ultimately, we live in an environment that is harmful. We need to seek alternatives to fossil fuels. To continue to do city planning based on the opinions of a very insistent community which wants no growth in their back yard is inconsistent on what is better for humanity.
1280	Why what? Why congestion relief? If you are planning on the city getting smaller in the next 30 years that is not going to happen. I believe the Trolley is our current best bet on reducing trips. The bus system is pretty much a colossal waste of money for most routes. I mean very seldom do I see a bus with more than 3 riders on them. I would be willing to wager that you could get current bus riders around in taxi's far less expensive then the current bus system. The bus is just not prudent in our sprawling metropolitan area with the exception of a few busy routes downtown and such.
1281	Easy to access for all persons in San Diego County while economizing on space and resources.
1282	The health of a community is an indicator of overall wellness. Heath is correlated to every other indicator.
1283	Public Transportation exists to improve the density of the city and make living outside the city center affordable and less of a hassle.

Number	When it comes to planning our region's future, what is most important to you? Why?
1284	We cannot afford to continue building sprawled after sprawled suburban development until there's no more room. We need to make good use of the space that we already have and provide access to housing for people across lower income brackets to stimulate economic development.
1285	I live in Oceanside and I would love to be able to take a train to Poway for work but it's not possible. We need to connect all of our cities together.
1286	Without jobs higher level paying people can not get out of poverty.
1287	Mass transit stinks from north country to La Jolla . Traffic is terrible. New Trolley expansion doesn't even connect to Sorrento Valley. Why?
1288	SANDAG's Survey for public input is online now through May 10th: http://www.sdforward.com/vision-goals/community-input Comments consistent with PBPG past positions would include: INCLUDE connections from transit stations as part of station design. Do not leave them to local jurisdictions to have to complete later. A transit station designed without pedestrian connections becomes a problem that creates more traffic instead of a solution for smarter, denser housing.
1289	Any and all alternatives/options that could relieve should be considered to relieve.
1290	San Diego is quickly becoming overpopulated. Traffic congestion needs to be relieved however possible to help the flow of people.
1291	Ideally, people live play and work in the same area. ideally, all the resources they need are short walk, bike, drive or board away (pharmacy, groceries, hardware, gas, parks, dog park, skatepark, farmer's market, galleries, theatres, electronics, barber, dry cleaning, nursery, etc.). but if they must drive there are out to be sensible transportation with a number of different methods to get there mass transit, bike, rideshare, Trolley, bullet train, gondola whatever.
1292	The freeways are way too crowded and commute time is getting ridiculous. We should preserve our natural San Diego beauty. Economic growth for individuals and communities is imperative as prices increase.
1293	SD is getting so crowded not only for people but for wildlife... it is necessary to preserve the beauty of SD and its nature as well as streamlining our transit with more mass transit!!!
1294	Less traffic leads to healthy San Diegans. But we must preserve the habitats that make San Diego so beautiful. It's one big reason why people move here. Access to the beauty. And we humans must do a better job taking care of our planet.
1295	Because we need growth in transportation options that utilize technology that will lead to more economic growth and prosperity.
1296	It's a pain to get back to San Diego from Mexico. Traffic is horrible and there should be trains to every neighborhood in SD plus different trains to different regions of LA.
1297	The environment needs to be protected.
1298	Sea level rise and climate change are directly related to the transportation choices we make. We need to move away from singular transportation modes like cars to fast high efficient transportation.
1299	1) Without economic prosperity, the various tax-disbursing entities (county local regional) can't collect enough money to do what I and its residents vote and lobby them for to spend MY tax dollars on. 2) Without congestion relief, I cannot get to my job event family or volunteer work without spending excessive amounts of time in my car, unless said job event family or volunteer work does not coincide with the longer "rush hours" happening all around the county and on local streets. I need to use my personal vehicle because hey I cannot take two 100-lb dogs with me on a bicycle. Or wait and wait and wait for a bus that has not become a hostel on wheels for homeless people who potentially carry Hepatitis. Or transport my elderly parent to an appt. However: to provide congestion relief it is important to me that you focus on making roads for cars, not bicycles. Cyclists don't commute, they exercise on the weekend. And that you make car lanes for single occupants, unless you wish to make HOV open to car + DOG combinations.... 3) Without habitat preservation, I and all residents cannot enjoy nature. Without nature, there is only noise bright lights and other people. In which case.... why the hell continue to live here?
1300	Long commute times affect physical and mental health as well as productivity and quality of life. Auto congestion still needs to be addressed given new cleaner technologies will help with GHG.

Number	When it comes to planning our region's future, what is most important to you? Why?
1301	We're going to live here for a while, we should be responsible and see to it that development is good for the people---the actual people, not just the people in powerful positions---and the environment around us.
1302	Rising tides will make everything else unimportant.
1303	Include connections from transit stations as part of station design. Do not leave them to local jurisdictions to have to complete later. A transit station design without pedestrian connections becomes a problem that creates more traffic instead of a solution for smarter, denser housing.
1304	I bike and use an electric car, both because they are green solutions. I am interested in safe bike lanes.
1305	Because congestion used to only be in the summertime but now is all year round. In north county especially. Also there is a ton of development and it needs to be done with the consideration of our beautiful habitats that we also are able to enjoy. More development means more people meaning more congestion.
1306	I want my life to be great and for that I need a good community and my place of residency to be good.
1307	I'm born as raised in San Diego. I support expanding the metro and alternative modes of transportation. Environmental awareness is of high value.
1308	Because climate change will literally force us to make cities different than how they are right now. We should focus on clean energy and transportation.
1309	Less cars on the road could lead to less smog in the air.
1310	I think that border communities will continue to become increasingly intertwined economically and culturally. Planning for this growth in a way that protects our natural habitats and residents is vital.
1311	Mass transit to help ease congestion.
1312	We have a unique community of bird and animal life because of our many canyons. Want to see this special feature preserved.
1313	The traffic is getting worse.
1314	Trans border access will help both side of the border promoting peaceful relations and economic benefits for both sides as well as beneficial cultural exchange. Smart growth allows forward thinking technologies to be used in increasing the quality of life for all and improving the access to everyone, not just the privileged. The more that are included, the greater the impact. Using the latest technologies may have a higher up front cost but has a longer useable life and a more universal appeal which attracts outside investment and attention.
1315	The environment is important to me and should be protected from future development. Also I am not a fan of the traffic congestion currently in San Diego.
1316	We need to rethink how communities are planned as self-driving fleet card will dominate transportation and virtual/remote working becomes the norm.
1317	Congestion traffic and useless bike Lanes create a mess for San Diego is commute to work.
1318	Traffic is at a tipping point. If it gets any worse it will be intolerable. And the powers that be show absolutely no creativity in making improvements. There are obvious bottlenecks that could be alleviated with better signal timing and a bit of traffic control.
1319	Frequently get into heavy traffic on highway 56.
1320	Drive Hwy 15 am and pm. Even with the HOV lane it is a Parking Lot by 3:30 and we continue to build more homes. This is not smart growth. You can not even get on Hwy 78 to the East or West and make it to the other end under an hour am and pm. We need roads, people are not taking the bus, just look at the near empty park and rides. Before we build more, we need roads and bridges, schools are overloaded, California, San Diego needs a better plan of action.
1321	We need for heavy rail infrastructure.
1322	San Diego has the perfect weather for cycling. Even electric bikes. Such a shame people are so attached to their cars.
1323	To have any hope at having a city that can sustain itself, San Diego needs to get away from relying on cars for anything. Not providing excess parking and road space frees up property to build more living space for people. It helps reduce the excess pollution that everyone has to breath in.

Number	When it comes to planning our region's future, what is most important to you? Why?
1324	El condado debe verse estra logicamente a si mismo como parte de una comunidad transfronteriza para su desarrollo y proteccion mundial, y para ello necesita tener comunidades con excelente calidad de vida, lo cual incluye la movilidad en la region. (County has to see themeselves strategically as part of the transborder community for development and protection, this will need a better quality of life for communities including mobility in the region.)
1325	Use street cars in intercity areas such as from 5th up through Bankers hill. The goal is to not eliminate cars but reduce the number of cars that each family needs. Improve public transportation access and rapid transit routes. We could remove freeway lanes to make room.
1326	I want everyone to have access to transportation so they can get to work and home faster. Cities with better public transportation are more attractive to young workers and easier to live and work in for everyone, especially low income workers and families.
1327	Why what?
1328	It's important to grow and develop thoughtfully and not rush to make quick fixes. Protecting the beauty and personality of our region is very important and is not something to pass over when planning for the future. There are existing modes of transportation that residents and visitors will use, but they are not being prioritized; designated bike paths, more frequent and quick train and Trolley availability, and incentives to ride share are all existing programs that have a greater opportunity for growth. Additionally, mass transit needs to be explored to better connect to our regional airport to reduce traffic and allow for visitors to better explore the region in a car- free manor.
1329	Reason being is, that the morning commute in the San Diego freeways have gotten a lot worse even with more lanes.
1330	A strong economy means the need for greater number of housing units near transit and jobs. Climate change is an imminent threat, smart growth and density are a key factor in helping reduce carbon emissions. Let's focus on transit, not widening freeways.
1331	Environmental preservation is key, we need environmentally responsible transportation options in this city. The Trolley does not cover enough area.
1332	We need to keep up with the tech world. By providing sustainable, clean modes of transportation we are doing our part to keep our environment and people heavy.
1333	The planet will be better off, our communities will be cleaner, we will be healthier.
1334	Habitat preservation and very long term sustainability seem to be the very purpose and function of governance. These needs are certainly never going to be addressed by the free market. If we wanted willy-nilly road building and ever more cars, well, the private sector is happy to sell that to us without any need for government!
1335	Smart growth.. as opposed to need I say more? Healthy communities will better contribute wellness, safety and growth of the county/state. The EPA is mismanaged.. Flint MI.. Clean coastal & deep ocean waters.. clean air.. CO2.. green house gases.. need anyone say more?
1336	If public transportation was competitive in terms of time and cost compared to cars I might use it. Don't like neighborhoods to be crowded, would like smart growth of companies so that housing would have time to catch up to job growth, making prices more stable.
1337	The biggest problem that San Diego has is the lack of affordable housing. The only way to open up North County, and Southwest Riverside is to improve commuting options. This means at a minimum a BRT line running from Escondido to Temecula in a dedicated lane, with connectors running along the 56. Ideally, having a train system like the SPRINTER or SMART system would attract more riders than a BRT, and would run faster, thus cutting commute times. The 56 corridor is essential to cutting commute times because going via Mira Mesa adds an hour to the travel time. You need to get people from RB, PQ, Escondido and Poway to jobs in the Golden Triangle as quickly as possible.
1338	San Diego is turning into LA. Way too much traffic, don't know your neighbors and a definite separation between rich and poor. Does middle class still exist?
1339	I would argue that unless you take care of people and there wants nothing is going to progress. Politicians want what they want when they want it! That hints of socialism.
1340	We need sustainable growth for all communities in SD!

Number	When it comes to planning our region's future, what is most important to you? Why?
1341	Health.
1342	Healthy people healthy environment equals prosperity and happiness.
1343	Very Important.
1344	Don't want the congestion to over whelm us like LA is.
1345	Congestion is essentially a cost and tax on people's lives. Transportation is vital for people lively hoods.
1346	Too often transportation planning centers around the automobile. I believe with better planning and emphasis on public transportation we can be less reliant on the vehicle.
1347	Why is there hardly any security on the San Diego Trolleys they say they are going to increase the security but I have taken the Trolley many times and sometimes have not seen one officer on the Trolley or at any station we passed by.
1348	Economic prosperity provides the resources to satisfy other needs and support a positive quality of life for our region.
1349	Preserve the natural flora and fauna using advanced technologies to meet the needs of all San Diegans. We appreciate the beauty and our economy is tourism driven, as they come to enjoy it as well.
1350	I believe these three things are the things that matter the most. Also because they have the greatest impact on myself and family.
1351	Congestion will only continue to get worst during all times of the day as San Diego's population continues to grow within its crippling infrastructure.
1352	I wish I could have chosen more than three, but I think it is important to have a functional system that ensures convenient travel for all San deigns while keeping our air and water clean. Better options for mass transit could greatly reduce carbon emissions, while simultaneously reducing congestion on our freeways.
1353	Traffic is insane, need to build roads. Need to have public transportation that people safe on (keep the vagrants away) and put it where people need it.
1354	There is no Planet B. Let's keep San Diego a great place to live.
1355	Planning to handle future needs ensures a healthy and vibrant community. Out current transportation infrastructure is inadequate and just encourages car use, which can reduce quality big life when folks are just sitting in traffic.
1356	I live in National City. We are severely affected by the pollution caused by thousands of vehicles driving through our community every day. We need to do everything possible in the San Diego to encourage people to get out of their cars and use alternative transportation. Only policies that make this a more attractive alternative should be considered by SANDAG.
1357	If we don't do something about our environment, we may go the way of the Incas. If we don't' have smart growth planning, we'll turn into another L.A. With the adoption of emerging technologies, we can work smarter and get it right the first time.
1358	Safety for all, all for safety.
1359	Evening commute times vary so widely it's hard to commit to things if my commute can double any given day.
1360	It's important to minimize pollution to the environment and pay attention to how we treat our surroundings. It should be a collective goal to keep San Diego green and maintaining our beautiful sites whether it's beaches, county parks, trails, or even just metropolitan and suburban landscaping. By keeping roads flowing without back up can relieve stress and create healthier minds among working people. This also means people need to drive safer in order to prevent the risk of accidents which can cause congestion during work commutes.
1361	Because if you had a Trolley system going up the 15 Freeway, it would ease a lot of congestion on the 15 Freeway, because I think a lot of people would use the Trolley system not only during working hours, but at other times as well!! It is good for mass transit & the environment to get people out of their cars!!
1362	Because we need to keep in mind our environment when we think about transportation. After all, that's what gets the most affected.
1363	Because they are important.
1364	For example, bike sharing has gone from the ineffective in a docked model to ubiquitous and used in a dockless model making bicycle usage much more practical as a mode share.

Number	When it comes to planning our region's future, what is most important to you? Why?
1365	If we don't make the environment a top priority I don't think this region will be capable of supporting a city the size of San Diego in 2050. The oceans are projected to be dead by then and the whole SW will be a massive desert by then if we don't take drastic action to regenerate the local ecosystems. This is what I do for work, please reach out if you'd like help with this.
1366	To have more communities using mass transit rather then the car centered approach most of California has currently.
1367	Climate change is of course one of the great threats to our species and must be addressed at all costs. By healthy communities, I mean those neighborhoods that have real social and economic bonds. And cross-border travel needs to be made easier and faster so San Diego and Tijuana can more seamlessly continue their inevitable integration.
1368	When neighbors have jobs and have a connection to their neighborhoods and neighbors, there is less crime. Our little part of the world cannot solve climate problems by itself. Trying to blame and shame the folks who do the most for the environment just causes acrimony and divisiveness. We need to stop HOV lanes because carpooling is mostly counterproductive. We are highly productive people because we have been able to get around and get our work and errands done. Keep us moving!
1369	Because having healthy communities we can prosper.
1370	Something must be done about the 78 freeway. It took me an hour to go 7 miles from Vista to San Marcos at 3:30pm and I missed my doctors appt. At noon the next day it took 15 minutes.
1371	San Diego needs to be able to grow sustainably; it's public transportation needs to be leaving light rail based, be more extensive and offer connectivity of routes. Economic hubs like Sorrento Valley are important, but getting better public transport for blue collar workers will go a long way in securing economic growth.
1372	With so much congestion on roads we need more options for public transportation.
1373	Traffic has been getting terrible and with the new president, boarder cross might start getting very hairy. At the state level we need to prevent any kind of disruptions to locals that may be caused by the federal level.
1374	3 options chosen would make my and many others' daily commute much easier.
1375	I want to take steps forward, constantly improvising, adapting, and progressing to make our lives better for us and people to come.
1376	Don't want smog, create jobs, and needs to adhere the biggest growth rates, etc.
1377	We don't want to turn into LA.
1378	We need more accessible public transportation options.
1379	Quality of life in San Diego has the potential to be exceptional, but this city has failed it's citizens and communities by the incredibly poor design for traffic throughout San Diego county. So many of our citizens sit in heavy traffic every day, eroding their quality of life with more time spent in the car instead of with family and/or community. Further, sitting in traffic is hazardous to health from an emissions perspective, and also negatively impacts our environment.
1380	Economic Prosperity is the only way San Diego succeeds in the long-run. Without businesses wanting to do business here and people employed, our economy collapses. People will leave SD. Same goes for congestion. The longer people commute, the more irritated businesses/people become and it's a snowball effect.
1381	What do you mean by "Smart Growth" and even "Healthy Communities" is vague.
1382	We should care for the environment. Cross border travel is important to me because of the crossover in many of our industries.
1383	Traffic congestion.
1384	Porque nuestras proximas generaciones merecen lo mejor (Future generations deserve the best)
1385	Climate change would benefit from smart growth. It's a byproduct -- not primary goal.
1386	Communidades saludables porque las rentas estan muy altas (Healthy communities, the rents are too expensive)
1387	por que el trafico esta muy congestionado y mas en la hora pico. necesita cambiar el cogestianamineto. (Traffic is becoming congested at rush hours. We need to change that.)

Number	When it comes to planning our region's future, what is most important to you? Why?
1388	bicicleta por que no contamina las calles pero es un poco peligroso para las personas que no traen casco par accidentes. (Bicycles, they are a bit dangerous but evade pollution on the streets.)
1389	Smart growth would enable the other three choices.
1390	Need lower housing costs and shorter commutes .
1391	Youth and older adults have no way to get around in Ramona, or to neighboring communities. The congestion on highways 67 and 78 make those roads even more perilous that nature did. The air becomes polluted from the idling cars. It can take 40 minutes to go 5 miles between 6am and 9am and again from 3pm to 6:30pm.
1392	Smart growth will facilitate higher efficiency, thus affording us more options.
1393	todo sera muy avanzado (Everything will be more advanced.)
1394	Because our communities are important in every city, such as in health cross border travel.
1395	Por que hay muchos carros mas veloz en las comunidades mas. (Because there are too many vehicles on the communities.)
1396	Low income housing.
1397	50 people in one vehicle makes more sense than 1 person in 50 vehicles.
1398	Demasiado trafico que ayuda trabajos mas sercas. Y el transporte edificios areas verdes (Too much traffic, closer jobs would help. More public transport and green areas.)
1399	I am visually impaired and rely on public transit.
1400	queremos que las areas verdes sean incorporadas a las areas donde trabajamos y vivimos y que no hagan viviendas muy altas
1401	Population growth will continue no matter what happens. Quality of life is affected by a person's commute and access to basic needs around them which are convenient.
1402	Queremos mas areas verdes donde vivimos y trabajamos no solo en la preservacion del habitat en la parte este. Queremos que se mejore el transporte publico y que la vivienda no sea tan alta. (We would like green areas on our community, wildlife preservation on the East area. We think that public transportation and housing prices are too elevated.)
1403	The COASTER that already exists could solve the dilemma if it would run more frequently and also in the evening. Otherwise you have to overnight in SD on a park bench.
1404	Nuestras comunidades tengan areas verdes. Que tengan mas seguridad para caminar. Que hayga mas trabajos. (Our communities with green areas. Safer streets. More jobs.)
1405	Congestion relief returns time to the drivers and those who drive for work. Smart growth utilizes transportation hubs.
1406	Se hace mucho tiempo para llegar al trabajo y a la casa. Los edificios y las areas verdes no tenien dolas afecta almedio ambiente. Mucho tiempo. (It takes a long time to get home and to work. Buildings and no green areas damage the environment.)
1407	Porque que aya mobilidad mas rapida. Porque quiero tener poblacion del de tener robots. Porque cuando queria donar oros para usar. (Faster mobility. I want more population rather than robots.)
1408	Safety efficiency.
1409	Porque lo necesitamos (Because we need them.)
1410	Smart growth and environmental needs are of upmost importance, along with emerging technologies. Not only will this create a better San Diego, but putting those three as priorities will enable the success of the other options (economic prosperity, healthy communities, congestion relief, habitat preservation).
1411	There is too much congestion to transfer from 15 to the 76. We need energy technologies for better transportation especially for people of disabilities. I work for Dept. of Rehabilitation.
1412	El freeway 78 deberia ser una moridad. Hay muchas accidentes se tome una hora de San Marcos a Oceanside. (Freeway 78 is too dangerous. There are many accidents from San Marcos to Oceanside.)
1413	Because I feel those three are needed to grow but not affect things negatively.

Number	When it comes to planning our region's future, what is most important to you? Why?
1414	We need more public transportation that takes people where they want to be and is fully integrated. We especially need public transportation via Trolley line that connects the train to the airport.
1415	Our local leaders must stop amending the county general plan to allow growth without infrastructure (schools, traffic mitigation, etc.).
1416	Si se preserva el habitat no estaremos sufriendo el cambio climatico tan drastico ya que estan terminando con toda la vegetcaion y paso con los aqui modelitos que viven en dicho lugar. (If we preserve the environment we will evade drastical changes on climate change. This issues will end with vegetations and animals living in the area.)
1417	Para reducir smog la emission de gases. (Reducing smog emission gas.)
1418	Porque ahorita a toda hora el trafico esta exagerado. (There is traffic all day. It's alarming.)
1419	Para que en el futuro no halla mucho trafico y menos contaminacion. (In the future have less traffic and pollution.)
1420	Because our current public transit is horrible compared to other larger cities.
1421	Traffic congestion unhealthy air.
1422	I think it's important to relieve the commuting congestion so families have more time together while also working to preserve the habitat, for ex using animal bridges for animals crossing the freeways.
1423	Too many vehicles on the road causing congestion and pollution. We need good public transportation.
1424	Every great city has a great transit system.
1425	Night owl service will give people in San Diego the opportunity to experience night life by the leisure of not having to use their cars to enjoy downtown businesses and the inner-ring.
1426	We need health, good air, exercise and transit for us and our children.
1427	Because being healthy is important and congestion sucks.
1428	Everything shouldn't be about new technology it should be about keeping the Earth healthy in every way possible.
1429	Cross border travel is very important because many students and workers live in Tijuana and must maneuver their way from the port of entry adding at least an hour to their commute.
1430	To be a healthy community, we need to be able to get around using our bodies as much as we use our cars.
1431	Crossing over the border is horrible. Would visit Mexico more if it was easier.
1432	Preserving habitats is important to what makes SD County such a desirable place to visit and live. Relieving congestion is important to all working people's quality of life and precious time. Climate change/sea level rise is a serious issue to take action in for SD's coastal location.
1433	Ease and accessibility of public transportation means MORE people will be willing to use it! At least for me. I love the idea of using public transportation especially if it gets me somewhere faster than sitting in traffic and if it means I'm contributing to reducing green house gas emissions.
1434	A Healthy Community produces a stronger more efficient work force that will bring Economic Prosperity and will keep growth in check by not needing to bring new population from the outside as we can have a rich supply of skilled people right here.
1435	We need to improve.
1436	I am concerned about our future as a society and a planet in the face of challenges posed by climate change, the obesity epidemic, etc. I think cities should develop to support healthy lifestyles and reduced carbon emissions.
1437	I like to travel by bike and want to ensure that future plans include a higher walk ability than prior planning, that encourages people to move rather than sit in front of computers and phones, and that helps recognize our reality as a binational region.
1438	Growth is increasing faster than the development of alternative transportation increasing car use which drives pollution.
1439	Planning is essential as a business model. MTS seems to get it, planning for the future. NCTD seems to be more reactionary directed by events rather than doing what may be best in the long haul.

Number	When it comes to planning our region's future, what is most important to you? Why?
1440	Congestion relief because it is one of the biggest negatives for quality of life in San Diego. Climate change and habitat preservation because they are important issues that are not emphasized enough in most instances.
1441	Because we are #3 in DUIs across the nation and our public transportation system stops working at 1 when the bars close at 2?? How does that make sense. 24 public transportation now!
1442	Transportation throughout San Diego is hard enough, and the number of people on the road isn't going down. Even programming traffic lights to turn at the same time would help significantly. For example, the lights near Sharp Memorial and Children's Hospital are not synced, so traffic congestion near one of the most important areas in the county is off the charts.
1443	Comfort, ease of travel and preservation.
1444	San Diego is too car centric and thus full of congestion because people don't have better options through public transportation. It has a bad stigma about it and the places people need/want to be at have few or bad options. Carpool/shared ride services shouldn't be the go to when you can move more people efficiently with public transit. It needs to happen much sooner than later, the ground work should have been in place years ago but the city and people would much rather keep things the way they are, but with the climate rapidly changing and more cars on the street things aren't getting any better. Don't sell jobs to the lowest contractor, have Trolleys and rapid transit where it is needed and wanted, because otherwise we'll be even farther behind a decade from now.
1445	Climate change will affect all of us, border security is a huge topic and relevant to San Diego especially so cross border transport is relevant, need I say more?
1446	To avoid turning into LA.
1447	I think that the three contribute to a happier city.
1448	I'm tired of seeing new business buildings go up on property where natural landscaping should be left natural, especially when there's plenty of empty buildings that can be bought, leased or rented. On the other hand, I do believe in growth of communities if it makes a positive impact on the community. Everyone complains about affordable living, yet all I see is unaffordable housing being built. I would love to see relief as it relates to traffic (if that is what's meant by congestion). I don't know what the solution is, but I live 36 miles form work, yet it takes 60-90 minutes to get home. Public transportation is not an option as there are no longer buses going to El Cajon by way of Highway 67. Bike riding is just too dangerous in this county.
1449	I think it would help San Diego.
1450	San Diego County's population is growing and as a result of this, our freeways are becoming more congested, causing more traffic and more accidents. For that reason, it is important to look into creating a more efficient public transit system, and/or to build more roads/freeways to relieve traffic congestion.
1451	The population is growing fast and the harm we are doing to the environment is great. I want my children to live healthy lives in a world that is healthy.
1452	Freeway traffic around the base and downtown is ridiculous. Elsewhere, transit lines no one wants are being built through the middles of existing communities, through roads children have to cross every day for school. These things should have been considered.
1453	The city has become increasingly congested with high commute times and high cost of living.
1454	Because caring about climate change and the environment will result in solutions less harmful to our only planet we're going to get.
1455	I'm a healthcare provider so the health and happiness of my community is always at the forefront of my mind. I believe smart growth will foster healthier people, a healthier economy and a healthier environment.
1456	Because climate change is real and more lanes on the freeway doesn't help anything.
1457	SANDAG needs to work with SCAG and connect San Diego to Temecula to Ontario airport up the 15... SANDAG needs to think bigger and more regionally. If San Diego County keeps approving SPRAWL on the 15 with no transit connectivity the only choice is to drive a vehicle on the 15. Riverside County and the Temecula, Murrieta, Lake Elsinore, Hemet, Menifee all send tens if not hundreds of thousands of people into San Diego County. We either need bus on median shoulder or a train to connect with the Inland Empire.
1458	Need to strike a balance between growth and preserving what makes San Diego special while alleviating highway congestion.

Number	When it comes to planning our region's future, what is most important to you? Why?
1459	San Diego's car-centric planning policies have only worsened congestion through induced demand and led to sprawl that ruins the region's natural beauty and environment.
1460	Number one is climate change. More Trolleys and trains are required to get cars off the roads. The traffic and carbon emitting effects of gasoline vehicles, are damaging us relentlessly and stealing time from our lives.
1461	I work in Sorrento Valley and the traffic from RB to there is horrific.
1462	We need to understand our growth outside of just pure expansion in order to improve our community and surrounding habitats. Ideas from an Uberpool like system to drive dynamic bus routes to further enhancing internet connectivity to enhance telecommuting further.
1463	People throughout San Diego county and environs are dependent on their cars due to poor planning in prior decades re: the placement of businesses in relation to suburbs. It's still very difficult to travel anywhere in San Diego county over any type of distance using mass transit, particularly for those who live in South San Diego but who work in the Sorrento Valley area or north county.
1464	Who made this survey?. Why? We need the Trolley to travel from downtown to Santee every night until midnight. I can never get home without a 2 hour Trolley ride after work due to the cut off.
1465	Metro areas are messy and dirty.
1466	I've experienced overseas as well as East coast and the transit system here leaves much to be desired.
1467	Because we have a lot of congestion with all the housing going up in the South Bay but only having 1 t o 2 roads to get out of east Chula Vista and into San Diego.
1468	As our community continues to grow our infrastructure must evolve with it. Traffic congestion has become more noticeable as the time it takes to get to one place is longer.
1469	I believe San Diego mostly uses cars to commute. Interchanges that have yet to be improved are the SB SR-125/EB SR-94 interchange, and SB SR-125 from the I-8 interchange to the SR-94 interchange. There is a lot of congestion during rush hours.
1470	Traffic on freeway is noticeably heavier when SDSU starts and much less when SDSU is on break. New direct downtown bus doesn't help Eastlake residents and South Bay college students. Take the tolls off of the 125. It should have never been a toll road. Residents avoid using it.
1471	We only have 1 planet for all of us. It must be preserved! There's no second Chance!!
1472	It should be easier to get around, and keep the impact to the planet and climate to a minimum so that there will still be a planet for us to live on.
1473	What makes SD great is our weather, our culture and our beaches. I think a shared SD mentality is trying to maintain the health of our oceans and our beaches for ourselves and generations to come. As the years have gone by traffic has gotten worse, and we're lucky enough to not live in a valley location where the pollution hangs here, but we should still do our part in easing this pollution for our neighbors and our mental health. Road rage is already bad enough without adding more stress for missing appointments or having a one hour commute to and from work in the same city. This shouldn't feel like LA.
1474	How else can you afford to buy a house.
1475	We need to better plan housing opportunities for young adults. We cannot sacrifice our environment because of poor planning. Smart growth to me means more SRO type housing near transportation hubs.
1476	We have to think about the best ways to go forward that preserve and protect the health of our environment, and our growing population, while preparing for the challenges that changes in both those factors bring. Planning ahead will prevent mishaps. Our transportation definitely needs an upgrade to become more accessible and more efficient. Upgraded ticket machines is a small but good start, and more intuitive travel would be great.
1477	Congestion is a nightmare and often creates high levels of stress. The reason for this is jobs are available in parts of the county that workers are priced out of. This must change. Habitat conservation is important as we must learn to share our spaces with the environment in a smart and eco friendly way. Finally, smart growth because many countries have found ways to live and work in ways that do not require long commutes and constant driving. We should be looking to do the same and capitalize on our amazing weather that allows us to be able to be a more walkable city.
1478	San Diego has a large amount of commuters and there are also many communities severely impacted by the movement of vehicles.

Number	When it comes to planning our region's future, what is most important to you? Why?
1479	We need an effective public transportation system. It would help with all of the above.
1480	We're destroying the environment. We need to stop climate change, stop building roads all over the place and build public transportation (high speed trains or hyperloop) to limit production of greenhouse gases and reduce traffic congestion. Get out of the pockets of big oil SANDAG!
1481	Living in a community where we have one way in and one way out, plus massive concert traffic thru summer months is quite a concern. Adding 1300 homes to the area and no traffic relief is very frustrating. Living in our community for 10 years and with each year the traffic has gotten much worse. Worrisome for emergency situations. Residents need a way for themselves only.
1482	With the ever growing population, we need to preserve first and foremost San Diego and its communities. Secondly, congestion needs to be addressed as it has gotten significantly worse in the last few years.
1483	It should not take me over an hour every morning and evening to get to and from my office that is only 23 miles from my home. Stop wasting money on bike lanes and relieve congestion on the freeway.
1484	Because you can't solve the other problems if you don't pay attention to the health and wellbeing of our habitats and communities.
1485	San Diego has the perfect climate for bikes, but horrible infrastructure for it. Fixing that issue would solve many of its current Ills.
1486	It affects my business.
1487	To ensure growth is not done hastily and maintains natural spaces and uses renewable energy.
1488	Because we're the only country in the world that doesn't have it.
1489	I need to get where I am going. But also want to balance the harm to the environment.
1490	Traffic congestion is bad because of poor planning. Improving public transit and partnering with ride sharing companies is the future. The difficulties crossing the border don't make sense given the cost and hassle for the unlikely chance of catching real criminals.
1491	We must continue to expand our roads and relieve congestion since we are so behind already.
1492	Because the world we live in is getting more polluted and at some point will not be to sustain life as we know it. We have to tackle this problem in all aspects of our life especially transportation.
1493	Because we need more environmentally safe transportation.
1494	Because we can't continue to add capacity as a solution to our transportation needs. We need extensive mass transit to make it easier to ditch our automobiles and use alternatives for the last mile connections to our homes and work.
1495	It's about the future.
1496	Don't like competition just to get around, and also jobs in the 'preferred quarter' need to be easily accessed.
1497	We need more Trolley lines. A lot of congestion would be eased if we built lines to Hillcrest, North Park, and City Heights.
1498	Everyone wants their own car so plan for that and less for things like the high speed rail and losing bus routes and trains etc. And all the money spend on Bike lanes everywhere when I drive down pot hole ridden streets is ridiculous. I want smart growth not sprawl and I don't want a lot of new developments everywhere you look. You want more people to move here when we don't even have the roadways for the ones that are already living here.

Number	When it comes to planning our region's future, what is most important to you? Why?
1499	I believe that San Diego travel has had a history of roads and infrastructure that served only the oil and tire industry. It's only benefits a dying dependency on fossil fuels that causes undo stress on commuters with existing and exhausting commutes that is killing the very fabric of America's finest city. The city owes it to its populous to create a transportation infrastructure that no doesn't rely on single rider overwhelmed and overworked roads. Give us Trolley and bus lines that connect residents to their jobs. The next Trolley line needs to hit Keanry Mesa and Claremont and east county. And another line up the 15 the rapid is good but that line should of been a Trolley or fast train like a COASTER/SPRINTER. I believe in a futuristic superloop of Trolley that will drop the average commute from 1 extreme to the next in less than average 1 hour. I also thought about how to make a smart bus. A no route bus that is completely covered by an app for special events or high risk traffic(Friday, Saturday nights, groups, Corp events, expos, that make money like Uber or left b7t for large groups), etc. For groups of 10 or more. You can ease it in by offering it first in test to your larger commute organizations cuds, suds, Qualcomm, and then make the app public. Groups of 8 to 25 can stop and pick up at park n rides. Cutting down on happy hour and .night club partiers. Madd would love it.
1500	Getting to and from work and other places I want to go is important to me. The congestion on certain routes makes this difficult. Healthy communities could reduce how often I need to go across town to find the resource I need, reducing congestion. But these must be balanced with a healthy ecosystem as well, in order to keep the overall metro area a place people want to live.
1501	Focusing on these three will automatically lead to healthy communities and economic prosperity.
1502	I would say Smart Growth but we already have too many people, using too few roads, all at the same time!
1503	More options for getting around that get me away from driving my car.
1504	San Diego is going to grow. Can't stop that. We should be able to do it with all of those topics being addressed.
1505	They all seem like the smartest way to grow, without having to fix or backtracking.
1506	The environment is the environment. We only get one planet. So that comes first, always. Congestion relief and prosperity are related. A strong economy is vital to quality of life. But if everyone is stuck in traffic, they aren't getting any work done, and quality of life is poor.
1507	I experience "HEAVY" congestion on every commute into and out of Lemon Grove, California and every day Am & PM at the State Route 94 (East) & 125 (North) transition and the SR 125 (South) and Interstate 8 (West) transition. The Massachusetts Avenue/Broadway intersection in Lemon Grove is packed almost all daylight hours.
1508	Because it's ridiculous.
1509	Traffic is everywhere.
1510	Need to have clean air, water, industries for a sustainable healthy life.
1511	Our neighborhoods need to be connected in smart, ethical, sensical ways that plan for future use and work for low income individuals.
1512	I am concerned about long-term sustainability of the region.
1513	We need to build more housing, but we can't without improving our infrastructure. Car-centric planning is not the best way to go anymore. We need to build up instead of sprawling, and we need to expand, modernize and improve the efficiency of public transit. We also need to improve the walkability of our urban spaces.
1514	We have spent time in London and they have such a usable and practical transit system with the use of buses and the Tubes. Walking is easy and relatively close as one travels within the city. One does not require a car to do every little errand. It is time that we utilized the planning and tech tools (industrial engineering) that are very available now to implement similar transit options here. Obviously, it would contribute positively to our environment and make going to and from work much less stressful than what we are experiencing today. Let us learn and use from the foreign communities who have and use mass transit successfully!
1515	It would be good for the economy and the planet if San Diego became a leader in ecofriendly efforts.
1516	Traffic is a huge problem here. Public transit is not always reliable. If San Diego became a leader in eco friendliness and transportation, it would really help our economy on the long run.
1517	Climate Change is the main concern for our generation. In this vein, it is of utmost importance to preserve what habitat we have for other species to coexist with the human population. Historically neglected neighborhoods deserve to be given a seat at the table of forming plans for future development, so that they will have a voice in the City/County's plans prior to taking the brunt of congestion and pollution.

Number	When it comes to planning our region's future, what is most important to you? Why?
1518	We will only increase in size, we need to plan to use the space we have and streamline it for more people.
1519	We must live with natural. Sitting in traffic pollutes the air for both human & animals. We need appropriate sized roads for vehicles, cyclists, & pedestrians. As we move forward, we must include the advancements of technology & make smart choices.
1520	Because there needs to be done something about the congestion and have a healthy communities.
1521	I drive for a living.
1522	Traffic on the 5S needs HOV extended Traffic in 15 north and south need HOV.
1523	Traffic is just going to get worse as the city grows. Plans must be made to anticipate this and protect what makes SD a beautiful place to live.
1524	Clearly we need to do better in SD for transport. Smart growth- if that means building transit infrastructure with housing and business development, yes. Mira Mesa Blvd is the best example of dumb growth.
1525	Stop the Los Angelization of San Diego!
1526	Random growth without concern for adequate and affordable housing is not sustainable. Our extraordinary percentage of homeless presents health problems that must be continually addressed. Growth without economic prosperity would be disastrous for San Diego.
1527	Too many people on the streets, homeless. Too many homeless in the canyons and along the river, possible environmental damage.
1528	I must commute for my work. I live in a community with a lot of traffic from outside our city.
1529	Trees and more trees needed ASAP.
1530	Convenient and practical mass transit, ride share, pedestrian, biking, shared bikes, and new technology must replace single occupancy vehicle commuters. Telecommuting could be encouraged with public awareness campaigns similar to "bike to work day".
1531	I believe traffic congestion is already intolerable but cities are adding residential properties everywhere which will only add to congestion. I believe smart growth plans which include measures to relieve traffic congestion that also consider protection of our natural environment are desperately needed.
1532	People continue to move into the area, we need a plan that will grow with the population. Some areas are already having congestion issues. It will only get worse unless we have an appropriate plan in place. Healthier communities are happier communities.
1533	Congestion relief.
1534	I think those 3 I chose are interconnected, we need a better why to live on cities that will take climate change into account, it is the biggest challenge we have.
1535	Those are my priorities.
1536	After living in several different US cities with varying levels of car dependency, the lesson I've come away with is that putting public transit and walking/biking options at the forefront of planning connects people more to their communities and allows people easier access to jobs and shopping (and helps small stores flourish). It also helps people's incomes go further if they don't need one car in their family for every adult.
1537	Economic prosperity will be undermined if people can't get around easily. We need more solutions than just expanding highways. Congestion is already so bad that I'm considering retirement. The solution needs to be climate friendly because increased warming is going to make it more difficult to live here. Habitat preservation is essential to allow wildlife to adapt. Solutions include more transportation options and technology that helps us work together from remote locations.
1538	Public transport should enrich an area while being perceived positively by all not just those who want or rely on it.
1539	Too many immigrants ., too much crime . too many homeless.
1540	I do not understand what you're asking.
1541	I commute 15 miles from North Park to Sam Diego Tech center every day and it can take 90 minutes. Rush hour lasts from 2:30-7:30 every day and there is no reasonable public transportation on that route.
1542	Everyone I know is sick of overdevelopment and congestion.

Number	When it comes to planning our region's future, what is most important to you? Why?
1543	Over the last 15 years, I have been commuting from south San Diego to Kearny Mesa and I can see the difference in the amount of traffic that has increased. The carpool lane on the 805 freeway is great but it doesn't serve a purpose if people are violating it which is very common every morning and evening. There needs to be some kind of public transportation that runs along the freeways just like cars travel therefore people can get off in their nearest exit and either bike or walk from there.
1544	We are leaders nationally on climate action. SANDAG has been only about freeways for a long time. The more sprawl, the more cars, miles, congestion. Freeways just enable it, and funds for that should be done, unless spent conversion of lanes to mass transit only. With the region adding a huge population increase in the next couple of decades, we need a change of paradigm from 1950-60 SoCal sprawl, to transportation hubs and increased density. Mass transit and walkable streets.
1545	For overall community health and prosperity.
1546	With out improving congestion, we can not make progress on environmental issues.
1547	Traffic is horrendous. Takes over an hour to go 12 miles to/ from work.
1548	I see "smart growth" as covering congestion, transportation and climate change, as well as other issues.
1549	San Diego is a major city yet so far behind on transportation and its consequences for the environment. We have few open, natural spaces left in San Diego and it hurts me to see more and more of it scraped bare for ugly cookie cutter developments that have little concern for the environment they're disrupting or the kind of communities they're forming. San Diego could be a vibrant mix of natural spaces, thoughtful homes and road ways, thriving communities, and efficient transportation that helps residents and visitors make the most of the city without giving their children health problems from the pollution or desecrating our natural spaces.
1550	Environmental solutions can come only after we get traffic flowing. Slow traffic (cars, trucks, & busses) creates more air pollution. Commercial street traffic such a trucks, delivery service, Uber, lift, service company vehicles, busses, etc. are rarely considered in the planning process. Non-personal vehicle traffic is not able to moved to mass transit, and so finding a way to speed up street traffic is crucial if we are to improve air quality.
1551	They are interrelated.
1552	I do t want to live like my family in LA . They hate driving on the freeway or across town. The valley has changed by too much small business , over grown cluttered compared to the 80s crazy . Not enough open space for parks and nature it is over paved !!!
1553	Need to protect the animals that share with us.
1554	To keep Santee Beautiful as long as we can without any more growth. Santee was rural however without preserving the habitat this will be gone soon and the wildlife gone also. Traffic now is hideous at all times of the day any more and you'll create even more pissed off people on the roads.
1555	With economic prosperity and emerging technology we can find better ways of taking on urban issues. However we must not forget about our environmental impact and preserve our climates.
1556	Environmental protection should be everyone's top priority. Humans need the environment to survive, and with the continued problem of global warming, habitat destruction, and a growing lack of scientific awareness and respect, I fear what the world will be like 50 years from now.
1557	Economic prosperity leads to environmental protections which should help plan the most reasonable transportation options.
1558	I think we need to acknowledge the changes that climate change will bring to the future, but also that the transportation infrastructure must be improved and public/autonomous transit expanded if climate change is to be fought.
1559	Science tell us that climate change is killing species on land and in the sea, and is eroding our Earth in so many ways. I care about our future as well as our present.
1560	San Diego is less appealing now than it was 20 years ago. Traffic is ruining our quality of life Less open space, and more crowding is not why people love Dan Diego.
1561	We need to grow our communities in a safe smart manor, for people and flora and fauna.

Number	When it comes to planning our region's future, what is most important to you? Why?
1562	I am a third generation San Diegan. Some of our most admirable City founders such as the Marston family wanted San Diego to be a community of educated, compassionate and community-focused neighbors. It is ethically and spiritually essential that we care for the most vulnerable among us. Our own well-being lies with global physical and mental health for everyone.
1563	I am a gardener -- support healthy communities and smart growth where there are jobs and our environment is preserved.
1564	Our cities are getting full with too many houses which is making our roads over crowed.
1565	Quality of life.
1566	Keeping San Diego the wonderful group of communities that honor the rights of all who live here.
1567	Walking communities are more friendly & environmentally better - freeways everywhere is a US phenomenon & is totally depressing.
1568	Because these are what matter. Not your virtue signaling Just because you create a lane for busses doesn't mean more people are going to ride the bus. People don't ride the bus because they are gross and inconvenient. Focus on expanding the roads because people aren't going to stop driving. Not even when you try to price them out of driving with exorbitant gas taxes and registration fees. Or by making traffic worse. Get real.
1569	Habitat is disappearing. Crossborder travel would be much higher if not for the ridiculous wait times. Maybe charge $1-2 for certain fast lanes. I do have SENTRI already but thinking of those that are visitors to San Diego and too worried about wait times to return from Mexico and so do not visit it.
1570	I have lived here all my life and it's too crowded now. We need to preserve the health and beauty of our county.
1571	Congestion relief: to reduce overall travel time and wait in traffic emerging technologies: making use of things like Ofo/Limebike/Mo bike to provide more options for commuters.
1572	Eastern area becoming more blighted and congested.
1573	It would be nice to be able to travel the coast without having to drive, and sit in traffic, burning fossil fuels!
1574	Increase quality of life within the S.D. County Community.
1575	Too much congestion costs money. Extra gas spent in traffic, more accidents, costs people time and time is money for a lot of people. Too much congestion impacts the environment air quality.
1576	Public transit should benefit all communities while remaining accessible and affordable for underserved communities of color.
1577	Far too much congestion as traffic seems to flow through only a certain few freeways during work weeks.
1578	There are no high paying jobs in Valley Center, Fallbrook and Ramona. Quit putting houses there. Build condos and apartments in Vista, San Marcos, and the like.
1579	Climate change is the most important challenge facing the human race. To combat it we need to use emerging technologies to create healthy communities.
1580	Habitat not preserved can't be recovered; ignoring climate change makes adaptation harder; growth is inevitable and smart planning will make sure we don't lose the quality of life here in the process.
1581	The layout of the arterial roads other than the freeways are a mess and it takes forever to get from place to place. Near San Diego, the freeways are great, and the 15 is very nice; elsewhere in the county it's awful to drive from place to place. The absolute worst intersection I've ever come across is the 5/78 transitions (from any direction).
1582	San Diego needs to create more efficient veins of transportation between the various economic centers: downtown, Kearny Mesa, tuck, Sorrento, Mission Valley.
1583	They are intertwined. We need to be able to smartly address multiple problems simultaneously.
1584	We need to have a coherent vision for the future.
1585	We need to be "green" but green has to work. I bought a hybrid car but not until the numbers worked - we need to work harder to make the numbers work because there is no alternative to "being green."
1586	We can't get back what we destroy.
1587	Traffic is a nightmare and we have terrible air quality/smog.
1588	No comment at this time.
1589	Effects everything else.

Number	When it comes to planning our region's future, what is most important to you? Why?
1590	We need to add a lot more people with a lot less driving. It will cut emissions and boost productivity. We need to create a hub of creativity and innovation that is big on collaboration and public transportation. We need to discourage bedroom communities, sprawl, and cars in general. In the near future there will Only be autonomous electric vehicles for hire. Any plans must factor in a zero car future.
1591	I think that congestion relief and smart growth are related, in the sense that we want to make sure that San Diego does not become another LA. Addressing climate change in our decision-making also ensures that our future can include things like healthy smiles and economic prosperity beyond just the near-future.
1592	Mass transit must absolutely be considered before increasing freeways, communities need to be centered near or around mass transit for easy access. And above all smart technology must be utilized to help keep our environment clean for healthy living.
1593	Smart growth will assist in enhancing the health of our regional communities. Included in this enhancement will be congestion relief. Habitat preservation needs no explanation, retaining open space automatically makes our lives better.
1594	As a San Diego native, it is distressing to see that are traffic has become about as bad as Los Angeles. It is stressful driving at almost any time now on the freeways and even surface streets.
1595	It's critical to provide housing for the middle class.
1596	It is important to plan for continued growth as the population continues to grow.
1597	We need jobs and housing scattered throughout our region so people can live work and play near their family and work places. That means all along the interstate in North County and elsewhere.
1598	People will always be coming to good environments. If we focus on people, and what makes good communities, then solutions will come that protect habitats, reduce congestion, and may come from the latest technologies.
1599	As the city of San Diego grows so does the traffic congestion, emissions and the effect on the environment. When I moved to San Diego in the late 60's, the was open space. Now we are becoming like our LA and Orange county neighbors, wall to wall cement.
1600	Well designed growth that preserves and respects our natural resources and environment will be a better long term solution than short sighted fixes.
1601	While Smart Growth is a great concept, until there is true transit throughout San Diego you will not have transit availability for a large number of residences. The job centers versus where people desire to live are "disconnected". Understanding where people are already living as well as where there is potential for new housing in the future (not just in-fill) is the important first step analysis. The current thinking is to "force" people into higher density locations - their life stage or preference may require alternative housing such as single family homes not higher density.
1602	Everybody deserves a safe place to live.
1603	Our community has become a traffic nightmare in the last 5 years, especially on previously less traveled roads because drivers avoid the standstill on the main roads. In San Marcos we have much to be proud of - great educational facilities, beautiful parks and trails while still maintaining an agricultural, equestrian, and rural atmosphere in the North area of the city. These are the things that brought resident to our city, but they are being threatened just like an endangered species and limited resources. In order to keep up with infrastructure, and amenities we cannot continue to build houses without looking at the impact it will have on our roads, our schools, our resources. In planning for the short term don't neglect the long term effects on our dwindling resources and environment. Water is a big deal in So Cal!
1604	I live in Rainbow and commute to Escondido. It's 23 miles and due to traffic congestion of commuters it takes me 45-90 minutes. My community is overrun with I-15 overflow commuters who drive recklessly and bring the city problems to our little town. This need to end!
1605	Because we need to provide our resident a good environment, for a healthy living.
1606	It destroys our rural way of life and causes wildfires to be much more devastating.
1607	To me, "smart" growth really encompasses all of these things. Of my other two choices, habitat preservation because there's so little left in So Cal; and climate change because I can already feel the effects of hotter summers, colder winters and less rainfall.
1608	More people will take alternative transportation if it is safe, accessible, and easy.

Number	When it comes to planning our region's future, what is most important to you? Why?
1609	San Diego has unique topography, ecosystems and recreation opportunities that need to be preserved to ensure a healthy happy future for our kids.
1610	The three choices are tied together. Climate change is real, congestion is a major cause and preservation of our surroundings is critical to controlling growth.
1611	Is this PR?
1612	Too many people, too many cars in a concentrated space.
1613	This question doesn't make sense.
1614	Market forces are better than central planning.
1615	Because there won't by any healthy communities, crossborder travel, smart growth, or economic prosperity if we don't put the environment first.
1616	San Diego must take a breather on development into new areas. one of San Diego's greatest tourist assets are its natural habitats. By working to preserve these regions as well as alleviate congestion, the county can have an impact on mitigating its carbon footprint while still turning a profit.
1617	My opinion is that these issues affect the quality of life of communities in general and that the whole point of government is to protect, preserve and enhance this quality of life for all residents in the present and future. Over development is a clear and present danger without some restrictions or deliberate planning with any mitigations being done concurrently with proposed developments. The short term goal of increasing revenue streams has been a disservice to the area generally.
1618	It would be bad if planet dies, smart growth should lead to economic gains.
1619	People matters the most.
1620	We would like to stay here (Carlsbad) and retire eventually but if the congestion doesn't get figured out we'll move once our son graduates - seems there is no thought just development.
1621	Why?!? Why did I choose the previous answers? Who made this survey?? Drive around San Diego - years of caving to developers has resulted in unmitigated congestion almost everywhere. We need a new plan and new board that's not in businesses back pocket!
1622	San Diego has a unique ecosystem that will be greatly affected by climate change. Traffic contributes an enormous amount of pollution to the area. Protecting our unique habitats and lessening traffic will help maintain the quality of life in our region.
1623	We need to address climate change by implementing smart growth strategies (STOP building in rural areas, increase mass transit across the county) and we need to preserve our dwindling habitat.
1624	Without economic health, the region will suffer. Economic health hinges on an adequate supply of market-rate housing to attract and keep business here in San Diego. Congestion relief is important so we don't end up like Los Angeles, with traffic 24-hours a day.
1625	There will be no economy or cross border and traffic issues if we don't have a future that includes access for all to clean air, water.
1626	San Diego needs to attract business & industry to promote economic growth, but also support our identity. It's very expensive to live here so money should be spent where it sustain but also encourage new growth.
1627	Traffic and travel is a part of daily life and needs to be planned for future growth as well as smart flow of traffic patterns.
1628	The why should be self evident. Of those listed, the three I chose are the most important to me.
1629	Make choices for the long term not short term solutions.
1630	With the never ending spread of developments this is what is most important to me.
1631	If we don't act now to mitigate climate change, nothing else will matter. The increase in size and number of natural disasters like disease, wildfire, drought, and mudslides will put severe stress on people, the economy, our natural environment, and food security. Eventually we will be stressed beyond the point of recovery. Mitigating climate change in a smart way will provide large economic benefits through job growth in the infrastructure and clean energy sectors, while sustainability and energy efficiency efforts will cut costs across the board.
1632	Because I am not a Liberal Socialist.
1633	As little govt intervention as possible.

Number	When it comes to planning our region's future, what is most important to you? Why?
1634	Today and our future, our children!
1635	We need more freeways or more lanes. I-15 traffic is crazy jammed every single day. We are native SD people and we rarely go into town now because of the traffic. More often we end up on frontage roads to get home. Yet, you still are considering building large communities adjacent to the 15.. Sort it out, our quality of life continues to go down.
1636	Everyone drives in a car by themselves, which is not only terrible for carbon emissions, but also contributes to congestion and is getting considerably worse.
1637	Smart growth is essential. Large housing complexes should be built near jobs, not in the middle of no where like Valley Center. The city needs to encourage developers to find new ways to grow the city center, not plop excessive homes down in the middle of rural areas and increasing traffic.
1638	They are all important... but we could only pick the top 3. I tried to get a good cross section.
1639	San Diego's bicycle infrastructure could use some serious improvements, it is difficult to connect many neighborhoods using streets with bike lanes or bike paths. Riding more than 10 miles is almost necessarily interspersed with riding on thin shoulders or being forced to take the lane for safety. By improving bike infrastructure you can improve congestion on roads and highways, reduce San Diegos carbon footprint and improve the health of our community.
1640	Covering the county with concrete will harm the environment, is ugly and privileges cars over other modes of (mass) transit that are less expensive and more ecological.
1641	Leave a decent place for my children and their children.. etc.
1642	Anyone who drives a car to work daily knows the challenges of dealing with traffic, exhausted and frustrated drivers. We need put more funding into public transit, make it appealing and easy to access. Get the top marketing teams who advertise for the automobile industry involved to increase awareness, promote safety, efficiency and bring trust back into our transit system.
1643	Mass transit doesn't make sense for most because it takes too long. Improve roads so that we can get to work.
1644	As our traffic increases we have to make freeway noise a priority. Sound pollution is horrible in surrounding parks and communities, especially when trying to enjoy the outdoors in Carlsbad.
1645	Some of the other choices are really part of the picture of economic prosperity. Regulated cross border travel will be required for economic prosperity. Good transportation, use of emerging technologies, smart growth, congestion relief also are part of economic prosperity.
1646	Economic prosperity creates wealth and jobs for the people of our region.
1647	Depends on how you define smart growth. If that term to you means maximizing density along transportation nodes and corridors, making effective use of multi-modal transportation, fostering a decrease in spatial distance between where people live and where people work, and respecting the desires of established communities as articulated in their long-term planning documents, then smart growth should be prioritized as doing so will result in the other items on this list. I checked the other two items because health and safety are the most important duties government has to its citizens.
1648	In San Diego & Tijuana, the slowdown at the hole-in-the-wall in San Ysidro creates stifles economic growth, drives barriers between what is effectively 2 halves of 1 city, and creates an intense climate disaster. We need to create a Region Wide solution and be honest that our Region is San Diego & Tijuana, not LA or OC.
1649	Don't want S.D. to be another L.A.
1650	Our roads and canyons are filling with trash. Its bad for people, the environment, congestion, public health, tourism, public safety.
1651	Our region is so diverse-we must plan carefully. We need well thought out transportation to move people as well as good freeways. We need thoughtful neighborhood transportation that people with all abilities can use to be independent and get to work, school, etc.
1652	Economic prosperity is a no-brainer. Easing traffic congestion is a wish that every single commuter dreams of.

Number	When it comes to planning our region's future, what is most important to you? Why?
1653	I live in El Cajon. To drive downtown San Diego without rush-hour traffic it takes 30 minutes or less. An hour in rush hour traffic. But to take mass transit it will take me over two hours. Just taking the bus from the eastern side of El Cajon would take an additional half hour or more. Spending 4 hours or more a day commuting to Downtown San Diego or to the jobs in Sorrento Valley is unfeasible for most people. So people end up driving so they can have a life after work. We need a better distribution of jobs throughout the region. Tech jobs seem to cluster in Sorrento Valley and La Jolla forcing lOng commutes. Santee has done an excellent job of converting public spaces into thriving parklands that are used year round. It helps to connect the community and gets people out for fresh air and exercise. The added benefit is the area is maintained for the safety of wildlife.
1654	San Diego is growing too rapidly. Too many people per square foot, with too many cars.
1655	Traffic is awful! Traffic flow and mitigation of peak times are a must.
1656	Technology exists to help us with our overcrowded freeways so that growth can be better planned.
1657	We need to preserve our quality of life and the environment.
1658	Because we can go on and shut the border and live cozily driving everywhere or we can be smart.
1659	They seem to go hand in hand. Biggest priority should be climate change and environment otherwise nothing else will matter.
1660	We need to think of long term effects.
1661	We are too over grown. We need to stop giving our communities over to developers.
1662	Our freeways are getting worse especially in the 15 and 163 which makes rush hour a nightmare. We are turning into LA. Congestion is not just a hassle, it has an a long lasting environmental impact. We need smart growth that allows workers live in the areas they work and also have affordable housing. This and other means of transportation would help reduce congestion and CO2 emissions.
1663	I think we are kidding ourselves if we think we can go on as we are, consuming fossil fuels and destroying habitat, and have any kind of livable future.
1664	Environment.
1665	I don't want to have to drive everywhere.
1666	I've lived in North County for over 40 years and traffic congestion, even with the addition of miles of concrete freeways in worse than ever. I am reminded of a fisherman that was faced with a declining catch and kept buying larger nets. He never solved his problem. I fear, the continued reliance on additional freeways and highways are analogous to the fisherman's dilemma. Perhaps a new solution should be considered. We need valid alternatives to private cars. Mass transit with timely connections could reduce much of the present congestion. The public needs to see the cost of private car commuting and cost of the infrastructure that supports it. I am not an accountant, however, my gut tells me if we reduced the money spent on roads and freeways and applied to towards a greater mass transit system everyone would benefit.
1667	There is only one boat and it has no lifesavers. We should strive to bring prosperity to all and honor our place as stewards of the habitat of others.
1668	Young people and lower wage earners need places to live. Climate change will have even more negative impact than now.
1669	California compared to other states and specifically San Diego is experiencing an increase in homeless individuals/families that are often linked to illicit drug use creating a cycle of mental health and public health issues that affect everyone. Clearly there will remain individuals unable to care for themselves and will need to be considered to be placed; all services cost taxpayers and will continue to rise in costs if solutions are not implemented and enforced.
1670	I care about distributing wealth, but that wasn't an option. I would like there to be more legal intervention into preservation of the planet as it is today and to protect fragile environments and not to destroy the earth.
1671	Overcrowding and loss of open space.
1672	Growth will not stop, so it has to allowed in a way that best preserves all of San Diego and takes advantage of what is already in place. It has to be well-planned and smart.
1673	Habitat Preservation because we have lost so much open space, and have so much more already in the queue for development. Smart Growth and Congestion are closely related to the first, and are elements for quality of life in San Diego.

Number	When it comes to planning our region's future, what is most important to you? Why?
1674	Habitat needs to be preserved because we can not recover it once it's gone. Climate change will affect many aspects of life not only weather. Border has been a big economic growth engine.
1675	I think climate change is going to become a much larger issue by the year 2050 and we need to prepare for it. Creating more routes of public transit as the city population increases will help with pollution and congestion.
1676	Congestion results in more time & frustration.
1677	Happy beautiful life.
1678	We only have one planet and our health is the most important resource we have.
1679	Pollution and climate-affecting processes are very important to me as is maintaining Community character and providing affordable housing and transportation. Affordable, not "more affordable".
1680	Climate change is a slow-moving catastrophe that no one is taking seriously. We have to stop kicking the can down the road and take immediate, strong action to reduce greenhouse gas emissions.
1681	Without smart growth you get congestion & there is too much of that already. For politicians, developers, etc. who don't believe there is not a climate change, they are fools. Climate change is a big factor in our environment.
1682	Healthy communities: Because too often planning projects do not benefit those who need it most-- for example, south of the 8 is where more transit is needed, so why is the new light rail line going to UCSD? I like that we're getting more transit in the region, and I want community health to be prioritized. Crossborder travel because it's what makes our city unique, and climate change because it's real.
1683	We need to reduce carbon and those three areas are inter-related.
1684	Need to stop bulldozing pristine habitat and focus growth in urban areas.
1685	To be a more viable healthy region, we need to have jobs. Chula Vista Working with Tijuana region, seems the right thing to do with Creating jobs, open university between both areas economic development etc. between, creating jobs, open university between both areas economic development etc. between the two cities.
1686	It's about the economy stupid.
1687	We need a healthy people, economy & environment for all of us to thrive & not survive or merely subsist.
1688	Smart growth with community health as a focus will lead to educated decisions that can be the base for urban and suburban planning. Informed plans based on the health of the environment and animal and human community will regulate building, neighborhoods, and traffic designs.
1689	We need alternatives to the car. San Diego would be a more livable community with better public transit options.
1690	I would put Climate change / Environment as #4.
1691	Habit preservation is important because it's a major part of what makes San Diego what it is!
1692	These 3 items impact everyone, whether they know it or not.
1693	Those are the phrases that I understand, and which I support. I don't know exactly what is meant by "smart growth", and "use of emerging technologies".
1694	Congestion is bad for us and for the environment. It adds stress to our bodies, the air and the land. Smart growth is important. You can grow and not just "get bigger" but use space more efficiently and resources more effectively. Density in housing is one example. As far as habitat restoration goes the land, air, water and animals all deserve to live as freely and cleanly as possible. They have a right to life as well- not just the right to be moved or killed so we can have more houses and big box stores. See housing density above.
1695	I am a business owner and home owner in Vista and our economy, our nature, and the growth of our community are all important to me.
1696	They are beginning to drive out middle to low income families who suddenly can no longer afford to live here. Also tearing down businesses that we use for another restaurant.
1697	Because it's the responsibility of any growing and vibrant urban area to ensure there is a balance between ease of transport (definitely not limited to personal vehicles) and a safe and clean environment. Despite San Diego's reputation as a world-class destination, it is sorely lacking a robust mass transit system that can actually get a person from Point A to Point B without wasting half a day waiting/walking to reach the closest bus/Trolley. Cars have always been the priority, and there are plenty of freeways and highways that serve as a testament to that. However, if San Diego is to remain competitive in the long-run, everyone's needs have to be considered.
1698	Quality of life for all citizens.

Number	When it comes to planning our region's future, what is most important to you? Why?
1699	I chose broad topics that cover the needs of a livable community. Climate change is a serious threat to the world, not just our community, it can cause some very unlivable consequences, such as sustained drought that could affect our ability to eat let along have vegetation that could help moderate temperature for a healthy and comfortable community.
1700	Traffic is really bad, but I want communities to stay in-tact (and some even improve crime-wise) and I want to preserve our natural world
1701	To ensure a viable stable economic future for our children we need to focus on the real long term health and safety issues for all residents instead of short term unsustainable 'band-aid fixes' that actually create greater wealth disparity.
1702	Congestion won't be as much of a problem if we implement advanced technologies. Solar (or kinesthetic) street tile generators for energy production, alternative fuel vehicles and fleets of electric public buses - better public transit, safer bike paths, sturdy options for bike parking.
1703	We must consider the region is a desert with limited rainfall and a history of fires in the Fall. Building should now stop.
1704	There is too much traffic already.
1705	Having more frequent service for public transportation, as well as more accessible stops will improve the health of our communities, reduce the number of cars on the road, have a positive impact on climate change and the environment, and can be used as a guide for regional planning to help with smart growth.
1706	It's important to consider the environmental and economic impact of current decisions on future generations using up to date technological options.
1707	Because you need the above 3 in order for the others to happen.
1708	We don't want beautiful San Diego to become LA, full of too many exhausting cars and too few parks. We are more than tourists and conventioneers. We are neighbors in communities. Wildflowers and wildlife make residents healthy and happy.
1709	We need living wage jobs for healthy communities to survive and affordable housing for economic prosperity. Affordable, comfortable and accessible public transportation is a necessity!
1710	Wish the 805 wouldn't back up as much. If there was a reasonable way for me to travel from Clairemont to Sorrento Valley by car or by foot I would. Its only 7 miles.
1711	Congestion will only get worse as people continue to move to this area. Certain freeways are already overcrowded, and Trolley service to North County (Escondido, Rancho Bernardo) would be a big help.
1712	We must protect and be very smart about how we plan our cities to make them the best and be happy to live In them.
1713	Congestion relief should be basically the only thing with which SANDAG is concerned.
1714	As San Diego continues to experience YOY growth this is becoming a theme which needs addressing at a rate that outpaces our growth.
1715	We have to grow smartly so that our communities interconnect. We must be able to support the BIG conventions (Comic Con). We must make our city attractive to ALEs. We need big businesses for jobs. We must also support small business.
1716	Those are all relevant to me as a resident.
1717	With those three principals in use, the others will fall into place. Also, I drive several miles a day for my work, we have a lot of work to do make travel in the region easier. Better Public transportation would be a great start.
1718	It's about quality of life. Commuting for hours a week is not quality. Taking the family somewhere in the county without stifling congestion is important. San Diego is on a path to be LA and Orange County and our leadership for the most part doesn't care. Slow the growth or pay the price later.
1719	We should not be jamming people into San Diego just because Sacramento is trying to force us to do so. We should plan and build for high tech jobs that pay high salaries. Not everyone is entitled to live at the beach just because they want to. Low income housing should be located out east in less desirable areas with transportation available. Why is there no COASTER Station in Del Mar and La Jolla/ UTC???
1720	Population far exceeds road infrastructure.
1721	Environment first.

Number	When it comes to planning our region's future, what is most important to you? Why?
1722	As a resident of a border community, I am concerned about the impact that criteria pollutants associated with gasoline and diesel combustion will have on my and other community members' health. These impacts are linked to and also compounded by climate change, which paints a grim scenario.
1723	If those three are the core principles for how we plan transportation then smart growth and congestion reduction are inherent in the solutions we choose. Healthy communities habitat conservation and environment are top quality of life issues.
1724	All are important but growth without positive benefits to those affected is mayhem.
1725	You really have to ask?
1726	We need to be looking forward. Outdoor spaces that reduce traffic and combine business with urban dwellings seem to be the best bet. Access to public transportation and bike Lanes are also helpful. This will encourage people to be active and also reduce carbon emissions.
1727	Autonomous vehicles, electric cars, and international travel.
1728	Quality of life depends on healthy wild spaces.
1729	Having healthy and functioning coastal sage scrub, chaparral, oak woodland, maritime, and other endemic habitats for fish and wildlife and people is vital to our well being now and in the future. It is extremely important to protect, conserve, and encourage the restoration of local habitats for people to appreciate. We are part of nature and we need to remember to respect and restore nature.
1730	Make more walkable communities that include everyday needs and entertainment so we can stay, live, work and be local.
1731	Smart Growth will assist in congestion relief. healthy communities and climate change and the environment will contribute to Economic Prosperity and Habitat preservation. The use of emerging technologies will help reduce congestion. The Crossborder travel to Mexico will help the region prosper. The Crossborder traffic to the Counties North of San Diego County is critical to several of these concepts. San Diego County has more transportation connections to the 2 million people of Tijuana currently than to the 15 million people to our North in SoCal. This needs to be addressed, rather than concentrating the capital resources in the South West edge of the County. Proportionate Capital Allocation should be a Priority in the Plan.
1732	Assuring economic well-being for the region's residents is of fundamental importance in maintaining the quality of life for present and future residents. Adaptive and resilient planning measures are well-advised to avoid future adverse and unsafe conditions affecting residents. Maintaining public health and general fitness and wellness for the population is important.
1733	Need to preserve the environment and reduce time wasted due to congestion.
1734	Citizens need privacy and availability to services. New technologies must be endeavored to accommodate elevated populations and human necessities.
1735	Anything that relates to more public transit is my priority.
1736	Please just build more freaking roads and freeways. Cars are here to stay. Make it easier for us to drive our own cars. Not harder. Public transportation will never be feasible for me and my large family.
1737	Healthy communities have access to convenient ways of getting around and completing their tasks including accessing food, job, school and worship. AND NOT JUST MIDDLE-CLASS WHITE COMMUNITIES!! SANDAG has to equitably develop transportation that best suits communities that most need it & most use it which happen to be working class communities of color, like my neighborhood, Logan Heights!
1738	We need a strong economy so all can live in healthy community near transit.
1739	We want to stay in our neighborhoods to shop, eat and have fun. Making sure they are planned with that in mind, Is of the utmost importance.
1740	We need to save the environment for our health and the future.
1741	Health, economy and the environment make up a balanced social experience.
1742	These are areas in SANDAG's purview that meet the most needs.
1743	To improve bottle neck congestion on highway 94 merging onto the I-5 and I-805.
1744	Critical to preserve the quality of life for all and protect blue and green open spaces in San Diego County.

Number	When it comes to planning our region's future, what is most important to you? Why?
1745	We live in a dynamic and extremely inter-connected region with Mexico. It is the busiest border crossing in the world. We could be an example of what efficient low-impact, multi-modal cross-border travel could look like. Furthermore we need to prioritize coastal ecosystem restoration in a sea level rise context, and plan for future mitigation and adaptation, including retreat.
1746	Traffic is a nightmare today, and public transit is not the solution for San Diego which is so spread out.
1747	I enjoy the outdoor recreational opportunities here, and feel this needs a dedicated effort to protect the environment. I do realize the need for future development, but this needs to be balanced with environmental issues to preserve the "beauty" of San Diego. Traffic jams are an ongoing issue that always come up; they reduce the quality of life, hence my vote for that issue.
1748	I live in South San Diego about 4 miles from the border. I'm very concerned about more traffic from the Chula Vista marina development. I avoid leaving before 9:15 am and try to return before 3:00 pm, so I don't spend an hour or more creeping down the "freeway". The fumes from all the traffic is very detrimental to the coastal wildlife along the bay front. The massive over development of the bay front will create the biggest bottleneck in San Diego and more pollution for the south end of the bay. The jobs created by construction are not temporary. The high prices of the new units will drive up comparables for the area resulting in higher housing prices. This will drive out more of the older long term residents. No consideration has be given to cheap senior housing and lowest income housing. Without more stable jobs with a living wage more current residents will be forced to move out of state. I hear this almost every week ~ "I'm looking to move to Nevada or Arizona". I can't afford to remain in my home.
1749	I want to make sure we preserve the natural beauty of San Diego that makes us different from other cities. I also want to have the ease of commute we use to have 2-3 years ago that again makes San Diego feel more relaxed and a great place to live in.
1750	Because if we aren't safe in our neighborhoods and we can't afford to live in San Diego, what is the quality of life?
1751	Logic.
1752	Managing our growth along with embracing technology is just smart planning.
1753	It is important to have economic prosperity that supports local families, communities, and local government agencies that are failing to provide the proper level of public safety and infrastructure repairs.
1754	Biking, Ebike's wave of the future.
1755	Economic prosperity, as well as my own, depends upon cheap, safe, reliable, total (door-to-door) transportation options.
1756	The development of Green Fields is no longer viable. Green Fields are dependent upon the automobile and add to the GHG effect as well as create congestion. Urban infill with a robust mass transit system is essential to the achieving goals and objectives of Climate Action Plans.
1757	These are the most important issues we have control/influence over that can improve our quality of life.
1758	We can't just build more housing and expect the same quality lifestyle we enjoy in SD. We must be smart and grow in a sustainable way. No need to add tens of thousands of houses bringing more people and jamming the already jammed system.
1759	You can't force people into public transportation. I will considerate when I see politicians using it.
1760	I think SANDAG has a responsibility to efficiently implement improved transportation options and not be a mirror image of Caltrans.
1761	Mitigating climate change and its impact on the environment, adopting and adhering to smart growth policies, and promoting healthy communities are interdependent priorities that will support a more equitable San Diego.
1762	Driving is boring and terrible and we all hate it and it's dangerous. We only do it because we have to, since there's no other way to get around.
1763	Our communities need to be accessible and safe for our future generations.
1764	Larger numbers of inhabitants moving to the area requires a good look at the traffic issues that will be incurred. As well, the need to keep open areas undisturbed should be a priority...park areas and open land are a must for a healthy environment.
1765	Having a beautiful, livable city requires planning for climate change and protecting habitat. Emerging technologies are needed to accomplish those goals.

Number	When it comes to planning our region's future, what is most important to you? Why?
1766	We only have one world. Let's not destroy it.
1767	Planet, people, and profit. In that order.
1768	We need to balance pressures for development and protect the environment for future generations. Our region is prosperous, but housing is too expensive for many.
1769	Because quality of life is diminishing in San Diego due to poor expansion planning. Traffic keeps getting worse and severe bottlenecks occur in certain areas because of rampant growth driven by greed and developers and not smart planning.
1770	Our freeway system is over capacity. Los Angeles seems to plan years ahead of the need but SD builds after the fact. Better future planning would be an asset.
1771	We need to plan now for the future growth of our community or we will end up like gridlocked Los Angeles. Also, if we don't take care of or environment future generation will be much worse off.
1772	Because if we don't deal with climate change nothing else will matter.
1773	We need to act now to mitigate the potential damage and destruction from climate change. Don't bury our heads in the sand.
1774	Traffic is real day to day issue. Addressing smart growth and environmental planning can help solve traffic or at least keep from getting too much worse.
1775	Because we have too much traffic!
1776	One lane into Ramona; one lane out. Not enough for daily drivers and certainly not enough in case of emergency evacuation, even with both lanes regulated to go in the same direction.
1777	Obvious...isn't it?
1778	San Diego Family since 1926. Growth happens But balance must happen. Healthy communities have all facets of incomes not sparkling new then faded mini malls and mini mansions or investor bought weekly rentals.
1779	We have known for a long time that there is a great amount of disparity of health impacts, economic costs and mobility between many parts of our region based on income and often race and ethnic differences. Yet we continue to work with old evaluative methods and ways of thinking about transportation systems. Our region needs to change the "direction" we have been headed by reallocation all funds that are available. We know that auto travel is the most costly, dangerous and environmentally harmful per mile travel. Let's make significant changes in cutting down auto mode share, reducing VMT and increasing walk, bike and transit infrastructure. Follow the original 2008 Urban Transit Strategy. It will ultimately help our economy, health, mobility for, our environment and cost less.
1780	Traffic congestion takes workers away from work, fathers and mothers away from kids so it impacts both economy short term and child development, leading to long term impacts. Healthy alternatives such as bike friendly communities is a cheap way to decrease certain types of congestion and reduce health care costs.
1781	I want to keep a beautiful place beautiful and healthy.
1782	The congestion is a mismanagement problem so it hurts my brain. Healthy communities have plenty of full grown trees, no pollution, and away from freeways and noise from airplanes. San Diego really messed that one up because it cuts trees without replanting, allows trucks to spew whatever they want, and every home is on or near a main road and air traffic. San Diego is hopeless and you guys can't fix it!
1783	Take care of our communities... build "up" not out (don't ruin our mountain communities with suburban homes!!).
1784	We are polluting an already overcrowded planet.
1785	Smart growth takes all things into consideration.
1786	Time is valuable.
1787	I love living in this area, but the traffic has gotten so bad on every freeway we travel, I'm sure we won't be staying here once we retire.
1788	Why...your kidding right. Traffic is horrible.
1789	Ramona obviously suffers from traffic congestion, so finding solutions are a great concern. Also helping Ramona to grow wisely while maintaining its historic character is essential.
1790	Young people and older need to have way to work and medical appointments. Even shopping is difficult for some.

Number	When it comes to planning our region's future, what is most important to you? Why?
1791	Air improvement is slowing, while still not very good. Freeway congestion is pretty bad.
1792	We need to save remaining land for the future. Use modern technology to move us around. Driverless cars, trains, planes etc.
1793	San Diego is too crowded and too polluted, we are damaging this beautiful city and it doesn't need to happen. There are alternatives to greener living.
1794	There needs to be a balance between development and environment.
1795	Habitat preservation and actions to address climate change are important because these issues have consequences for future generations. It is our responsibility to protect our air and water quality and leave some of nature for the future. Congestion relief is important because it directly relates to climate change and GHG emissions. Adding more housing without appropriately addressing congestion is irresponsible. Cars are not going away anytime soon, despite the mantra of today's developers and their advocates.
1796	San Diego has become overdeveloped, it feels more like L.A. every year. It's sad to see.
1797	Need to focus on increasing housing and being selective about new transportation investments.
1798	We need to complete projects that will reduce commute times for motorists and alleviate rush hour traffic. We are already years behind schedule on road and mass transit projects. They need to be completed faster and be more efficient with our tax dollars.
1799	We've only got one environment.
1800	Healthy ecosystems are integral with healthy communities. Clean air, water, soil, and open areas are necessary for our children.
1801	Sprawl is unsustainable and doesn't support a model of livable, walkable communities the way infill development in existing developed land does.
1802	Tired of sitting in traffic due to poor planning.
1803	Climate change impacts everyone, but the severity varies. Disenfranchised neighborhoods are at a higher risk of being impacted by these climate changes, therefore it's imperative to address it. Healthy communities is also important for social and individual health. When there is community cohesion, there are healthy people and that cohesion can be magnified in number of ways, including AT development and improvement, parks and places for the community to come together, and access to healthy food. Lastly, community input and resident led initiatives should be highly considered in the future. A project aims at a community has no real effect when the residents do not have a stake or a say. How can one know what the community needs are without their voices? There needs to be more intentional consideration of the voices of the residents when planning for funding and grants.
1804	Shop local keep and expand businesses. Keep traffic moving. Have prosperity and Have a healthy community.
1805	Every year traffic is getting worse as bedroom communities increase. We need ways to get around our country by walking, biking, and public transportation that will allow for alternatives.
1806	We live in a rural area because as a single Mom it's affordable and safe. But I have a son who is 12 years old with special needs. It is unlikely he will ever be able to drive, and will need to learn to rely on public transit as a late teen/young adult. I'm sad that to be able to all him to access that we will need to move from the only community he has ever known.
1807	Preserving the environmental quality of the region makes long term economic sense, especially along the coast.
1808	It is the day to day reality and quality of life.
1809	The natural environment is the precious gift from the God.
1810	I travel on the I-15 to and from work. Thankfully, I travel the opposite side of congestion (congestion on the south bound in the morning and north bound in the afternoon). Due to my change in work schedule, I try to take the rapid bus for my commute but the first and last miles are sometimes a problem because the locations would be unsafe. I have been catcalled multiple times as I walk to/from my residence to the station and to/from my work place to the station. So for my situation driving is the best alternative, which is why congestion relief is important. I believe congestion, climate change, and healthy communities come hand to hand. With increased congested in an area, the air quality is worsen and the health of the community is at stake. Healthy communities also have reliable and healthy food within poor communities. I believe in smart growth and having walkable communities and a variety of transportation modes for people to choose from, but if the 3 selected were kept in mind then communities will be transformed to follow the smart growth initiative.

Number	When it comes to planning our region's future, what is most important to you? Why?
1811	Housing prices are out of control here and continue to rise, whole wages remain below similar communities. I'm making $20k /year less here than I did in Sacramento and paying double the rent.
1812	Climate change mitigation and habitat preservation work hand in hand. Healthy communities should be the goal of any human society. There are a lot of implications of this, meaning that we need walkable communities that are accessible by transit that is efficient and effective. I almost chose smart growth but I think that is implicit in this approach. And that it will lead to economic development . There are many communities in San Diego that are economically under developed â€“ for example in Southeast San Diego. Having local businesses and retail there will aid in all of these areas.
1813	The value, beauty and economic benefits of Mexico are key to our region. Would like for it to be easier to cross back and forth.
1814	Habitat preservation conserves vegetation lost thru development. Provides green to keep hydrological cycle from becoming all desert. Congestion relief is often poorly planned and implemented. Fragmented among top many municipalities and agencies. Smart growth to generate areas that require less commuting to shops and schools. Although Irvine Company is disliked for many reasons, their planned community concept really works. Quads of houses, retail, parks, schools are repeated pattern that breaks up long commutes across town for errands. Wide landscaped roads make travel less stressful.
1815	Doing something about climate change and habitat preservation are both most critical because there's no going back once we pass a tipping point. And without economic prosperity there's little hope of paying for all the remediation that we need to do.
1816	We need to keep our small town feel keeping growth to a minimum. Technology can help with traffic and wildlife.
1817	We need to improve transportation systems without ruining the surrounding environment. The easiest and quickest solutions are usually not the best. People may resist change, but we all can adapt when necessary.
1818	If we are smart, remember our health and climate change, the best outcome will emerge.
1819	There needs to be a clear and succinct policy regarding many forms of parking. Public right of way parking of private vehicles, required private parking in development, charging station parking for e-vehicles (including bikes), public or private financing for such facilities and all the usual topics of argument over the subject. It needs to be thought through and guidelines provided for a known and level playing field in the future.
1820	Communities are about people, and connections.
1821	Es un bien para todos. (It is good for all.)
1822	Para cuidar el medio ambiente (To take care of the enviornment)
1823	Alivio a la congestion vial porque toma mucho tiempo para llegar al destino, cambio climatico y medio ambiente se nesesita mas arboles. (Alleviate vehicle congestion, it takes too much time to arrive to a destination, climate change and environment, we need more trees.)
1824	Importante cuidar el medio ambiente. (Important to take care of the environment.)
1825	Porque al se movil es como llego uno a otro local. (Because with my car I move from one shop to another.)
1826	La necesidad en SAn Diego de una economia fuerte es muy importante. (An important need in San Diego of a strong economy.)
1827	Hay mucho trafico (There is a lot of traffic)
1828	Para vivir bien (Quality of life.)
1829	I spend 90 minutes in traffic to get 25 miles in during the evening commute. I leave work at 3:00. The traffic is that bad. The congestion results in increased air pollution.

Number	When it comes to planning our region's future, what is most important to you? Why?
1830	Para vivir bien. (Quality of life.)
1831	They keep stealing road improvement money and using it for rail, busses and bikes.
1832	Reducing the need to travel long distances by car is critical for both the environment and managing congestion/travel times for people living and working in the region.
1833	Porque viajo en un ambiente tranquilo. (Because I travel on a quiet ambience.)
1834	Por el trafico que tenemos actualmente es bastante. (We have too much traffic right now.)
1835	Porque las carreteras estan llenas cada vez regreso a casa. queremos comunidades saludables para el bien de nuestra salud. Por que las personas caminarian mas y saldrian al parque. (Too much traffic on my way home. Healty communities. People should walk more and visit the parks.)
1836	I believe that relieving congestion and traffic is imperative to the quality of life in San Diego. Due to lack of other options, the number of cars on the road and the pollution they cause will have a detrimental impact to our environment. Also the amount of time that people spend stuck in traffic, or waiting on buses that come so infrequently cause stress which has a negative impact on overall health. Also I feel having more transportation options will improve the health of our community in a variety of ways. People may be encouraged to walk more. People may be able to consider job opportunities that are further away which may improve their economic status. People may be able to get to medical appointments more easily and manage their health better. People may cut down on their commute time which would relieve stress and give them more time to spend with family, exercise, cook healthy meals, etc.
1837	Me gustaria ver mas arboles mas vegetacion. (I would like to see more trees.)
1838	Conoser gente y ir por trafico mas rapido. (Meet more people and faster traffic.)
1839	Me preocupado de cambio climatico porque puede afectar a futuro generaciones. (I'm worried about climate change and future generations.)
1840	As populations grow, cities must be mindful in how they grow.
1841	We are a region, and should respond accordingly.
1842	Our region matters.
1843	Our situation with homelessness is dire. It is expensive to live here and families/people struggle, traffic is huge issue. We need better mass transit.
1844	There are too many accidents because of careless drivers. How do we address this? We can't continue to just accepting that people are not obeying the speed laws and are driving dangerously because they are in a hurry.
1845	Because it all intertwines with an individual growth.
1846	Infrastructure cannot handle all the people.
1847	I work in San Ysidro and often travel to Tijuana.
1848	So folks in Ramona don't have to drive 50 miles to buy every day goods or go out to eat.
1849	Without it, economic prosperity will suffer, vehicles stay on the road longer thereby polluting more.
1850	Nesesitamos bancos paradon sombra. (We need more benches and canopies for shade.)
1851	If not proactively addressed, these are issues that are often create added distress in low income communities with very long-term negative impacts.
1852	This region is really struggling with these issues and I feel we are not being heard.
1853	I think they are all important but as a disabled but active senior I need to get around safely and to know that we are all doing our best to preserve the environment for future generations.
1854	Live in Ramona- rural but growing rapidly as San Diego expands. Roads out in the AM and in the PM are really congested and will only get worse. Need fast, reliable, people moving technology that will be planned to minimize impact.
1855	Because this is a rigged survey. A "push poll" by a bogus outfit -- San Diego Forward.

Number	When it comes to planning our region's future, what is most important to you? Why?
1856	No point in living if the environment is ruined, and the climate is unlivable.
1857	Need to protect environment and lower GHG.
1858	I definitely plan to use the new light rail system from La Jolla Village/UTC to downtown to avoid peak hour commuter traffic. Healthy communities need adequate access to public green spaces for recreation and options for walking and biking. Any emerging or existing technologies that can improve the flow of traffic during peak commuting hours should be evaluated.
1859	Because we need to preserve the planet for the future generations while simultaneously making our travel more efficient and smart.
1860	Too much development prior to infrastructure development = too many cars in too little space. Smart growth = grow where the infrastructure exists or will exist within a few years of development; i.e. no more homes along highway 56 unless more lanes each direction. No more development along highway 67 unless 2 lanes in each direction. Do this, plus reduce housing costs through less regulation = economic prosperity.
1861	Our highways are ridiculously crowded and mass transit isn't a good option.
1862	Cut back on urban sprawl. Do not build more freeways: build Trolley lines down the middle of freeways. More overnight parking at Trolley stops to allow overnight trips on Amtrak.
1863	Issues that should be dealt with!
1864	Climate change is something that is going to ruin the planet for us if we don't figure out how to take better care of it. Who does not want to live in a healthy community? Considering economic prosperity not to be a priority, no one does it better than you.
1865	We only have one planet.
1866	Unsafe traffic conditions.
1867	Ver que la comunidad erece yes mas saludable. Que vivamos felizes donde vivamo. (See how the community grows and is healthy. That we are happy were we live.)
1868	Tenemos que usar transporte publico para quidar el ambiente. (We have to use public transportation to preserve the environment.)
1869	Hay que cuidar la comunidad. (Take care of the community.)
1870	We need the infrastructure to support growth in a way that protects our environment. This means cities must grow, with nice design, up but not out. We need to build homes so future generations can stay here. People should be able to get around San Diego without maintaining their own car.
1871	A specific route is not being utilized.
1872	We have approved transportation taxes at least twice in the past 40 years to finish Hwy 67 with four lanes from Lakeside to Ramona, and it keeps getting pushed further into the future. It is completely inadequate to serve the needs of Ramona and points east on Hwy 78, not only on a daily basis, but in the event of an evacuation as experienced in 2007.

Open Ended Responses from 2019 Regional Plan Network Theme Survey (April 23-May 10, 2018)	
Comments edited for grammar and style, and personal contact information has been redacted.	
Number	**Thinking about how you travel on a daily basis, what would you most want to change for the future?**
1	More biking infrastructure and more walkable urban areas. Vision Zero needs to be taken very seriously. More transit choices.
2	Mid-city has no safe routes for biking on the east-west axis. Choke points crossing freeways and canyons create very dangerous conditions on a bike or non-motorized vehicle. While we now have thousands of rental bikes scattered across our sidewalks we still lack any reliable and safe routes for riding them from City Heights, North Park, Normal Heights, University Heights, and Hillcrest.
3	Increase Trolley expansion especially to major attractions such as the beaches and Balboa Park. Shorten trip durations especially on weekends where it can take an hour to get to a place that is a 10 minute drive. More local bus routes in metro areas.
4	Waiting in early evening an hour or more.
5	Shorter commutes. I live in a heavy residential community with limited public transportation options. I want my commute to be easy while having options for parking.
6	Make a significant shift from car dependency to other modes: bike, scooter, motorcycle, walking.
7	Make it safer for bicycles, scooters and pedestrians in key urban areas like Hillcrest and Mission Hills.
8	Increased transit frequencies would allow me to take transit from the suburbs. Now, the frequencies to downtown are prohibitive and I will be driving for the foreseeable future. My preference, however would be transit and I don't care about the variety.
9	More non-car options--especially walk and rail. Having moved from DC-area, the lack of sidewalks in so many communities & limited transit options (both frequency and location) is shocking.
10	Increased awareness and accommodation by and from motorists of pedestrians and bicyclists using the roads too!
11	Make it easier to take public transit. They don't run often enough or go to enough places.
12	A Trolley extension to Coronado through Imperial Beach.
13	European-inspired public transportation (efficient, flexible, affordable).
14	More frequent buses, weekends same as weekdays.
15	Faster bus network
16	More cycle tracks so my community can bike instead of drive. Our city has the perfect topography for it. I also think it is ridiculous that MTS doesn't have a bus ticket transfer, single ride price purchase for credit card, and that they don't give change for ticket fee.
17	Developers should be given the mandate to provide mass transit interconnecting neighborhoods from home to the CBD (central business district), place of employment and provide sufficient parks and recreational spaces for the residents.
18	Scripps Ranch Parkway
19	Increased frequency on the green line and bus route 30.
20	Less congestion and less pollution
21	Having a Trolley on the I-15 or I-805 so I can get to work without traffic. I want a subway or a rail system. If North Park and Hillcrest are projected to grow so exponentially, it should have public transit that can get me to Kearny Mesa in less than 50 minutes.
22	Stop global warming.
23	Lower speed limits, and increased enforcement of traffic laws (50 mph on Pershing Drive is ridiculous). More protected bike lanes - I (and many people I know) would use bicycles more often for basic transportation if it were safer.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
24	More direct, faster modes of mass transit between north county, central and southern county employment centers (e.g., UC San Diego, UTC, downtown, etc.). We need more efficient ways to get around that do not require single-occupancy vehicles. Even on the worst days of congestion, leaving at peak hours, it is still far faster for me to drive myself than to take public transit. Right now, to get from my home in Encinitas to my job at UC San Diego via transit, I would need to take a bus to the COASTER station, then take the COASTER to the Sorrento Valley stop, then take the UC San Diego shuttle to the Gilman Transit Center, then hop on another UC San Diego loop shuttle to get to my office. It would take about 2 hours one way, which is not a reasonable daily commute. It is also extremely inconvenient to bring my bicycle on any of these options. With the COASTER bike cars are almost always full at rush hour and shuttles only allow a few bikes at a time.
25	I would like to take a train or a bus to work. I can't do that today without tripling my commute time.
26	A more equitable transportation system.
27	I would want to be able to use public transit more easily.
28	Improving existing roads and traffic flow.
29	More protected bikeways, and better lighting for pedestrians.
30	Pedestrians need to feel safe from bikes who need to feel safe from cars. Bike lanes are needed everywhere in order for there to be enough of a network for people to really start transitioning to active transport. Consider creative options for adding bike lanes. For instance, there are many sidewalks that are wide enough to add a one direction bike lane to in a way that would make both pedestrians and bikers feel safe. They have this set up (bike lanes on sidewalks) all over Europe with great success. But in general, really ramp up the bike lanes, and reduce the city requirements for mandatory parking spaces for new developments. If someone wants to build a new condo, instead of requiring a parking structure, instead require the condo developer to fund a certain portion of bike infrastructure as an alternative option.
31	I would like to be able to safely bike to work. I'm within biking distance, but all the roads are focused on moving cars at high speed and have at best token support for biking with inadequate bike lanes and dangerous intersections that prioritize car movement and speed over safety and convenience of more vulnerable road users.
32	Safe bike routes, enforcement of existing laws for driving hyenas that risk lives everyday in plain sight.
33	Safer biking options.
34	If I could change the way that I travel I'd change the frequency of the availability of mass transit options. I'd like to do more than just travel to and from work but the availability of mass transit options is far less than other big and even smaller cities that I've lived in. For example, to get to the beach or Point Loma from my house I'd have to take at least three busses and allot up to two hours (sometimes more) of just travel time.
35	Fewer cars on the road. And the cars that are on the road, less time on the road.
36	I currently commute 12 miles each way each day by car. I would like to bike but don't because there is no safe/direct way.
37	Roads that are nice enough to ride bicycles to work.
38	Protected bike lanes and viable, affordable public transit.
39	Safe roads, and safer options for travel including alternative transportation.
40	A mass transit system that reaches more destinations (airport, beaches, parks) that is not bus-based.
41	Less congestion through light rail options and high speed rail options especially to the economic / job centers like Sorrento Valley.
42	Transportation system safety.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
43	I would like to see more availability of public transportation throughout the South Bay region of San Diego.
44	More separate bicycle infrastructure to encourage more biking.
45	Congestion relief by adding more Trolley lines.
46	Not getting hit by cars while cycling.
47	I would like to change the congestion on I-805 and I-5.
48	Accessibility, safety , efficiency and affordability.
49	Better roads; there are too many potholes in the city. Better management alerting the city about them.
50	Projects that impact communities should provide benefits for them in terms of improved air quality, transportation option and apprenticeship/training in union construction careers.
51	Decrease the number of gasoline-powered vehicles.
52	Business owner involvement in their workforce transportation. Encourage staggered start times, and employer paid mass transit.
53	Daily, my hope is that it will someday be faster to take transit to work versus driving. My hope is that I will be able to take transit during work meetings. San Diego is a bit disconnected which makes it hard to actually rely on public transit.
54	Increased Trolley coverage/frequency and more walkable/bike friendly streets and bike/walk only roads. It would be incredible to have more crossovers bridges for walking/biking to incentivize active transportation
55	Transit options that are faster and less expensive than driving a car. If transit is slow and infrequent, no one wants to use it if a car is available. Also, no new roads for cars! Plan to turn half of existing car lanes into dedicated lanes for bikes and mass transit.
56	More bicycle infrastructure.
57	More frequent rail/bus service and routes.
58	Better fuel efficiency or energy efficiency and better time efficiency. This relates to improved roads, more electrification of the vehicle fleet, and better connectivity for commonly used directions of traffic. For instance, a tunnel under Miramar Naval Air Station would eliminate the two sides of the square that everyone has to drive, either Miramar Road and I-15 or I-5 and SR-56 etc. I know this is a fantasy, but the concept is the point.
59	Maintain the roads; don't squander the gas tax money.
60	SANDAG to invest in transit vehicles and operations not transit construction projects like the dangerous waits away from "eyes on the street" highway level I-15 bus stops on Route 235 .
61	Right now, using light rail means a lot of driving, nearly to a point where it isn't worth it except for novelty's sake.
62	Practical alternatives to driving everywhere. Also solutions to congestion and the quantity of accidents and resulting holdups.
63	I-5 is a mess most of the time and I can't see that improving in my lifetime.
64	Less congestion, better planning coordination for office buildings and existing infrastructure
65	Increased COASTER frequency so it is a more viable commute option. Alternative transit options into Sorrento Valley / biotech mesa areas.
66	I am pretty happy about how well I can get around without driving, but I would love it if I could go everywhere without a car - as an example from SDSU to an after work professional event in Rancho Bernardo or Kearney Mesa in 30 minutes or less on public transit!
67	I would like to see a bus route that runs up and down Genesee Avenue. It could have a timed stop at the UTC Transit Center and another timed stop at Balboa Avenue. Having all buses except a small commuter train routed around the south end of campus makes trips to North Torrey Pines Road pretty long.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
68	An electric vehicle for when I have to drive and trains and buses that run constantly (think London/New York) so that the wait time is not 30 minutes plus between time points.
69	Better coordination on bus routes, timing at transfer points. Unable to get to work using transit in a timely fashion.
70	Separated bike lanes to make commuting feel more secure which should increase non-motorized transportation.
71	Increased north/south passenger train frequency and widening of the I-5.
72	Create a future where using transit becomes a more feasible option to get out of our cars.
73	Roads fixed and sidewalks added in areas going to Trolley stops.
74	Mid-Coast Trolley will make my commute exactly what I want it to be. For the region, I would like the Rapid 235 to connect with the Green Line Trolley and/or the Rapid bus version of the Purple Line to connect with the Green Line Trolley.
75	More frequent and convenient mass transit from coastal communities.
76	Better working commuter options. Rapid doesn't work for commuting professionals. More commuter buses from Escondido to Downtown. People's schedules are shifting - last bus out of Escondido should be at 9.
77	The length of time spent on the road, in traffic. I'm a typical East county to coast worker bee. I've changed my hours to accommodate missing the intense frustration of sitting in traffic. My commute, without traffic is 20-25 minutes. With typical traffic hours, the commute ranges from 45 mins to 1.5 hours.
78	Make it easier to get to recreation (beach, mountains, trails) using transit, and easier to get to retail (shopping, dining, etc.) using transit
79	I would like to live near where I work but the housing is too expensive, so I have to live far away and commute in a car. Public transportation cannot get me where I need to go in a timely manner. I need a Trolley line that goes into Kearney Mesa. Then it would work for me.
80	Last mile solutions. I live near transit, but it is too hazardous to walk or bike to, and parking is limited. I also live near a beautiful park (Lake Murray), but cannot walk the 1 1/4 mile to get there because I must cross I-8.
81	More frequent times for the COASTER . How about transit up the I-15 like a light rail service that would help congestion.
82	Widening of the I-5 and I-15 corridors.
83	Continue/improve high frequency service. Cleanliness. More night/weekend service Trolley expansion.
84	Easy connections. I travel from Vista to the San Diego Zoo each day by car. I avoid rush hour, so my commute is about 45 minutes. If I were to use the SPRINTER, the COASTER, then a bus or Trolley it would be almost 2 hours. Not a realistic alternative.
85	I would like to have the ability to drive my own vehicle where I want to go, when I want to go, and not deal with traffic congestion.
86	Trains! Set up a transit infrastructure that is so convenient, that enough users can take transit daily to justify directing resources to it.
87	Longer running times and either frequency or more options.
88	Better road maintenance.
89	Additional trains and routes. Faster run times that exceed standard car travel. Why pay for the train when cars are more convenient and about the same time to make the drive.
90	A Trolley light rail line connecting east Chula Vista to west Chula Vista and the greater San Diego region via the Blue line.
91	Create a safer and more comfortable environment for walking and biking. These should be the primary modes for planning. If autonomous vehicles are intended to alleviate congestion in the future, then we should be reducing roadway capacity as opposed to increasing it.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
92	Bike lanes, I was almost hit by a car twice this week biking to work. We need bikes lanes.
93	I-5 - to have it actually move
94	Have better transit options and more promotion of them.
95	I have biked to work for many years in San Francisco Bay Area, Tokyo, and Colorado. It needs to separate facility from cars because it's not safe and frankly very stressing to be passed every other second by fast moving loud heavy metal objects from behind. Plus if you have one or two deaths from intoxicated driver killing a bicyclist no spouse will let them take the risk of biking to work every day. It must be safe separate routes to work and/or mass transit.
96	The I-5 running smoothly.
97	More protected bike Lanes. More transit schedule.
98	I would love to take public transportation but it currently adds over 2 additional hours to my commute by car. As long as public transportation takes longer, I will continue to commute by car. Not only is the commute time important, but the frequency at all times of the day must be better. It can't just be increased frequency during rush hour. My hours typically are different than what the city considers rush hour.
99	A pedestrian/bicycle bridge crossing I-5 from Morena Blvd to Pacific Beach and/or Mission Beach Park would allow many people to leave their cars at home, whether going to work, shopping or even to hang out at the beach.
100	More frequency on Sundays and better connections.
101	We need more Trolley routes everywhere. If I want to travel from Hillcrest to Escondido by bus, it would probably take me at least 3 to 4 hours to do this trip. If there was excellent Trolley routes all throughout the county, I could probably make that trip in 45 minutes to 1 hour by Trolley. Buses are slow, slow, slow. Buses are uncomfortable and are a horrible way to move people around a city.
102	Traffic congestion on the SR-78 corridor needs to be urgently addressed including the I-15 interchange.
103	Bike and public transport combo.
104	Less traffic on the freeways by expanding the number of lanes.
105	I'm retired and am allergic to traffic, so I stick to my Carlsbad/Encinitas community. Sadly, I avoid even going to Del Mar where my son and family live.
106	Put all funds into repairing and expanding roads. Transit options biking, and walking will do nothing to improve the economy or committing times.
107	Traffic bottlenecks.
108	I currently have a one mile commute so it doesn't apply, but when I had a 30 mile one way commute I longed for a better mass transit system. I live in the east Chula Vista. It's ridiculous to have to go so far west to catch a Trolley. You're finally actually going to build the Trolley to UCSD. It's too bad it didn't happen in 2013 like first promised. I left a great paying job for one closer so as not to be stuck in traffic 1 to 2 hours and sometimes 3 hours a day.
109	Educating others on the advantages of transit for all even if a specific person does not use it.
110	Need ferry from downtown to the Naval Air Station North Island (NASNI) base.
111	Less congestion on the freeways that I need to travel to get to work on a daily basis.
112	Stop lights being more responsive to flow of traffic. Most are okay, but there seems to be a lot of stopped traffic when there are no vehicles coming and by the time they arrive, they have to stop resulting in delays when there was no reason for the delay. We don't need new as much as revision of old.
113	Less freeway congestion is by far #1. I would gladly take transit, except my current transit options typically take twice as long as driving myself even in traffic.
114	Make it easier for me to get places. I hate having to leave my home, 2+ hours before I actually need to be at my destination.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
115	I drive from Oceanside to Sorrento Valley because the train system doesn't connect to other reliable transit options. Schedules are limited and post train travel often is longer than the train trip.
116	Better roads.
117	Future transportation should meet the needs of growing senior population with flexible options.
118	I've lived in San Diego for 18 years now. I came from the East coast. I can not understand why there is not better mass transit to beach areas? Theme park areas? To me, that is where much of the congestion issues are and could be alleviated a lot with better mass transit.
119	Traffic jams at commuter hours.
120	More reliable and wider reaching mass transit options.
121	Protected bike lanes on major roads and feeders. More frequent buses with dedicated lanes, and expanded Trolley system.
122	I would like to be able to afford to live closer to work without having to live in the "'hood".
123	Traffic, roads are getting pretty congested.
124	More easily accessible public transportation. Our teens need to be able to go to school without needing to be driven, and they can also learn responsibility by having to get themselves to work and school without that taking hours with current public transportation means. I would also like to see traffic not get any worse. I am lucky to have a decent commute, but it is getting worse.
125	I drive a car; my husband and I both drive. Public transportation is a joke here. Having lived in Boston and having spent time in New York City, Chicago, Washington DC the public transportation here is poorly set up in comparison. There aren't enough Trolley stops or ones that go far enough out. The San Diego area wise is huge and the urban planning was not designed for efficient public transportation.
126	I bike my commute. An interconnected bicycle network would really help. Right now bike lanes take you nowhere and dump you into the worst car centric areas. Invest in protected bike lanes and public transit, they have the best return on investment.
127	More mass transit, less cars.
128	More frequent service/expanded working hours for transit.
129	More efficient public transit and the ability to take rail to the airport in a timely manner from north county.
130	Off road bike trails.
131	My personal issue is the rail crossing in Sorrento Valley, since I commute between Mira Mesa and UC San Diego. After 4 p.m., traffic from I-5 at the Roselle St. offramp backs up onto the offramp, sometimes as far as the interstate itself, mostly because of the trains that come through every 10-15 minutes. Close the crossing and reset the lights at Sorrento Valley Road. It's gotten so bad that many drivers come down the shoulder of the offramp to bypass the cars waiting in line, turn right at Roselle Street, then make U-turns to get ahead of the line, which just makes clearing the waiting traffic take that much longer.
132	I would like a shorter commute in time & distance. I'd rather be closer to my job so I could bike frequently but I'm 24 miles away and my employer doesn't fully support bike commuting. Mass transit options would triple my commuting time. Traffic congestion and employer congestion to enter our Navy compound add 10-30 minutes to my commute in both directions.
133	Better transit service.
134	Ease congestion on the SR-78 and I-5. Add bike/walking trails along the I-5 corridor or railway and inland communities.
135	I want to be able to take the Trolley to the places I go.
136	Congestion decrease.
137	Jobs closer to home.
138	Greater access/benefits for electric vehicles, increased public transit options.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
139	Traffic congestion for those of us who travel from south to north.
140	Segregated bike lanes and much lower speed limits.
141	Better bike infrastructure.
142	I use my car to go to my doctor appointments, and to attend some time learning how to sew.
143	The transit system must be three things: convenient, safe, and reliable. Within the concept of "convenient" there are two elements: the system must go where you want it, when you want it. That has been my experience living in and traveling to other cities such as Tokyo (the best train transit of any city), Hong Kong, London, and Paris.
144	Better public transit that actually goes where people need to be.
145	I want there to be less traffic.
146	Right now, less pot holes on the roads (downtown, Bankers Hill, North Park etc.). Part of the reason I do not use transit is a concern for safety.
147	Less traffic congestion.
148	Infrastructure for electric vehicle charging and car sharing.
149	Carpool lanes on the SR-52 and 125 extension to 56.
150	Smoothness of travel on city streets. Roundabouts.
151	A more robust light rail system! We have one of the weakest transit systems in the world for a metropolitan of our size.
152	Keep expanding Trolley lines and bike routes.
153	The adding of a high speed rail train.
154	The I-5 needs a carpool lane south of the I-805 split.
155	I would like to see public transit be more of a viable option to get around San Diego. I want to use public transit, but with the amount of time and switches it takes to get around it's usually not an available option for me.
156	I would like public transit that is on par or better than commute times by private automobile. High density mixed-use development built around transit corridors that reduce the reliance on automobiles will open up commercial development that improves quality of life and reduces traffic congestion.
157	A continuous, extensive, and dense network of protected bicycle lanes, bicycle paths, and cycle tracks to support the mandatory shift away from cars and toward bicycling as a viable option for commuting to/from work. This is already happening in other cities with huge ride-shares in less-desirable climates. San Diego is so far behind compared to the innovative solutions being implemented elsewhere. It's embarrassing!
158	Our roads have gotten worse over the last 5 or so years to the point where I personally had car damage from the pot holes. Encouraging healthy transportation options such as walking or biking will make for a happier community and quality of life.
159	Interstate 5 express lanes as soon as possible in both directions.
160	Ride hailing apps are cheaper than public transit but don't get cars off the road. Public transit should be free to encourage ridership and funded by vehicle registration, TransNet taxes, and fees on moving violations (like drivers who stop with their cars entirely in front of the stop line at stop signs).

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
161	The connectivity of San Diego County as a whole. I work remotely because driving is unsafe and harmful to the environment. I realize most people do not have that option, but our disjointed public transit options do not empower large communities to commute together. Why can't we get this right? The last Trolley extension before today's current work was when I was in high school and I wanted to flee to Paris where I didn't have to drive. Traffic instilled anxiety and dread at a young age, I really wish I could keep living here as someone who was born and raised here, but it's a terrible lifestyle to have to own a car to have freedom. Someday, I hope we can be a truly smart, connected city with better public transport options than the Bay Area. Good luck and godspeed, SANDAG!
162	Be able to commute to work/school using trains and easily accessible/safe transportation.
163	It would be great to have more carpool options.
164	Better bike lanes. And more.
165	Transit connections and increased frequency.
166	Safer cycling infrastructure.
167	More Trolley lines and stops. More buses on busy streets. Increase buses on 929. Also extend the time buses run.
168	Being able to walk, bike and ride public transportation more easily and accessibly.
169	Expanded bus and Trolley lines.
170	Having a "COASTER" type service along I-15.
171	Better sidewalks.
172	Easier alternative travel options that actually encourage me not to drive.
173	I would love to be able to travel without the need of a car.
174	Reduce transportation related pollution levels in disadvantaged communities. Support cities' Climate Action Plans transportation targets. Increase transit ridership consistent with SANDAG's own strategy. Create a rate structure that increases ridership at no cost for youth/students and people with disabilities, more accessible passes for seniors and people with disabilities. Increase transit access in underserved communities.
175	Reduce transit spending and focus on roads and highways.
176	More freeway capacity and quicker ramp operations.
177	1. COASTER line with more runs throughout the midday and night. 2. A SPRINTER or COASTER line that ran along or near the I-15 Freeway. Running all the way up to downtown Riverside. Or maybe to Hemet with another connecting line to downtown Riverside. 3. Last biggest dream: change bike paths that run around the outskirts of each area of San Diego like UTC, Clairemont, etc. They would cross very few roads or go under them or be raised paths built like the new Trolley lines in UTC. 4. Extend my life expectancy so I will live long enough to see it all happen.
178	More roadway space allocated to non-driving modes of travel.
179	A city wide shuttle system or something to supplement poor transit. And safer bike lanes.
180	Less congestion.
181	My daily commute is about an hour+ each way. I would love to take public transit, but I've looked and it would take about 2.5 hours. I've considered biking, but it's so dangerous. If there were more bike options or better transit, I would love to stop driving to work 5 days per week. I'm happy to watch the I-5 bike lane being built as part of the Genesee expansion project.
182	Protected/separated bicycle lanes and more convenient and innovative public transit.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
183	Public transportation would be efficient and continuous to major areas in San Diego: Downtown, North Park, Hill Crest, Pacific Beach, La Jolla, Ocean Beach, Point Loma, Kearny Mesa, etc. easing traffic and parking congestion in these areas. Bike paths would branch out from these areas to allow a broader range for travel. These public transit lines would not inhibit car traffic. They would be on their own line or platform, allowing them to maintain schedules and not inhibit car commuters on already congested roads (i.e. the train in Sorrento Valley largely contributes to congestion getting onto the I-5, because it blocks traffic. Sometimes you can get held up for 20 minutes at that light alone).
184	More security on Trolley, employees watching on video and sound. Too many crazy's riding.
185	More options. I have chosen to live near my work but when I need to go to most places it is relatively infeasible to get there in a timely fashion due to lack of options and transit infrequency.
186	Some sort of express Trolley with limited stops along highway 52 that would connect with the new line at/near Interstate 5 would hopefully get cars off highway 52 and reduce commute times.
187	Wide spread public transportation system.
188	Light rail with greater frequency throughout the day. Light rail should run from and to and through population and transit centers, e.g. from La Jolla to Lindbergh Field. We should be able to take public transportation from Oceanside to downtown San Diego within 40 minutes on a schedule that allows us to work, go out to dinner, or attend a play or other cultural event.
189	Correcting/fixing our roads and maintaining them afterwards.
190	More bus stops.
191	I want to cut down on how long the commute by bus and Trolley is. To get from my house to Mesa College by car takes me only 10 minutes. By public transportation, however, it takes me an hour and a half. I also want more traffic relief. Perhaps by motivating companies to encourage employees to take public transportation with incentives. That will only work if their commute isn't too much longer than it takes by car.
192	Shorter commute times.
193	More options for transportation that do not involve single person vehicles. Bus, train, and Trolley need to be accessible and priced so people can use them.
194	Efficient public transit north of uptown.
195	Use public transport more.
196	Introduction of work from home on limited days.
197	The more dedicated bike lanes the better for both cyclists and drivers.
198	More bike lanes and better education for drivers on sharing the road with bikes.
199	Flexible start times with employers.
200	Safer pedestrian infrastructure in my neighborhood. (Morena and Clairemont Blvd)
201	Long commute times.
202	Reduce the use of gasoline engines.
203	Better Trolley service in the mid city. Trolley service up Park Blvd or Fifth Ave, through University or El Cajon Blvd.
204	Less dependence on cars. Trolley service to the airport, sports arena, and Legoland.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
205	I commute only by bicycle or by public transportation now. It'd be nice if public transportation is available later than 9:30pm so I could actually go to concerts in Downtown or take the bus home after work in any sort of weather. Also, a lot more people are also biking to work, but when the weather turns bad, the MTS buses can only take two bikes at a time, and the buses only come every 30 minutes. I have been stranded in North Park a few times when 2 or even 3 buses came by with already two bikes on the rack. That's 1 1/2 to 2 hours just waiting at the bus stop for a bus to come by that has room on the bike rack for me (it's a long ride from North Park to Escondido... especially when you have a heavy backpack on you). It would be nice if there is a light rail connecting Escondido to San Diego.
206	Never having to drive anywhere.
207	Would prefer more transit options to spend less time in my car and in traffic.
208	High speed rail along I-15, and I-805. More transit options with the Trolley.
209	To create a connected bicycle network that provides opportunities for people to commute by bike and to provide transit options to support multimodal travel for longer distances. To live work and play within our neighborhoods without the need for a car.
210	I would like to see a more equal approach to all modes of transportation, away from the focus on car travel alone.
211	Stop the growth of high-rise buildings in University City [Golden Triangle]. Genesee Ave/I-5/I-805/Hwy 52 are nightmares during rush hours. The "rush hours" are getting longer - more congestion over longer period of time. No more growth of office/hospital/UCSD buildings in that area.
212	Eliminate toll roads.
213	Widen highway 52 between highway 125 and I-5
214	More Trolley/rapid transit.
215	Quit cramming bike lanes on busy streets. They're perfect for side or less traveled streets.
216	Better mass transit connections to employment centers (the 'Last Mile').
217	More frequent bus and Trolley stops; vastly expanded bus and Trolley service.
218	Traffic sucks so much! I can't stand the commute. You guys are at least 30 years too late with all this new stuff, way to drop the ball. It's resorted to people going all sorts or weird routes just to get home because it's so congested on the freeway and even side streets. Public transport needs to be available in more places, it's just so inconvenient still.
219	Improved transit.
220	More bike lanes.
221	I would like to spend less time on the freeway. I already bike and carpool as possible. Better (more often, with more routes) public transit would help. I look forward very strongly to the mid-coast Trolley expansion; I work up on Torrey Pines and would love to not sit in that traffic each day.
222	Safe bike lanes so I don't feel like I might die if I ride my bike. Showers, lockers, laundry at destination.
223	Better access to safe bikeways and walkways.
224	Reduce congestion.
225	More bike lanes.
226	Make our city multi-modal and friendly. Add tons more bicycle lanes. Eliminate the need for a car. Add more options for public transportation.
227	More work from home incentives for companies. Also more incentives to employees to ride their bikes to work. Also more crackdown for drivers causing accidents/congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
228	I'd love to drive less! Especially in traffic. Nothing makes me more agitated than sitting in traffic for long periods of time. I don't think humans were meant to sit in traffic and it is taking a toll on our general well-being. We need safe methods to share our roads with other methods of transportation: from walking to biking, to scooters, etc. Cars do not rule the road! Share the road!!
229	Safer lanes for bicycles to travel in.
230	My husband and I along with our young daughter bike and walk frequently. Even in our own neighborhood of Hillcrest/Mission Hills, some of the sidewalks don't connect and we are left stranded in the roadway. More walking and biking infrastructure is desperately needed and most important to me.
231	I'd like to bike more as a method of transportation.
232	Safer intersections for pedestrians and bicyclists.
233	More frequent train service that connects with the Trolley. More protected bike lanes to make inner-neighborhood travel safe and enticing. More ways to walk/bike to transit.
234	More active transportation. That is walking, bicycling etc.
235	Better biking infrastructure.
236	I would like to feel safe bicycling from my South Park home to Hillcrest, Normal Heights, and Horton Plaza. I would also like faster and more direct public transit options to the Culture Shock dance studio on Hancock Street. Between Culture Shock, the Cali Coast Elite, and the Circus Center, there are three large schools with one-hour classes. Many of the students are kids, so their parents drive there to pick them up, then drop them off. No one walks 14 minutes through a sketchy neighborhood to or from the nearby Pacific Hwy and transit station.
237	I would like to be able to use public transit to get from home to work.
238	More public transit and safe bike routes. I would love to be car free!
239	A connected bike infrastructure. There are many trips I could make by bike but I don't due some dangerous sections.
240	More bike lanes. Lower speed limits.
241	More dedicated bike lanes.
242	I would like to ride my bike and use transit more, but I live 25 miles from work. I can't turn a 30 minute commute into a 90 minute commute with biking and public transit.
243	The Trolley/trains are most efficient for distances that are too long to walk or bike, but they need connections. The bus system is wildly inefficient (my niece tried to get to the doctor, and she literally couldn't, because it was a four hour bus trip, and the buses didn't run early enough for her to get there on time. That is absurd.) I'd like to see a really thorough transportation study done, matching where people work or go to school with where they live; to examine how many non-work/school trips are made from point A to point B; and to evaluate that against current ridership. Then adjust for a more or less base capacity need, and add an 'on-demand' type service for areas where there may not be a need for a 60-seat bus every day, but where the need is for a 20-seat bus once a week or more--people could essentially 'book' a seat on the on-demand bus. I think that if people start seeing that they can get around with a less-than-one-hour commute, ridership will go up dramatically. And that will cut pollution and congestion on the freeways.
244	Make roads safer for bicycles and scooters. Reduce highway congestion during rush hour by having more public transportation options.
245	More safe biking trails, more safe places to lock bikes, and more interconnecting paths for bikes,
246	My daily travel is minimal. I live 1.9 miles from my office. Wouldn't it be great if this were the norm, as opposed to, what I believe, is the exception?
247	Better access to transit and enhanced bike facilities.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
248	I want rapid ways to get from mid-city to downtown. The MTS 215 is too slow. I also want more frequent bus service and protected bicycle lanes.
249	We need more pedestrian, bicycle, scooter, and shared vehicle infrastructure in the region.
250	Fewer cars on the road, more public transit and bike options.
251	I'd like to have alternatives to driving. I occasionally bike, and there is some infrastructure, but it's not connected to my job or other centers I'd like it to be.
252	I'd like to see a much more dense and expanded Trolley system. We need something along the Hwy 52 and I-15 corridors connecting Sorrento Valley and Mira Mesa to the areas people come from (East County and inland North County) that work there.
253	I commute by bicycle every day, and our roads are in terrible condition. They sorely need to be maintained better which includes smoother surfaces and regular sweeping.
254	Expanding Trolley lines.
255	Institute partnerships with private sector companies to utilize technologies to allow for more remote/telecommute work, as well as, for cities to provide more incentives for hub offices to be built where employees can go to work within the same city, avoiding freeway utilization.
256	A better comprehensive transportation system. Think Paris, France.
257	Viable public transportation: streetcars, bike lanes, and pedestrian focused design.
258	Quicker routes with less transfers.
259	Protected bike lanes linking neighborhoods like North Park and Mission Valley. Those "sharrows" look nice on lanes but do little to protect cyclists from harried, distracted drivers. We also need public service announcements (PSAs) to remind drivers to treat bikers with respect as they are saving parking spots for them! Once the culture of safety is established, more people will ride instead of drive!
260	Ticket vehicles parked in the bicycle lanes. Impose a heavy tax on oversized vehicles. Have public info notices on TV informing the general public about the rights of cyclists and how to drive safely around bicycles!
261	I have to drive at least once a week and when it rains, it would be great if I did not have to drive at all.
262	The ability to actually take mass transit on occasion to/from work, without having to add to my commute time, or walk a very long ways to reach a destination. Ease & efficiency are important as much as cost.
263	Reduce the need of depending on my car to get me around the region.
264	More bike lanes around urban neighborhoods in San Diego.
265	More biking trails.
266	More separated, lighted bike paths.
267	Calmer traffic that is safe for walking and bicycles.
268	Express Trolley from San Ysidro to UCSD.
269	Dedicated transit facility lanes.
270	Get people out of cars and into alternative transportation.
271	Bike paths and safer pedestrian access now!
272	Way more striped bike lanes.
273	More mass transit to key areas in San Diego County like the military bases and different neighborhoods, especially in the South Bay.
274	More bicycling paths.
275	Faster and more available public transit options.
276	Sprawling freeways that bisect our neighborhoods.
277	Making transit time competitive with cars and giving bikes a fully connected routes through the city.
278	Pay public transportation with an app.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
279	It sucks.
280	Better traffic management from Caltrans. They are horribly behind the times.
281	Better cycling lanes and sensors on traffic lights for bikes.
282	Better and safer bike routes.
283	Work commute is too long.
284	More lanes on the 5 in North County.
285	More biking options.
286	Continue to expand Trolley and bicycle infrastructure.
287	We work from home and only have to travel for out of office meetings. We currently plan our travel time outside of traffic peak hours. We take mass transport occasionally in our free time - would be nice to have the Trolley connected to Hillcrest.
288	We need better solutions for "last mile" transportation from origin/destination to public transit.
289	The area leading to the southbound 5 on-ramp at Sorrento Valley. Heading westbound to cross the tracks is often a mess. The trains cause the barriers to drop for long periods of time on occasion when the train is idle at the station. This causes back-ups in all directions heading toward this area. Bridges, over passes, underpasses to get around this would be great.
290	Dedicated bike lanes. Less road congestion, and using roundabouts at intersections.
291	I would like the ability to utilize transit to get to work instead of my car. Impossible at the moment since I work in Kearny Mesa.
292	Protected, safe bike lanes/paths.
293	Increased Trolley frequency during commute times (green line).
294	Develop a system of "hopper" buses that "hop" between neighborhood centers i.e. Downtown to Hillcrest, Hillcrest to University Heights.
295	I commute via bike. I would like to have safe bicycle infrastructure and better Share the Road Education for the cars. I pay taxes for the same roads as the cars and ask that money is spent equally and accordingly.
296	Get out of my car.
297	Discount rides for medical appointments.
298	I want more investment in transit in walking, and biking. I love to bike but I am scared to bike here because cars are so heavily privileged. If roads were built for it, I'd bike and walk more. I already do.
299	At least 3 COASTER per hour versus 1 per 90 minutes. I would take the COASTER more to meetings if I could, but it is set up for those working traditional 9 to 5 jobs.
300	I'm currently bike commuting 2 times a week. I'd like to see if I can influence some of my colleagues to bike commute.
301	More transportation options. e.g.. electric bike.
302	My time in an automobile. I would like a safe an efficient bike route to work, or the option to take light rail at least to interface with the UCSD shuttle system. I currently have to rely on a car for at least some portion of my trip.
303	More dedicated bicycle lanes.
304	Ability to use public transportation to get where I'm going. Driving and parking,--yuk!
305	More time efficient methods of transportation. Many individuals in our region spend a significant 2+ hours of their non-working time driving around to get from home-work-home. This increases pollution, stress levels, reduces the level of economic activity, and reduces the amount of time people spend with family/friends. The transportation system should be designed to suit the needs of the population, rather than the population having to adapt to a constrained transportation system.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
306	Traffic laws are relatively nonsensical and unenforced for vehicles other than automobiles. Bicycles consume a lot of the road and are not regulated by our city's revenue officers, I mean police officers.
307	Safer and cleaner bike paths along streets.
308	A bicycle pass under highway 5 at the intersection with HI 56 so that cyclists can avoid a very dangerous intersection. Very little work needed because there is already a passageway. This would connect Carmel Valley Road (west) to 56 bike trail.
309	More efficient public transit system that is affordable and clean stops.
310	Saver bike and pedestrian opportunities.
311	More frequent buses and direct buses. Stop cutting up routes, forcing people to transfer more.
312	Less reliance on personal vehicles.
313	More express transit service - similar to Rapid 280, 290 and Route 110 - between downtown San Diego and the North I-15 corridor (Miramar - Escondido). This could also include Trolley trips with limited stops.
314	Better and safer protected routes for biking.
315	Better Mass transit, actually connecting to places that are regional activity centers.
316	I live and drive around University City. I would love for this area to become more pedestrian friendly.
317	24 hour service for those that work late shifts (either going to or getting out of work). Perhaps partner with Uber and or Lyft to offer discounts for areas (bus routes) not covered later at night.
318	Better traffic flow. this includes smarter traffic lights that are better in sync with traffic patterns.
319	Our whole transport model as Americans in ridiculous. We need smaller vehicles, better bike and scooter infrastructure.
320	Increased transportation options like the Red Line, more class I and II bike lanes.
321	More bus routes that require fewer transfers. To get from one place to another by bus around San Diego usually takes twice if not three times as long. This is not the case in LA or San Francisco.
322	More responsible and courteous drivers. We desperately need better driving education. Car transportation is not going away, no matter how many bike lanes you put in and unless drivers are better educated, it is going to result in more accidents and injuries.
323	Low or no carbon transportation.
324	Expansion of the Trolley to newer destinations (the UTC line has been a long time coming), baring setbacks, environmental or otherwise. It would be economical to those who have limited disposable income to get reduced rates on monthly passes, as $72 is more than what many pay for insurance on their vehicle, or monthly fuel. By offering a monthly discount, while slowly lowering the fare as passenger usage increases, and hiring officers for each station and Trolley (the station officers could rotate between a few stations in the beginning, lessening as more patrons ride, and purchase monthly passes, therefore allowing the hiring of more officers) the residents of San Diego County will have confidence that the MTS has their best interests in mind.
325	Better bicycle infrastructure and efficient public transit (no viable public transit options exist for most situations).
326	I'd like to see fewer cars and more bikes. So, I'm OK with higher gas prices and taxes in order to pay for better bike and pet options, as well as public transport.
327	More biking. Less driving. I would really like to ditch my car for a motor scooter but my wife start crying.
328	Introduction of driverless cars.
329	I imagine a city where you can get anywhere on public transportation in a reasonable amount of time, bicycle lanes are safe and separate from roadways and pedestrian paths, and cars/parking/freeways are seen as a luxury and not a right (like ANY city in Europe).

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
330	More COASTER trains; extended Trolley coverage; more dockless ebikes and scooters.
331	Less freeway congestion on the I-5 from Imperial Beach to National City during the early commuting hours.
332	Saver bike lanes, more bike awareness.
333	Adding more transportation options.
334	Flex work hours.
335	Fast trains please.
336	More traffic lanes on 5 & 15. It's not rocket science, look at people's commutes. We need more traffic lanes!
337	Ideally, I would like it to be autonomous and have car sharing options - see earlier comments. Practically, I'd like to see my roads fixed. I'd like to keep or expand parking. I'd like to see fixed and better sidewalks. I would like to be able to pay for a Trolley ticket at my station. I would like for transit to be a lot more affordable. I would like for transit to be a lot more clean. I would like for the buses to run later.
338	Two car Trolley every 10 minutes is more valuable than a three car Trolley every 15. Could also permit using Trolley as backbone with shorter more frequent bus leaf runs.
339	I want downtown San Diego to become a much more pedestrian friendly environment with a much greater budget allocation for improved walking options as well as bicycle options.
340	More Trolley service to more places.
341	We need to put transit where people live and where they work. Most people I know cannot use public transit to get anywhere meaningful. I would use public transit daily if I went from anywhere near my home to anywhere near my work in a reasonable time, but right now it's impossible.
342	More well shaded public transit stops to protect and attract commuters. The blazing heat as well as unpredictable weather during the winter makes it harder for commuters wait for their rides. Overall have public transit more priority on road lanes, frequent stops and transit public transit incentive at work.
343	The "Throat" at Torrey Pines Rd and La Jolla Parkway. One lane to go east and many times of day can't get to that lane at all.
344	Clear bottlenecks on I-15 north before and near Friars Rd, plan for traffic congestion in South Bay (areas in national city, Chula Vista, San Ysidro) and greater access for cross border travelers.
345	More frequent Trolley schedules. San Ysidro gets 2 Trolley and El Cajon gets one.
346	Better roads.
347	More flexible ride share options, vanpools, smaller buses, more housing near transit.
348	More and better bus/Trolley routes including Trolley line to the beaches. More dedicated, protected bike lanes.
349	Government efficiency and appropriate spending of tax dollars meant for transportation and infrastructure.
350	Public transportation alternatives.
351	Better inner city (where I live) week-end public transportation.
352	I work from home, but would like more options for transit for when I want to catch a show at La Jolla Playhouse or meet friends for a run around Lake Miramar.
353	More protected Bike Lanes. We need to separate cars and bikes for safety and it's proven in other cities if you build more Bike Infrastructure then you can get people out of their cars.
354	For public trans to be cost effective and useful. I travel all over the world and cities with good public trans offer it for less money than driving a car and it goes to areas where people live and work.
355	Less congestion.
356	More protected bicycle lanes!

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
357	More highway lanes today! Make carpool lanes general purpose outside of commuting hours.
358	More dedicated infrastructure for biking and walking. More frequent train service. More train service on weekends and late at night (not just typical commuting hours). More bike racks on the trains. More incentives for people to leave their car at home. No more free parking for cars.
359	Additional spur freeway exchanges would help ensure manageable freeway access well into the future.
360	Less traffic on certain streets during rush hour.
361	Bus lines that arrive every 30 mins should be more frequent. more amazing bike paths like Sweetwater and the Bayshore. also make compass card more streamlined... it's crazy to figure out if you never rode the bus before.
362	An expanded Trolley system with more neighborhood access, increased funding for freight initiatives that move cargo into and out of key facilities while providing separation from personal vehicles and neighborhoods.
363	Make more transit options and make public transportation more frequent. As more people are driving the congestion is getting worse. Instead of making more lanes, make public transportation options more available to people who work deep in the city. More busses, more Trolleys... a subway?
364	More choices for routes. Limited routes create problems.
365	Spanning the great divide between North County and the rest of San Diego.
366	It would be nice to know that I can get to work and to home. Without the crime.
367	Better bike lanes please.
368	Accurate bus waiting times, incentives for people to transit to work, safety for people on transit.
369	Expand Trolley lines to more points throughout the city.
370	I would want a rail system following the 15/163 corridor from North County to Mission Valley and Down Town.
371	Easier signs of direction for tourists and new people to Sam Diego to find the lane and exit they need.
372	I would like to see more protected bike lanes in the city. This is especially true on major arteries that connect neighborhoods - Pershing Drive, University Avenue, El Cajon Boulevard, 30th Street.
373	More light rail, bus services and bike and walking paths or lanes (phase one simply paint fine!)
374	Better roads, better gas mileage, turned into electric mileage. We should be 100% electric within 20 years for all public transport.
375	Trains.
376	Earlier and later start and end times.
377	Easier access to freeway entry. On both Manchester and Del Mar Heights road, people wait till the last minute to cut the line. It's aggravating for the courteous people who wait their turn.
378	Making the Trolley more accessible, faster, and more spread out in San Diego.
379	I would like to be able to get more palaces by bike but because of traffic congestion, it isn't that safe. I would like to see public service announcements on TV, radio and Internet advising the public to share the road - to let them know what sharrows are, the proper distance to pass bicycles, whom bike lanes are, etc.
380	Trolley to airport.
381	Better transit and more consistency throughout the county.
382	Connect the Trolley to the beach areas and the airport!
383	Shortening the commute time. It can take me longer to get through surface streets than my entire commute. For example, I am in Santee. It can take me up to an hour to drive 3 miles (on 52) and then 20 mins to drive 15 miles to La Jolla.
384	Clean up and repair existing bike lanes, make use of traffic signals bicycle responsive.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
385	More bike paths. I travel primarily by bike. The stretch on College between El Cajon and Montezuma has no paths or sharrows.
386	A light rail system that runs North to South more frequently.
387	Better bike infrastructure and public transit access.
388	Better walking/biking connections to efficient and innovative transit.
389	Improve Trolley reliability.
390	Multiple occupant transportation in a timely manner.
391	I want to be able to bike to work safely and quickly, or take a train with the same frequency as driving.
392	I'd like to see more initiatives to promote carpooling, use of transit, and infrastructure for active transportation such as walking and biking. I know there can be a lot of vocal resistance to installation of protected bicycle lanes, but data show that those not only improve bicycle use and cyclist safety, they actually improve local business traffic to more than offset any repercussions of lost parking.
393	Roads that are safe for cyclists and walkers.
394	Road maintenance needs to stepped up. Roads are tearing up my car.
395	Stronger network of light rail and other alternative forms of transit and better cycling infrastructure.
396	I would like to see more light rail opportunities around the county. More people who live and work along the Trolley lines need to receive transit training.
397	I want to be able to take public transportation, safely and efficiently bike and safely walk to all my destinations.
398	More space for people to seat.
399	No vehicle use.
400	The roads are crowded and poorly maintained.
401	High speed rail in every freeway corridor, connecting to multiple modes of mass transit.
402	More train times, more Amtrak stops, more trains/ buses to the east, more commuter buses downtown.
403	Reduced emissions with greater mass transit options and walkable spaces
404	Stop using giant buses. They drive around empty all day with poor transit schedules. I suggest using large vans or something of the like, have more vehicles and more frequency of stops.
405	Traffic congestion.
406	Trolley access from beach to Mission Valley - my normal commute and a way to ideally relieve Mission Beach and Pacific Beach traffic on weekends.
407	More options that don't require me to drive.
408	Increased safety for all modes, more efficiency for transit options, more transit choices at low/no greenhouse gas emissions.
409	Faster and more accessible public transport.
410	More bike lanes, more train lines.
411	More carpool lanes.
412	I lived in London and Toronto and both have fabulous transport systems. I commute 113 miles to LA County as I have a job that gives me flexibility. As a fourth generation San Diegan, I cringe at the massively increased traffic over the past five years. I would change the fact that freeways are not wide enough. Take the 52....why was that not made four lanes each way to being with?? Now construction to widen it will cause havoc. Just have common sense when looking at the future.
413	I'd like better bicycle routes (i.e. bike lanes and smoother roads).

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
414	Instead of millions of commuters each navigating and executing their individual journeys every day with varying degrees of skill and attentiveness - and all the inefficiencies and mayhem this introduces into the transportation system - have the main arteries designed to safely and securely do the navigating for us.
415	We cannot rely upon auto forever. We need a decent mass transit system.
416	Bike lanes between my house and office. Your already working in it - Monroe.
417	Expand the Trolley, make biking safer.
418	Decrease traffic congestion and improve roads.
419	Safer roads for cycling, which I do not dare do at the moment.
420	Would like more options for public transportation.
421	Ride share- I want to get rid of my car and Uber/ lift make that a real possibility.
422	I'd like to be able to easily and quickly take public transit from my neighborhood to downtown. This should be easily accomplished from the Uptown neighborhoods, but since we don't have Trolley access, we rely on the bus which is slow and still not a preferred transit option. The "rapid" line down Park Blvd is a joke, in that it is only rapid for about 3 blocks.
423	More public transit.
424	Road conditions and patch work construction that sometimes seems endless with little improvements to show for it all.
425	I want access to commuter transit options! Trains, light rail, Trolleys, neighborhood-connect buses (hop on style), bike lanes.
426	Safer, more convenient biking and walking options.
427	Relieve congestion around the I - 5 and Route 78. Safer bike routes.
428	Make it easier to use transit. No one should have to wait 30 minutes for a bus.
429	More bike paths and protected bike lanes.
430	Trolley to the airport.
431	Have to drive less - need more credible alternatives to driving.
432	Improve transit availability--frequency and accessibility (greatly expanded routes and better connections)--to make it a practical transportation alternative. Improve last-mile connections to main transit arteries.
433	What I said in the first bubble.
434	Safe biking routes.
435	A convenient Trolley system. My work is only 7 miles from my house and is in Little Italy, but there isn't one convenient way to get there that is under a half hour.
436	COASTER train does not run frequently enough and there aren't many ways to connect to public transit from the COASTER inland. Many roads in San Diego are unsafe for bicycle or walking commuting.
437	More reliable and frequent busses. More Trolley lines connecting more parts of San Diego.
438	Reliable and frequent transit options.
439	Roads, Semi-trucks should not be on the roads on peak hours.
440	Better routes. It takes 10 minutes to drive to work, but it would take 90 minutes to get here by bus and Trolley. I grew up taking the bus and train to school in a suburb of a major city. I have seen how easy this can be.
441	All highways should have parallel bike paths similar to I-56. These routes are more efficient and address the geographic challenges (hills) for bike commuters.
442	4 car Trolleys, 7 minute frequency's on all lines The Loss an corridor should be double tracked and electrified like the Caltrain system up north.
443	More train schedules and stations. Basically more train network inland.
444	Make Trolley or bus travel easier and biking safer.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
445	Traffic congestion. I think some of this could be accomplished by reducing distracted driving. Distracted drivers do not drive safely, often causing traffic congestion and of course also traffic accidents that also lead to traffic congestion.
446	I want to be able to go from Carlsbad to La Jolla to my place of employment using only public transportation and my legs.
447	Access to affordable, efficient active transportation.
448	Bus service along the 56 from the CMR transit center to Torrey Pines.
449	Less traffic, better road repairs.
450	Wider sidewalks, more crosswalks.
451	I'd want to go back to using transit. I used to live in University Heights where transit could take me to work and play easily, but now I live in an area with no transit that easily takes me from Tierrasanta to UCSD.
452	I want to be able to travel by transit or via safe bike/walk infrastructure. Ideally, I would love to have more affordable, efficient transit options to travel between North County and San Diego City.
453	Better coordination of traffic signals. More creative and effective interchanges. More rail options. Eliminate bottlenecks.
454	Less road congestion. More frequent/available public transportation.
455	A serious investment in housing infrastructure whereby ridiculous regulations are eliminated so that a serious amount of high-occupancy, multi-family structures can be built.
456	Problem solving prior to the problem.
457	It's not safe on the Trolley most times. I carry 2 self defense tools just in case. For the last 2 years it seems security only appears to check fares and nothing else.
458	I would love to leave my car at home and take train/bike.
459	Ability to safely walk, bike and drive. Smooth traffic flow. Better parking and/or transit that connects the places I travel between.
460	More light rail options.
461	Self driving cars.
462	HOV lanes for I-8.
463	Fast speed or light rails that connect more of the county together.
464	Road maintenance.
465	Many more trains, street Trolleys, or shuttles on major roads with parking to encourage people to actually use it.
466	Not having to worry about a crippling injury or death every time I ride my bike on the region's streets.
467	My daily commute is short, but If I had to drive on the freeway I might want alternate routes programmed automatically and incentives for those not in a hurry or on a deadline to take them. A eagle eye in the sky watching over everyone and more updates about delays, road construction, accidents, arrival times for destinations, etc...especially for those who do not have smart phones.
468	More protected bike lanes. Make it more attractive and safer to commute by bike, it will affect everyone positively.
469	Greater right-of-way priority for BRT and local bus lines.
470	Commuting on the 56 east in the morning and 56 west in the evening is a pain with only two lanes. Would love for my commute to be shorter through there somehow.
471	More transit stops to get closer to different things more frequently. Uber/Lyft to solve the last mile issue, but need to get within that last mile to be effective. No more building/widening roads, they are empty 50% of the time (i.e., during the night and mid-day) and any new capacity only induces more single occupancy trips.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
472	Ideally, there would be an rapid bus line on El Camino Real in North County. Otherwise, I would like to see COASTER service electrified, and run every 30 minutes, from 6am to midnight everyday.
473	Better public transportation from rural to urban areas.
474	Would like to have better roads...San Diego roads are pretty bad in need of repair. Also more options of transportation, such as a train or Trolley connecting Down Town SD with the North County region.
475	Better roads.
476	Freeways safe and allowing reasonable travel times.
477	Better built roads. Fix the damn potholes. Better planned construction of roads. Better timed lights.
478	Improved public transportation, meaning more times and more options.
479	Express train between SD LA SFO.
480	Freeway congestion!
481	For the Trolley to be faster and have accessible stops. Would be nice to make it an underground system to not affect habitats as much.
482	Making certain areas of San Diego more accessible. Specifically: north county.
483	Development of alternative options that truly and efficiently connect our large county. Too many options don't go to the "right" places or simply take too long to do so.
484	I would like to be able to use clean public transportation to get to work as well as recreation ideally depending significantly less on a motor vehicle.
485	Easy access to Trolley stations via Buses More branches of Trolley through out SD.
486	To have more options to get around via alternative modes of transportation (not a car) in a reasonable amount of time.
487	Walking and biking are the most sustainable forms of travel. We need to have more smart growth that can allow people to drive less. Increased frequency will make it less crowded on popular busses and reduce the stress of catching one bus that comes every 30 mins.
488	I want to drive my car less and bike or walk or ride a bus/train more. Electric bikes preferred for hills.
489	As I age, there is a good possibility I might have to quit driving. I just need to be able to Point Loma to Pacific Beach quickly and safely and not change my lifestyle or service [indistinguishable].
490	I really appreciate the ability to "google" my destination. Google maps will give me options, directions, bus schedules, and train schedules to help me get to my destination on time. Very smart uses of tech!
491	Reduced congestion for when I drive to work, and increased safety for when I choose to go by bike.
492	Passenger(s) in every Bus Stops must have shade for rain protection.
493	More COASTER runs.
494	Sorrento Valley COASTER Station as a mobility hub. Bike lockers, bikeshare availability there.
495	I would like it to be more feasible to take the train/public transportation.
496	Commute. Traffic always.
497	More COASTER times; a connection to airport by COASTER or train. Get ride of cars like other big cities, please!
498	I would love not to have to drive--I lived in Washington DC for several years-- two years without a car because METRO was available.
499	It is important to have roads and sidewalks in good condition for biking and walking. Better mass transit options will also encourage people to use mass transit.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
500	With all the options now available, it is possible to mostly remove the car from the roads. But SANDAG's experts seem to have no idea how to do that.
501	1. Quicker public transit (high-speed rail or faster trains) 2. Paved bike lanes without potholes.
502	A vehicle not dependent on fossil fuels that could carry loads of materials or people.
503	More user friendly options that don't rely on the personal car, and better planning for parking at locations that are going to require cars.
504	NCTA public transportation: North County Transit Authority is failing and I'm not surprised they are not at this meeting.
505	Easier transportation from North County to San Diego.
506	Safety mostly, as long as there is ensured safety for everyone on board, everything's in check then no change is needed.
507	I would use the COASTER more if it ran more often.
508	Get rid of carpool lanes.
509	Workable public transport options.
510	Bike to work without having to go out of my way for a safer route.
511	No night time transportation.
512	Protected bike lanes and/or Bike highways like in Portland. More Trolley routes. Trolley or simple public transportation that gets you around and connects metro areas. Like being able to have a direct line from Mission Valley to uptown and the. Downtown. Not a Bus, but something more casual for jumping on and off. Something locals and tourists could use. People hate buses. They have a bad stigma as being for poor people :(
513	Reliable transportation.
514	More Trolley lines to more areas such as Hillcrest, North Park, North county.
515	Road maintenance is much needed on a lot of San Diego's surface streets.
516	Safer sidewalks, accommodating bikes, scooters, etc.
517	Communities that are more walkable with improved transit options for getting to business and entertainment districts when walking or biking isn't feasible.
518	The ability to take a Trolley from Alpine to downtown for work or a baseball game. I would leave my car at home and use public transportation. Right now if I want to take a Trolley, I have to go to Santee (sorry El Cajon is scary and unsafe).
519	Reliance on automobile = depressing traffic jams & pollution. We want to use bike, walk & public transport as is done throughout Europe / Japan.
520	Prettier freeway landscapes or views of communities.
521	Better cycling infrastructure so I don't risk getting hit every time I ride in Oceanside. I ride 5 to 7 days a week.
522	I'd like a train/Trolley system to be a viable option for most commuters.
523	Less congestion.
524	We need ALL of San Diego connected. There is limited to no options for the majority of the county in the sense of public transit - we need more Trolley lines in areas north of the City. I love the ease public transit gives me but I live in North Inland areas and the reality is that everything is car based.
525	More round-abouts less traffic lights.
526	More security for the Trolley, way too many homeless and mentally ill who threaten, assault, and scare other passengers.
527	A better and faster connection between Downtown - Mission Valley region and North County, like La Jolla and Del Mar.
528	Better regulated traffic flow and reduced congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
529	I would like to see in improvement in the pedestrian access to public transit. Often there is no way to easily walk to a transit metro station, nor are the popular areas. I would also like San Diego to address the various destinations that don't yet exist in the metro transit such as the airport.
530	Freeway improvements in and out of residential areas. More lanes. Light rail service improvement and additional rail. Complete the loop from UTC to Santee. Light rail up the I- 15 corridor.
531	I would like more rail and many more rapid electric charging stations so electric cars are more viable.
532	More Trolley stations for Northern County.
533	I take the bus as far as I can, then walk a mile the rest of the way. If I'm feeling okay, it's pleasant, but if I don't, it's very difficult.
534	Make bike riding safer and easier.
535	Less and slower cars More walking bikes and trains and busses.
536	I rarely travel as I work from home, however, more people should stop considering neighborhoods as too low class and migrate to neighborhoods closer to their work. Stop promoting the benefits of North of I8, and start rebuilding those communities where people don't want to live, because of reputation. Build better schools region wide, so those neighborhoods would be equivalent.
537	Increased seating arrangement and quicker service with helping those who have disabilities.
538	Improved bicycle and pedestrian access to transit hubs so as to reduce the need for cars to drop off and pick up commuters. This would also improve safety at this locations.
539	Fix the crumbling roads!!! Helps cyclists as well. Hard to ride bike in traffic when head is down trying to dodge craters in the asphalt.
540	There needs to be a Trolley line that goes directly to all our colleges and schools. Specifically Southwestern College, and it's satellite campuses.
541	Less congestion on the freeway, causing less stress getting home or to a 2nd job on time. By extending the Trolley to all areas of San Diego, north, south, west, and east county.
542	Daily I drive a fairly short commute within north county from Carlsbad to Oceanside. Having the train run more often would encourage me to use it.
543	Less dependency on my vehicle. Testing autonomous vehicle technology as the technology promises to reduce congestion and make transportation safer.
544	Easier transit options so traffic congestion wouldn't be as bad.
545	I would love more rail options.
546	I traveled on public transportation for seven years in San Diego, spending too many hours riding the bus and Trolley from East County into downtown or further. The limited times during week nights and weekends, safety and simply the cost for the service, made it hard to work certain shifts, to get to places without ending up stuck or to feels safe riding public transportation. There need to be more routes, longer service hours and increased safety when using public transportation. This will make public transportation more attractive to everyone and many people who are forced to buy and drive cars would become more willing to share a bus and safe on gas and become more environmentally friendly. I had to get a car to be able to get around more easily and not have to spend more than two hours to get from la Mesa to La Jolla or from Mission Beach to Grossmont.
547	Need a connection from Kearny Mesa to Chula Vista.
548	I would like to be able to use public transportation to places where parking is a nightmare...beaches.
549	Less congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
550	Traffic congestion. The horrible condition of Morena Boulevard now that they've been working on it. It's absolutely lumpy.
551	Having access to better transportation options, more trains, faster connections, more frequent runs. I sit on the 805 daily for 45 mins to 90 mins in parked traffic thinking of how a train could run up this highway and eliminate this mess.
552	More freeway lanes, and/or double-decker freeways.
553	The time that tales and the need for better transportaciÃ³n on weekends.
554	Driving time.
555	Congestion relief on I 5 from the 805 split to Oceanside.
556	I want more bike lanes, especially protected bike lanes! Mira Mesa Blvd, for example, should have a protected bike lane from the 15 to the 805.
557	Traffic congestion relief.
558	The congestion on 805 south weekdays from 2:00 - 6:00 pm.
559	I do not commute for work.
560	The old model freeways Does not work. It is bad for the environment. It adds greenhouse gases. Take a page from Europe. We need to be able to bicycle more and we need better and more sufficient Trolley system.
561	Traffic congestion relief.
562	More transit times would increase my use of public transportation.
563	More money for roads.
564	More, and easier access, to public transportation. We need to follow the European way of thinking! More transportation means less carbon footprint, getting DUI off the roads, more jobs, easier access for those without cars to get to jobs...the list is endless. However, with the public transportation becomes the responsibility of an on time train system.
565	Less congestion.
566	Less use of automobile. Electric vehicle. Bus drivers who drive safely and courteously.
567	I need to drive for work but I live in Clairemont near Clairemont square and making it safer to bike into Pacific Beach and Convoy area would be great.
568	I'd like there to be a bit more accessibility from the Trolley stop near my home to other parts of town.
569	I work in Coronado and previously described the need for another way out of Coronado, this is just not for congestion relief, this is in the case there are ever any emergencies requiring people to leave the island immediately.
570	While mass transit is important, the reality is most San Diegans drive to and from work. Improvement to the freeway networks is most important for our future.
571	Better light rail system... expand it inland... more limited access parkways Bus system needs to have their own roadway system.
572	Less people, more law enforcement.
573	More bike paths and more trains running.
574	More mass transit options and less congestion on roadways.
575	Open All lanes on freeway! No more carpool lanes! I have a Great idea! How about asking company's and business to stagger the start times for employees .. Some company's can start much earlier and much later .From 4 am to 10 am.
576	More separate express bus lanes, more light rail systems (connecting East to West county).
577	I would like to be able to hop on a bus or train, instead of having to drive.
578	Being about to get where I want to go without having to deal with the problems of getting there.
579	Provision of meaningful transit options that actually provide transportation to the places to which I travel and at a frequency that allows for convenient connections.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
580	Thoughtful construction that has a long term idea behind it, more public transportation options, advertising and encouragement.
581	It is utterly ridiculous that we don't have light rail to the airport, like every other world class city.
582	Reduced traffic congestion.
583	More Trolley Lines to other areas of SD.
584	Be open to driverless vehicles.
585	I would like to travel via the Trolley.
586	The full build out of La Media Road and Airway Road in Otay Mesa.
587	Traffic congestion
588	La Media Road and Airway Road are the top priority projects for our region.
589	At the moment, I only really need my car twice per week to drive from Normal Heights to El Cajon. I'd love to be able to rely on biking or the bus for all my travel needs within the city. In most major cities, it's very realistic that one can live without a car, and we're a long way from that in San Diego.
590	Let's just do bullet trains. Japan can't beat us forever.
591	I live close to where I work. Most of my needs are met without much traveling, so my personal life does not need much change.
592	The price of gas and diesel should go down.
593	Fix the operational limitations on current corridors such as ramp expansions, lanes on exit ramps, etc.. before adding to facilities.
594	Plan for driverless cars.
595	Dedicated infrastructure for bikes, scooters.
596	I would like to see a huge increase in the number of times trains run per day. For example running the COASTER every 20 minutes, all day. An example of the limited frequency currently is the huge gap in time between trains from around 11 a.m. to 3 p.m. going Southbound from Sorrento Valley to downtown.
597	Less cars on the road. Less reliability on vehicular transportation and more focus on carpool/transit options.
598	Traffic congestion! and traffic management on local streets.
599	Ease travel congestion.
600	Greater frequency of buses.
601	Reduce traffic congestion. Instead of spending billions on the Trolley which no one will ride, spending it on the roads.
602	I'd want to be able to take public transportation safely to and from work with lots of rider/commute times available to support varied schedules.
603	Coordinate stop lights, greater frequency, seamless transfers.
604	Implement driverless cars, so you don't have congestion on the freeways. Most of congestion is caused by bad drivers. Also, if there is congestion, we can work while driving.
605	More services in area we live (suburbs not good idea) better and efficient transporter to areas of entertainment, education, and recreation.
606	More Stop Signs at intersections near/around schools; especially on unmarked street corners.
607	Traffic light efficiency in some places leads to massive unnecessary congestion.
608	Reduced congestion, travel times, synchronized traffic light systems, street maintenance/reduced potholes, and any programs related to reducing traffic congestion.
609	Congestion relief. A more incentivized approach to carpooling or some alternative.
610	Traffic congestion
611	Congestion and pedestrian/cycling safety.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
612	Fewer individual cars on the road through improved public transport and renovated neighborhoods offering more services near residences, encouraging walking and stronger communities.
613	More inter city rail and places to stop during work times.
614	Less traffic on the 805 south for the afternoon commute. It's horrible.
615	Everyone using clean green public transportation or driving clean, quiet electric cars.
616	Put more focus on infrastructure near the truck routes in Otay Mesa. Redo the intersection at Airway and La Media Roads so that it stops flooding every time it rains and shuts down the intersection.
617	Road maintenance.
618	Traffic congestion relief needs to be top of mind. You can't add a million homes without adding to the road infrastructure.
619	Get a mayor that gets things done for the people that live here not tourists! Stop growth!
620	A "radically" restructured transportation system network that promotes smart growth and prioritizes transit/active transit; shorter headway intervals; micro-grid/Maas services where the major infrastructure is greater than 1/4 mile from housing, employment on entertainment centers. More mobility hubs.
621	Synchronized signals.
622	Have a way to get the Trolley north to Sorrento Valley. Seeing as that is a major business hub, it makes no sense that the Trolley stops just south of Sorrento Valley.
623	Road repair and maintenance.
624	A pedestrian bike bridge from pacific beach to the midcoastal Trolley station to facilitate biking to station from beach encourage mixed mad use.
625	I would like to use public transportation to work once a week (at the very least.) Although I live walking distance from a SPRINTER station, there is no public transportation from a train station to Carmel Valley. I work at El Camino Real and Valley Centre Drive (92130). There is no bus service along the 56 corridor. That is where the greatest congestion is due to the new developments in the area.
626	Class IV bike lanes.
627	No more growth and density housing.
628	Create a public transportation network that can compete with and attract from private auto- door to door travel time, frequency of trips/routes, eliminated transfers. make public transit actually practice and attract to auto drivers.
629	When I was working I would have liked more access to ride sharing.
630	Access for disabled students to have mobility and independence.
631	Not all streets should allow bicycle travel. In older neighborhoods with narrow streets and parking on both sides that must accommodate a lot of vehicle traffic were never designed to also include a lot of bike traffic as this creates a danger for all involved. Smarter thinking about bicycle routes, including some exclusions, needs to be implemented.
632	Less traffic.
633	I would like to bike to more places in a safe environment.
634	Tram/monorail riding make it happen!
635	Less congestion; mass transit network from North County Inland (bus) not just the Rapid. As I age - I want to be able to walk across town up/down hill to get to Mira Mesa.
636	Compatible transit travel times.
637	Road repair.
638	Congestion.
639	Access to bike and pedestrian facilities; access to public transit CEG RR tracks block access to bus from east in leukemia; better access to COASTER from UCSD.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
640	Make the FasTrak more affordable during peak hours. Have a true ride-share program that is easy to connect too. I tried using 511 and emailed the only two people who said they were along my commute. Non of them replied. The system was clunky. I know more thousands of people work off the 15 from Escondido.
641	I drive way too much. I have 2 children and there aren't enough bike and pedestrian amenities in Solana Beach to feel safe getting around by bike and on foot more.
642	Electric bikes and scooters at Trolley/COASTER stations to get the last 0-8 miles for work and or entertainment.
643	Route 933 and 934 more on schedule.
644	Having more and closer ways to get around and safe than always getting in a car! even autonomous cars/connected cars still have humans making unsafe decisions.
645	Reduce congestion on freeways with other transit options.
646	The first thing I would do is fix the pedestrian stop lights outside of downtown. Currently, they only will show walk if the button is pressed. After you press the button, you must wait for an entire cycle to get a walk signal, even if the car signal is green and there remains plenty of time for a pedestrian to cross. This encourages pedestrians to cross without a walk signal because they have seen how it stays red even though there is plenty of time to cross. This contributes to the large number of car-on-human accidents that kill people in mid-city.
647	Transit options north county transit is not a good option many times not enough buses.
648	More focus on rail travel.
649	Public transit in local area. Less cars on the road - less pollution meet or exceed Climate Action Plan goals.
650	The inclusion of hybrid and electric vehicles of the HOV lanes without the 2 or more passenger requirement.
651	Invest in transit (mass, active) along main corridors, especially SR 15 There are two main North -South corridors and both should have rail as well as bicycle transit infrastructure. Also the rail corridor should allow access to other transit (bus) by proving at grade crossings. Continue to support HOV lanes throughout freeway system. Include alternative energy vehicles as well as autonomous Save open space. We need more rail thus less widening. Need to plan for transit expansion so we can act later (keep open lanes of land to be used for rail later). Keep open discussion with military for airport. Encourage bike facilities along I5 and rail corridor. Help establish quiet zones along tracks to allow more crossings/access More safe hike facilities (separate from vehicles). Smarter bus access. cross-tracks access Improve transit to encourage use. Local transportation connectivity. Active transportation. Healthy improvements-active, public transit, open space. Include big future goals or they will never happen.
652	Improved pedestrian and biking access.
653	Better mass transit.
654	Shorter commute times.
655	More off/on ramps.
656	Time spent sitting in traffic.
657	Access to better transportation and the frequency of buses and Trolleys.
658	Less congestion. It takes me 30 min to get to the coast from Lakeside most days.
659	I would take mass transit if more readily available and connected to areas I want to visit. I have lived in many places with metros systems. I like this. I like the Trolley but it doesn't go everywhere I want to go or there isn't a connection to the Trolley.
660	More trains, longer hours from Oceanside to San Diego
661	Safety.
662	Less reliance on a personal vehicle. more opportunities for rapid public transportation and safer biking opportunities.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
663	Accessibility county wide for the disabled. Paratransit options that provide door to door transportation (not just to the closest bus stop/within 1 mile).
664	I would like to not drive my car except occasionally. Bike-walk-bus-Trolley :)
665	More bus routes in the Carmel valley area. there are none.
666	More trains.
667	Less freeway/roadway congestion.
668	Ayuda transporte publica y mas opciones. (Help for more public transportation options.)
669	Reduce congestion.
670	Options of mass transit on a more regular basis. Feasibility of Transit with kids.
671	Less cars on road.
672	Would rather take a driverless car.
673	Trolley connection to airport for more of the region; local buses to connect neighborhoods to COASTER as there were 20 years ago (discontinued due to lack of use but there may be more demand in future).
674	Traffic congestion needs to be addressed. The condition of our streets needs to be addressed.
675	Maintain roads!
676	More dedicated bike routes.
677	More express bus service serving downtown San Diego. dial and ride service Trolley stations. consistent weekend service.
678	Reducing the need to take the car everywhere. I live in "suburbia". We have no bus.
679	More transit, more emphasis on biking and walking. Make biking and walking more enjoyable and safer.
680	Road conditions, and why they have to repair the same road after they have done a subpar repair.
681	We must reduce driving (VMT) to achieve climate stabilizing targets because we can't possible electrify our streets fast enough.
682	Road quality.
683	Increased COASTERs travel times Rail system up the I-5 will greatly help congestion and improve quality of life.
684	More transit options on Sunday (s) and Holiday (s)!
685	Improvements to add more rapid bus transit and make existing BRT truly rapid by adding boarding areas.
686	I only travel 3-4 times a week, 14 minutes roundtrip.
687	Carpool lanes orb Fast Track on the 5 freeway to South County.
688	More facilities for telecommuting.
689	Mass transit options that don't take 4 times longer to reach your destination than cars. Safe bike routes - physical barriers or exclusive bike routes (self driving cars may eventually solve for this).
690	Being able to not waste time and fuel by driving way out of the way just to turn left or right at turn.
691	Increased equity and access to public transit and continued conservation efforts.
692	Fuel efficiency.
693	Limited additional residences.
694	We need more remote (work at home via computer jobs and more flex-time jobs so that people work non-traditional hours.
695	Autonomous vehicles, electric.
696	More rail transit throughout the county. We need a metro or subway system like other major cities across the world. Especially rail transit to the airport.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
697	More inexpensive and efficient Rapid Transit. I don't like what you are doing with your attempt to increase bicycle use. Creating decreases situations and more congestion. As for technology, don't make things to complicated or you wont be able to make decisions and move ahead.
698	Prepare for a future of car-car communication to reduce congestion. Prepare for lanes of autonomous traffic.
699	Driver education and better merger engineering. Congestion is most prevalent during merging and exiting freeways. Driver education and temporary barriers could help.
700	I won't take the Trolley to work if I have to stand for an hour from San Ysidro to La Jolla. I used to work downtown. I would take the Trolley at Iris Avenue and it would already be full. I had to stand the entire trip and I was getting on at the 2nd stop from the border. That plus the fact that the Trolley actually took longer than driving. I gave up on mass transit.
701	Support a diversifying economy with increased opportunities for specialized education and higher paying job opportunities Challenging focus of regional planning efforts not known what types of emerging technologies will become dominant and how widely and quickly adopted. Important to incorporate into all land use and transportation visions and alternatives Increase international contacts and integration especially through cultural and entertainment opportunities. Increase the ease of traveling across the border for economic development and advancement of educational and cultural goals.
702	Use transit options as they become more widely available.
703	I want to be able to commute using public transportation. I am from NYC and SD is incredibly behind.
704	More and more frequent public transportation options and a greater public understanding about them.
705	More rail/Trolley lines. Uber is not the answer to our transportation needs.
706	More transit options, especially in areas not currently served by the Trolley.
707	Better travel speed.
708	Electric assist bicycles available with safe bicycle corridors. Greater frequency bus service with community loops connecting to Trolley and common destination.
709	Less traffic.
710	Cut the number of people. Too much density in Point Loma.
711	Expand the Trolley to the airport.
712	Yo no uso auto por lo tanto en el futuro se deberia poner un transporte mas rapido que es el Trolley a la comunidad City H. (I don't use a vehicle, in the future there should be faster public transport or Trolley to my community.)
713	Need to better "protect" community access points from overloading do to by pass traffic and through traffic.
714	A transit ride from Point A to B would be nice. Usually take about 3 times as long to use transit as it does to drive.
715	Education, the laws on bike riding.
716	I ride the rapid bus from 4S ranch to downtown. I wish the hours of operation included some midday or late evening buses.
717	Pt Loma needs traffic relief(no more multi housing units allowed).
718	A toll road option on the 805.
719	Staggered work schedules for less congestion.
720	More non vehicular options, increased frequency.
721	I would like to be able to get to my destinations quicker. NOTE: There is one way in and one way out of the Peninsula. Development in the Midway and Ocean Beach are will severely impact us. Heavy traffic and gridlock are DANGEROUS for us. IF there is an emergency, we can't get out.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
722	More express buses and municipal Uber options.
723	First I would like to see the roads maintained, just so I can live now. But as time passes, we will need to decrease the people on the road or increase the ease and usefulness of the alternative to the car. We can't just keep building more roads.
724	Balanced network between the modes (transit, bike, walk, etc.)
725	Implement public transit in 92127: Black Mountain Ranch, Del Sur, Torrey Highlands, Pacific Highlands Ranch, Carmel Valley, Santaluz ,Del Mar Heights, Del Mar Mesa, Fairbanks Ranch, 4S Ranch.
726	Faster routes.
727	Not having to own a car.
728	Slow down in migration by limiting employment opportunities. That will reduce public future costs for transportation facilities.
729	I would like a safe way to walk and bike to my office without walking through homeless impacted areas or the threat of being hit by a car.
730	More density in urban centers, near frequent, safe public transit (bus or Trolley), with first and last mile options addressed through biking, walking, scooters, pedestrian safety zones, etc.
731	Freeway congestion.
732	Not much I am retired.
733	More public transit options to reduce my need to use a car.
734	More Trolley accessibility.
735	Relief of congestion on 805, 5, 52 during morning and evening commutes. More affordable parking downtown Safer parking, visitor experience in Gaslamp and Horton Plaza.
736	Pothole fixes.
737	More bike Lanes.
738	More frequent service -- and any, or better, weekend service to non-center city regions. I'm trapped in Poway every Sunday because I can't get a bus to the I-15 Transit Stations -- or even to go to local stores.
739	Safer bike routes.
740	Fix clogged freeways.
741	Not much.
742	I wish the Trolley extension had been built sooner.
743	Widen freeways and major arterial streets.
744	Fix the roads! Me have many 3rd world quality roads in California.
745	More and better bike lanes.
746	Lower gas prices.
747	I love the bus and Trolley system we have. It is remarkably clean and reliable!
748	More trains and tracks.
749	Add more lines and keep them running 24/7. Just because there is reduced traffic at a given time doesn't mean there shouldn't be a line running. Many bus lines stop at 6pm, an outrageous time to stop them. Trolley lines especially. Please implement electric lines across the city to allow more sustainable transport. Please be strict on arriving and departing on time. Many peoples work schedules revolve around public transport their commutes are very ambiguous and they are often late to work due to delays and tardiness. I suggest taking example from German and Japanese transit lines.
750	Easier, more direct transportation between cities.
751	More efficient transit with better times on Sunday's.
752	Reduced congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
753	End the primacy of the automobile. Make our streets safe for pedestrians, bicyclists, and public transport users. Build the trunk line rail systems, and the street car lines shown in the 2050 plan, but build them much more quickly. And 'Yes", I do own a motor vehicle.
754	Traffic congestion.
755	Bring back the old Street cars.
756	Would like to see above ground Trolley.
757	The use of local shuttle bus routes for each neighborhood.
758	Alternative modes of transportation around San Diego, and reduction of congestion.
759	I'd like to be able to go to work using transit in a reasonable amount of time. Right now to go from point A to point B takes forever, even if the distance is short.
760	The ability to travel from Pacific Beach to Encinitas in 45 min via public transportation with more frequency on COASTER.
761	More light, smart rail would be nice...(Like Portland?)
762	Bus transportation so that you can ride multiple lines without waiting 30 minutes.
763	Having transit be a competitive and viable alternative to driving.
764	Daily travel and the future aren't necessarily connected. The future should see more transit options -- Trolley extensions, incentives to use public transit and eased building in smart growth areas as incentives to reduce work/commute requirements.
765	I don't think that there needs to be any changes.
766	Road congestion.
767	Be able to access some sort of North County Inland public transportation.
768	As a resident of Escondido, most of my travel is within a 5 mile radius. Consequently, I use a car for convenience and expediency. However, when travel is congested, I prefer the Trolley when it is convenient.
769	More mass transit options in the region connecting south and north county.
770	Bicycle infrastructure like Copenhagen .
771	See previous response. Commute times. Second would be safety walking around Trolley stops.
772	Safer bike routes. More bike routes. Increased van-pools.
773	Bus system that goes through Carmel Valley. Safe bike lanes everywhere. More small buses that connect to the Trolley and COASTER.
774	Congestion!
775	Re-pave the streets on which I ride my bike.
776	More frequent and reliable transit options, more infrastructure for pedestrians and bicyclists.
777	Reducing congestion and maintaining roads properly.
778	90% of San Diegans drive. Expanding and maintaining roads should be the top priority.
779	Comprehensive county wide mass transit.
780	Less driving and more safe bicycling.
781	I've lived in three cities where I relied mainly on public transportation - Chicago, Minneapolis and San Francisco. In my opinion, that is the way to go for our environment and our sanity. It is nearly impossible to rely on public transportation in San Diego - it's a shame. Bike routes are also very important. I often commuted to work by bicycle in San Francisco, although I worked as a lawyer in a big law firm. It is possible, if the routes are there (and the showers!)
782	HOV/FasTrak lanes need to be lengthened to alleviate congestion on the 805, 163 and the 15 between Sorrento Valley/Kearny Mesa and the 8.
783	More bus stops in the more rural parts of San Diego such as Poway , 4s Ranch , Rancho Santa Fe.
784	More public transit.
785	Congestion.
786	Already stated.
787	I would like to be able to take public transportation to work and going out on a regular basis.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
788	I-5 , I-15 and 163 traffic, better airport access.
789	Repair roads.
790	Better access on rail/light rail to La Jolla/Mira Mar employment areas from north county.
791	I'd want to be able to use transit more often but the commute time from north county to downtown is up to double the car time plus train headways are too infrequent.
792	San Diego needs a linked mass transit system that can get people from point A to point B. Currently there is no reliable transportation for locals and tourists to the beach communities or major entertainment/tourist attractions. The Trolley doesn't go anywhere useful for most tourists or locals.
793	I would happily take the Trolley to work but my office building that is located a mere 50 yards from the Fenton Parkway Trolley station is cut off by the San Diego River. There's no way to walk to the Trolley station thanks to the Mission City Parkway bridge being cancelled years ago by environmental groups. Funny that they blocked something that wild have taken polluting cars off the road and encouraged public transit use. This is unacceptable and a disgrace to have spent so much taxpayer money on the Mission Valley Trolley line which passes high rise offices with thousand plus workers yet we cannot use the Trolley since there's no bridge across the river! It's time to at least build a pedestrian bridge in this location!
794	Easier, faster & safer mass transit.
795	I wish the pass was more affordable monthly. And if the buses ran more frequently. It is a 15 minute drive to work. 25 minute drive back. If I take the bus to work by commute is 45 minutes to. 1 hour 20 from.
796	I want to see more viable and reliable public transit options.
797	More bus service.
798	I wish we had a regional transit system like European cities. Easy to use, relatively inexpensive, reliable.
799	Less driving. Reasonable non death defying biking options.
800	Happy.
801	Add freeway lanes in other places than just north south. Specifically I 8 and the funneling of eastbound traffic to one lane where I-8 east crosses I-5. Thousands if man hours lost daily due to this intentional treatment as an on ramp.
802	More roundabouts, fewer lights. More lanes.
803	More mass transit.
804	Add light rail in 92103, 92104, 92105 and 92116 and the airport. The new light rail must work with the existing Trolley lines.
805	I would want the Trolley to go further north to La Jolla.
806	Faster transit options so people could/would use it.
807	I want to shorten my travel time.
808	The inconsistency of the times. Why is there so many late busses and Trolleys not occasionally but always!
809	More light rail options and routes.
810	Combine Trolleys, buses and shuttles to get more cars off the road.
811	Autonomous Trolleys on every four-lane road to take people from homes to major lines. Such that the majority of people are within easy walking distance to a planned ride. Extend the COASTER from downtown to the border. Amtrak should follow. Add a 805 line to the Trolley.
812	More and better bike lanes.
813	Trolley needs connection to airport.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
814	That the outside line for the bike lane be converted to a painted reflective rumble strip. This is easily done to each lane and can be repaired easily. This will ensure that drivers know when they enter the bike lane and avoid the road noise and the bike lane. Falling asleep and texting will also be avoided with this painted rumble strip. Call it Irwin's lane since I thought of it.
815	More bike lanes.
816	More and safer bike and pedestrian infrastructure. I'm happiest when I can about my car, but the bike lanes around here are rather scary. They seem to mostly be painted onto the crumbling edges of the road as an afterthought. Debris and broken pavement can cause falls, and the thought of falling in a bike lane next to traffic moving at 50mph is terrifying. As a result, I bike a lot less living in Mission Valley than I did living in a Gold Bicycle Friendly city in the Midwest, and after less than a year I can see that in negative health changes.
817	More Trolleys.
818	Increase frequency of COASTER trains on the weekends.
819	The premise is flawed as we are an affluent region. We could also work on the will to fund this vital element of our community. I remember asking for a Metro schedule in DC and was offered only a map by a very confused employee.
820	Major freeways all go one way at morning and evening rush hour except for one emergency lane.
821	People using their signals before they make a turn not during the turn.
822	A more honest access net and approach to the way a community can develop and better education of those options to the general public.
823	Efficient transit lines. It takes 12-17 minutes to commute by car, 45 minutes to commute by bike and 66 minutes to commute using public transit. I never take public transit because it is so much faster to commute either by car or bike.
824	First -- and this has been a pet peeve since I moved here -- bike paths that MAKE SENSE FOR BIKES. Painting some lines on a road and calling it "bike path" - when it goes up a 6,7,8 even 10% or greater slope is nonsense. If you don't believe me, come to the Swap Meet in Spring Valley -- and try to ride a bike to, well, anywhere not right there. Try and get to either Domino's of Pizza Hut. Try to ride to any area bike shop. It's no wonder so few people commute by bike in San Diego -- its impossible if you're not already extremely fit. And you can't just multi-mode your way around it either. Try and get from Spring Canyon Drive where I live to the Navy/Marine Reserve center on Pomerado road, and arrive around 6 am., without using a car and without spending 2 hours - if anything even exists that'll get you there in time to start work at 6:30. It can't be done. That needs to be fixed.
825	No further increase in population density to the Point Loma peninsula, including the Midway and Sports Arena areas.
826	Greater availability of mass transit in suburban areas.
827	Repeal the gas tax. Tax corporations who use our infrastructure for their profit. CEO's can take a cut in their outrageous salaries.
828	Trolleys to north county.
829	Easy fast frequent access to the airport via rapid transit from north County.
830	San Diego's roads are a disgrace!
831	Making paying for transit easier to understand and not make the compass card so friggen complicated.
832	Fewer cars on roads. Bike sharrows are bad / too many bicyclists hog the road instead of sharing.
833	I would rather take public transit but it takes too long now because there are no direct lines. I'd also prefer a train or Trolley over the bus.
834	More real Rapid Transit options.
835	I can walk to work. But getting anywhere else must be timed perfectly to avoid damaging my car in pot holes, or sitting in traffic for an hour.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
836	The roads & sidewalks are in horrible shape.
837	Expand current light rail and operating hours.
838	More and efficient public transportation and less congestion.
839	Shorter commute times! It takes average of 1hr to drive 19 miles from Carlsbad to Sorrento Valley. Think of SD rapid transit system, like the nor Cal version of BART. You still make money and relieves traffic on the freeways.
840	I use public transit daily because I live downtown San Diego. Outside that corridor it's much more difficult and time impacts are huge.
841	Transportations options.
842	Bike lanes separate from traffic.
843	Synchronization of traffic lights. I try to utilize ride sharing options.
844	Less time spent in traffic for what should be very short trips.
845	No more growth in areas where the transportation system is already overloaded - if the traffic from a neighborhood is very bad, why build more residents (apartments) - is the intent to make everyone more inconvenienced?
846	Speed. Why does it take 2 hours by public transportation and 20 minutes by driving myself.
847	I'm 72 -- it's a 2 mile walk to the bus stop. My arthritis makes it so I can't walk that far any more. I have cancer ... none of the local bus routes go to Kaiser hospitals. I've been turned down for the ACCESS bus because I'm not sick enough. So far as I'm concerned it all needs to be changed.
848	Eliminate priority lanes. I think overall drive times would decrease if all lanes were usable for all drivers.
849	Better rail and light rail access to and within the city of San Diego.
850	More transportation options. Maybe subsidies for electric vehicle ride sharing.
851	Better public transportation options.
852	Less time in car! Options to safely bike throughout the city and region.
853	More lanes on 52 east and west to Lakeside.
854	I'd like to see most bus and Trolley lines operate 24/365. If you go out to party with friends, you have to leave early or risk being marooned where you went. On holidays, public transit to visit relatives runs into the same problem.
855	I travel in a car on a daily basis and know that many self employed do the same. I'd like to see better mass transit so those with more defined schedules can commute in a more dense way (Trolley, bus) and only drive on days with an unusual schedule.
856	Frequency and availability of mats transportation. Especially in areas where there is none at the moment.
857	1. Investment in Internet of Things technology infrastructure to increase adoption of zero emission driverless cars/ transportation options. 2. Increased investment in public transportation options in the Southern part of San Diego County (Trolley line parallel to the 905 freeway & 125 toll road connecting to existing Trolley lines). 3. Increased toll lanes on freeways.
858	Better pot hole free roads.... They keep increasing gas tax etc. & roads do not improve. Someone's wasting money somewhere.
859	Less congestion on the freeways. I have noticed how many people seem to work north of downtown but live south of downtown. You should consider giving incentives to businesses to develop facilities on Otay Mesa and other areas between downtown and the border.
860	Go vegan.
861	Light rail that works from North county coastal to Sorrento Valley and back. The COASTER is to slow, infrequent, limited times and drop locations to be a practical commute alternative especially for families with young children.
862	More transit lines for schools, malls and rural areas.
863	Repair the roads we have. Create shoulders/bike lanes on all roads.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
864	I use transit everyday, I gave up my car. I wish getting to work Imperial Beach to National City was shorter. Thankfully the Trolley is 1/3 of my commute, but waiting for buses (time on them is fine) makes it long.
865	More train options in the morning.
866	Improved public transportation! Spending 6 hrs. a day commuting via car to Trolley station, then Trolley to COASTER to bus to and from work I wish the city offered more frequency of public transportation routes, better security and clean transport systems!
867	Less greenhouse gases in our atmosphere.
868	Better, wider roadways. Synchronized lights. Faster accident investigations.
869	Local connector roads to freeways to be maintained with higher priority since more people are using these streets every day and more trucks are destroying these roads at a faster rate.
870	Congestion relief on the 52 in Santee and better traffic flow on the 67.
871	I prefer taking public transportation to driving. However the infrequency of routes makes it impractical often.
872	Widened roadways/freeways, more roundabouts (where possible), charging stations for electric cars.
873	Ultimately, I'd prefer less congestion. I think more people should be using scooters and motorcycles if they are traveling alone.
874	Faster Trolley or mass transit system (similar to major metropolitan cities like SF, NY, Paris, etc.).
875	Shorter commute. I currently drive but wouldn't mind public transportation if it wasn't a 2 hr. ordeal with a long walk and several different buses to get where I need to be.
876	Better support for bicyclists, such as reworking older roads to allow bike paths, and creating shortcut routes for bicycles only.
877	More travel options to the bordering states of Nevada and Arizona, more frequent transit schedules, and extended transit schedules. Get an overnight team. the funding would not be wasted.
878	I think we should have Caltrans and business owners create a group (voluntarily) where discussions can be made regarding staggering start and stop times in order to avoid the daily crunch of traffic.
879	Safer routes for bikes, scooters, etc.
880	Some bad decisions have been made that have impacted travel routines and satisfaction with MTS. I don't think the decision-makers have riders' priorities correct. Too much money has been spent on only two routes (rapid 215 and 235) to the detriment of other, existing and critical routes, (like the 11!). The new opulent stops and expensive highway renovations along these routes are a huge expense serving too few people. Also, why do we need elaborate advertising platforms (digital screens) along Broadway downtown that rarely show schedule info (a few seconds out each minute of display). Further, these were designed by someone who has no clue about the rider experience. By having the display perpendicular to the curb, they are actually blocking views down the street to see where the next bus is. If they were merely turned 90 degrees (parallel to the curb) the view would be improved.
881	Protected bike Lanes in downtown and uptown.
882	I would like to make my commute for work transit friendly and use a vehicle for special occasions. Also more biking options.
883	Upkeep and repair of roads, sidewalks, bike ways.
884	The safety on city and county roads for people walking and riding bikes.
885	Linking patch work of biking network together, adding to the biking and walking infrastructure.
886	More bike racks on buses.
887	Mass transit.
888	More rail and bus availability with connectivity.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
889	More "smart " traffic signals.
890	Safer bike infrastructure, coordinate trains with shuttles/buses.
891	Lower gas taxes . . ok you can't control that . . . Better educated drivers and an emphasis on "there are other people on the road besides you!"
892	I want self-driving cars that can be booked as easily as lift or Uber. I don't care about owning one, and my work is too far to bike with hours too erratic for a vanpool.
893	More public transportation.
894	Less traffic if you have to drive far for work. For example, I have an offer of a job, but the ride would be 45 minutes at least each way. That is not the quality of life I want. We are getting bad here in San Diego.
895	Better roads and less congestion on freeways.
896	Foot traffic in urban areas is good for business and security.
897	Fix the roads. Also, your construction times are way too long. Caltrans always is 20 years late and Billions short.
898	Less traffic and more alternative modes of transport* with in smart growth areas. *not walking or biking but tnc's and alternate mode of personal or group transport.
899	More Trolley lines.
900	More Trolley lines, HOV lanes, wider freeways.
901	Having to own a car, 30K+ for a depreciating asset that I use for maybe 2 Hrs. a day.
902	More buses on lines to use for travel!
903	Less tax payer funding subsidizing public transit.
904	Reduced monthly passes would increase riders.
905	Safe bike lanes and safer intersections.
906	Less driving, more transit options frequent enough to always be the best option.
907	Take the SPRINTER more often. I hesitate to do so without transit authority on board at all times.
908	Eco friendly transportation services.
909	Improved safety and options for biking, walking, and greener commutes.
910	Increased frequency and choice of public transportation modes that would make more communities, especially those further from the City of San Diego, viable living choices for commuters.
911	Tie transportation to airport via light rail.
912	More Class A bike lanes. Biking reduces traffic and pollution, while encouraging healthy lifestyle.
913	Options similar to Japan. Quick, efficient, inexpensive options for travel locally.
914	Right now since I'm using transit it limits where I can work/live; unfortunately the county's too spread out to entirely solve this problem but extended hours for certain routes would mean I wouldn't have to fret about leaving the office at a certain time. I would bike to work if it were safer.
915	Easier to use public transportation with more frequent service especially on weekends. Speed laws enforced. Safer crosswalks.
916	Less congestion.
917	Retired now, but while employed, frequent Trolley transit to major employment areas.
918	Congestion relief!
919	Less traffic.
920	More public transportation and bike lines.
921	Less reliance on freeways as a method of transporting masses of people and more use of mass transit systems. More movement of people to the core area of the city to reduce the long distance commutes so common today.
922	It should not take 5-10 minutes to enter a metered on ramp. They need better planning.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
923	I'd like to be able to take public transit to work with it taking 4 times as long as driving. There is no excuse in a major metropolitan area for buses on main thoroughfare to run only every 12 minutes and Trolleys/trains to run only every 15. If public employees at all levels of government were required to take public transit to work and all meetings for 6 months, that would change quickly!
924	The option of public transportation. Some parts of the city are not accessible via Trolley or train.
925	I would like to be able to ride a bus to shopping and other destinations. It is impossible now, for I would have to walk over a mile to the nearest bus stop, then wait 1/2 hour for a bus. I have lived abroad where one can easily travel anywhere in the city by bus.
926	Better public transportation that incorporated driverless cars.
927	I'm disabled, and can not get to bus stops as I am in a rural area. I would appreciate more public transit options. Also, more bike lanes to reduce accidents caused by bikers on winding roads. Cheaper gas pricing, as well. Because I live far away from anything, driving to appointments is extremely expensive.
928	More public transportation options and increased scheduling for light rail and bus system.
929	Public transit more accessible.
930	Better faster freeways.
931	Widen ALL roads. Do not give bicycles the whole lane...they don't pay road tax!
932	Making getting a drivers license much harder will reduce congestion improve traffic flow by removing people that can't drive or follow the rules from the road.
933	Wider freeways. Let's face it, we like the convenience of having our own vehicles that we can take at anytime. Nothing is going to change that.
934	Install public transportation along the highway 56 corridor and in surrounding areas that currently lack public transit.
935	Improved road conditions. Improved public transportation options (safety, reliability, cleanliness and better scheduling) will probably convince more people to use public transport. I have several ideas on how to promote the use of public transport among tourists.
936	It makes absolutely no sense that North county folks cannot connect easily from the COASTER/Amtrak to the planned Trolley expansion until old town. The bike path along the freeway entrance is helpful, but won't be as utilized as it should be.
937	Affordable, speedy, convenient and Public Transportation that goes where the people go...coordinate traffic light systems. Easy to get to speedy public transit...to go to San Diego for an event or even SD Airport from Carlsbad requires auto transport...no easy transit nor transit to get to "main" transit!...i.e. regular and timely shuttles to the COASTER then shuttles at end to get to destinations...timely COASTER runs such as back in late evening...seems so complicated to get to downtown SD or Airport! Develop a plan to make it easier to access public transit whenever/whatever it might be in a timely easy manner...look to European models!
938	Increased Trolley system with reasonable fares.
939	Less congestion and more frequent train service.
940	A Trolley line from Qualcomm north by the 15 freeway.
941	Fill pot holes. Repair roads.
942	Better light rail options.
943	Staggered work hours for government workers.
944	Faster commutes in north county.
945	Add high speed rail. Higher density and restructuring older developed areas instead of using virgin land.
946	We need light rail through our older neighborhoods in uptown.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
947	Maintain the roads and highways. It seems every road has potholes or multiple areas of road construction that seldom get repaired. Invest in the infrastructure. With so many people in San Diego, roads are critical.
948	More transportation options within cities and to other cities in terms of long distance.
949	Build more Trolley lines. Each line should have more stations. Stations should be build in the middle of the crowd not the outskirt. Ultimately people don't want to walk! Reference the MTR development in Hong Kong.
950	I have a short commute but see the need for major change. We don't want to become like LA where the traffic is ALWAYS terrible anytime and in every direction.
951	I'm legally blind. Public transportation is my transportation and currently further limits my employment options.
952	Fill in potholes.
953	Since I'm apart of the public transportation community, doing a daily commute by Trolley/ bus; opening more transportation options in areas would make getting from point A go point B not only faster but just having options for making the destination shorter and quicker is always appreciated.
954	I would feel more comfortable using public transportation if it actually saved time. Currently wait times are so long that its not a viable option. I only use it for inaccessible areas with no parking such as downtown, or if I cant get a ride to the airport.
955	I am required to drive for work, so I utilize a car almost daily. However I would consider using public transport if it were easier and faster to get around using public transport. If more Trolley lines and more rapid buses were introduced, as well as maybe separate street lanes and freeway lanes for carpools of 3 or more. Maybe a shuttle that being in workers from different regions into downtown, Mission Valley, and other major areas.
956	Additional bus options in Lemon Grove that run East/West on the East side of Lemon Grove(east of the train tracks) that go to the Trolley. Longer running bus routes/times to get home from the Trolley after 10:00 in Lemon Grove.
957	Availability of more efficient public transit routes.
958	Change the decision-making process to ensure that priorities of residents of communities in San Diego are more important than economic growth of communities and the region. This survey makes it appear that we have to prioritize different elements of a transportation network, when in any network, all elements are equally essential.
959	More investment in mass transit, especially rail and light rail. Also, more focus on walkable neighborhoods. All at the expense of investment in roads.
960	Fix the potholes! especially for roads used by visitors.
961	More lanes on I5 from South Bay through the downtown S curve.
962	High speed commuter rail between parts of the county and along the most congested routes.
963	Stagger work and school hours so everyone is not trying to access the roads and freeways at the same times during the week.
964	Condition of our surface streets.
965	Easy access and short public transit.
966	Use smaller buses more often.
967	Reduced freeway congestion.
968	More rail/light rail options to and in North County.
969	Road repair- these roads are horrible.
970	Public transportation access to more places in the city.
971	The automobile is necessary culture.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
972	Increased availability of mass transit options that run at a high enough frequency and long enough time period during the day to make mass transit a viable, or even a better option, than getting in my car.
973	I need to get an electric car. I use my electric bike sometimes for commuting. I have already minimized my use of driving by combining errands and squeezing 38 mpg from my Honda Fit.
974	Have mass transit get directly to more places, educate the public on cycling/cycling safety & enforce bike lanes: cite motorists for using the cycling lanes as driving & turn lanes, enforce/ticket motorists using their phones when driving.
975	Road repair and construction needs to be done faster. Our snails pace of construction in the US is ridiculous.
976	Connections from the Escondido transit center to labs in the Golden Triangle via the 56. Going via Mira Mesa adds an hour to an already long trip.
977	Better roads, smart traffic light programming to insure smooth flow of traffic.
978	Reduced congestion on the major freeways! Free mass transit. Efficient mass transit! Smart mass transit that adjust. For demand...more toll roads!
979	Less automobile trips and more mass transit, walking and cycling trips.
980	More local routes.
981	Need light rail to the airport, to Sorrento Valley and UTC from north, south, and east. Need light rail to major hospital hubs Sharp Children's UCSD and Scripps Mercy.
982	More Trolley stops or a fast train that goes east towards la mesa and El Cajon. Of course, using river land would be out of the question.
983	Buy one fare on the bus and then transfer for free rather than pay again for each segment.
984	Larger exit roads. Two lanes out to 8east from sunset cliffs.
985	Better bike paths? A bicycle super highway network!
986	Reduce congestion.
987	Last mile solutions would allow me to use public transit more often.
988	Less cars on the road, more easily available public transportation.
989	I would like to be able to take public transportation from my home in North Park to my job in Kearny Mesa and have it take less than 35 minutes.
990	Trolley needs adequate seating, frequency, cleaning, security and maintenance.
991	Fixing the 805, the 8 , the 163 all are terrible making longer commutes. Also our public transit system needs to be reworked to have the busses and Trolleys complement each other.
992	I take the Trolley to work, its about a 40 minute commute compared to about 20 minutes to drive. I take the Trolley because it is far cheaper and I want to reduce my gas usage. We need more direct lines to downtown and faster systems.
993	Provide more low-carbon transportation options at a reasonable price and convenience level.
994	I would like to see more people leaving their cars behind in most cases because the daily work of getting to work, or the store, or school, or even out for an evening is so much faster and less expensive. Or, at least, if it cannot be faster then it is more pleasant. I do not want this to be an option only for the poor but would like public transportation, walking, and biking to be embraced by more people in the region.
995	I want a Trolley in University Heights, North Park/South Park, Normal Heights, City Heights. Those are the areas that are cut off from Trolley access and that keeps me from taking the Trolley to work.
996	More common sense when it comes to programming traffic lights, and traffic flow.
997	Less road congestion. Wider overpasses and on off ramps to residential areas.
998	More public parking and public restrooms at all transit connections.
999	I would like to see more affordable housing close to employment centers, and or, transit into employment centers from affordable areas.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1000	I would like safer bike routes so I can ride to other communities without worrying about drivers who refuse to share the road or pay attention around them. I would also like safer bike routes for my teen to ride to/from school without worrying about a group of mentally ill/under the influence homeless men living on the bike path threatening my kids safety. I would like to ride my bike to work. I would like to ride the Trolley to work. I love the new expansion going in but why not more stops down Morena? The Trolley needs to go to the airport and beach cities. This is part of alleviating congestion in the community which might result in the need for less road maintenance because less cars will be using the roads. Also use new technology to repair our roads. Stop filling small holes over and over and over again with asphalt. New tech is necessary. Do it right the first time.
1001	More efficient public transportation options so that way we could avoid using car.
1002	Smooth car roads and bike paths.
1003	Faster transit times. The Trolley is awesome, but I can't afford to spend an hour going from Mission Valley to Downtown with wait times and travel times. Car makes more sense in that case. Walking/biking options are nice; but again, time is a factor. Perhaps more lanes designated for HOV and/or ride-share vehicles (this decreasing congestion in those lanes and wait times on the street and encouraging more travel of that type).
1004	Better public transit options, more bike path.
1005	I'd love to have walking/biking bridge from downtown to Balboa Park for easier access between the two.
1006	Highway 94 East to SR 125 North merge expansion.
1007	Prioritizing the most carbon neutral transportation options over carbon polluting options. Add PROTECTED bike networks and complete streets, greenways to compliment transit and bike corridors. Make public transit trip times a competitive alternative to the automobile. Include placemaking as a funding priority with urban projects.
1008	Public transportation needs to go to more places in SD.
1009	Less congestion, faster commute times, safer commutes.
1010	The ability to pull out of my driveway or the ability to make a left turn onto my driveway without fear I will be involved in a "major" traffic accident due to unsafe highway speed on a rural highway traversing a rural neighborhood.
1011	A north south rail corridor from Escondido along the 15 and 163 to the east west rail in Mission Valley would probably see a lot of ridership.
1012	Connections to Trolley and major bus routes.
1013	The roads are already extremely congested and will get even more so as more people move here. Mass public transportation is the way to go.
1014	More electric vehicle charging stations across San Diego. There should be a law requiring all new parking garages to install charging stations!
1015	Better public transportation, especially in North County. our Roads are so congested because public transit is not a viable option as it stands. It should never take 90 minutes to go 9 miles on a bus.
1016	Reduce congestion on the 5 freeway.
1017	Return bus to Catalina.
1018	I would like a bus stop closer to my house that goes directly to a Trolley stop. I can drive to work in 25 mins but using the bus, Trolley and bike takes an hour or more.
1019	More frequent and more route options, especially rail.
1020	Trolley or train service to airport.
1021	Less traffic, safer cycling lanes, cleaner emissions vehicles.
1022	More Trolley lines.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1023	For summer travelers, it would be AWESOME if we somehow ended tourists' need to rent a car to get around. Even better, ended their need to Uber around. Too many cars/too little space.
1024	More trees and fewer cars.
1025	Faster transportation too and fro.
1026	Less traffic- people are crazy drivers and just plain crazy causing major issues on the roadway. With shorter transportation times, more routes and more options it would help a lot plus be a bonus for the environment and habitat.
1027	Reduce roadway congestion and provide more public transportation options.
1028	More options for long distance travel. More reliable and expanded intercity and city to city public transportation.
1029	These topics concern me safety is always assumed so to add it to the list is redundant. I want it to make me not want to drive.
1030	Congestion relief.
1031	I would love to take public transit, but the blue line extension (which should have been finished 20 years ago) is not yet finished and I am thus forced to drive. I would also love to take public transit to North Park along university and onward to Balboa Park but that's probably not going to happen. A real connection to the airport would be nice as well, but I'm sure that's never going to happen either.
1032	More public transportation as a viable option for people's daily commute. Highway congestion is a direct result of poor city planning.
1033	I would like to cycle or use public transit daily. There are great cycle lanes on my route(thanks!), but the road surfaces are in poor condition, and there is so much debris from construction or just stuff that fell off cars and trucks, which sometimes is hazardous, or damages tires.
1034	Fix the roads. Make smart lights. For public buses and the Trolleys if you cannot provide on time transportation at least have a way for people to track the coming bus or Trolley. If not you're going to lose customers.
1035	The ability to reach more of the city while using my car as little as possible.
1036	More light rail to more places.
1037	Mass transit for north county to Sorrento Valley, downtown and airport.
1038	More Trolley lines. High speed rail lines. More hove lanes
1039	To have the option to take the public transit transportation but commute with reasonable time.
1040	Extension of existing bus lines. Better access to them. Trolley.
1041	Restructuring of on and off ramps. They bottle up all the time.
1042	Express trains/Trolley between North County and Central San Diego.
1043	More Trolley routes and hove lanes.
1044	Widen I-5.
1045	More lanes for every motor vehicle.
1046	Better MTS/Trolley service. More options for the Trolley to popular destinations.
1047	Carpool lanes, more lanes. East county commuters are ignored. North county seems to get all the attention.
1048	A transfer station that allows access to the Trolley from the COASTER before tuck.
1049	Expanded Trolley lines running 24 hours a day and more frequently. Ability to buy single tickets on the Cloud Compass app. Trolley lines expanded to reach outlying areas.
1050	Change to a more intelligent traffic control system regarding traffic lights.
1051	Live centrally so I don't have to drive far.
1052	Expanded mass transit options, park and ride options.
1053	I would love to be able to go anywhere within the city limits easily and affordably, within a reasonable commute time, without driving. That could mean from Mission Valley to Golden Hill, Normal Heights to Kearney Mesa, or even Chula Vista to Santee.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1054	Make cities and suburbs more walkable and have more green spaces.
1055	I have to walk many places for work that transit is unavailable. The walks are often unpleasant or unsafe. My spouse travels to Rancho Bernardo to work from downtown. The commute is too long to use bus and at times transit is not available. I also need to go to Carmel Valley for work and no bus is available.
1056	More diverse and streamlined public transit. I would love to be able to take public transit to work. I used to live in DC, the Bay Area, and London and relied on public transit for my main mode of transportation.
1057	Decrease traffic.
1058	Less traffic congestion in the cities, of course; everyone wants that! Also, one of the biggest problems for me driving from Ramona to spend the day at a beach area is that there is nowhere I'm allowed to park overnight without spending a small fortune at Campland just to park in their parking lot overnight. I drive a van camper; and I'm always worried I'll get too tired to make the long drive home before dark and have nowhere legal to park. I often would like to spend a second day before spending all the gas and time to drive home after just a few hours.
1059	More synchronized stop lights across major arterial roads.
1060	Trolley reaching the airport and traffic relief.
1061	Making people living in East Chula Vista take the toll road, or turn Olympic Parkway into a freeway.
1062	Less congestion.
1063	a more efficient rail/train paralleling the coastal 5 / 405 all the way from TJ to Santa Monica (not just downtown SD to LA) and why is there not a Trolley / train option to SD airport?
1064	Better transit lines, more carpool lanes and biking lanes.
1065	Spending less time at traffic lights.
1066	The timing of the transportation to be on time and respect it. The education of the user to maintain that of public property.
1067	Less congestion on 805 and 5 with better routes and more frequent trains.
1068	To prove it is possible to travel through out San Diego for a year by public transportation I found out that it is possible, but there was no time for any other quality of life practice. Every weekday started before 5:00am to commute to 8 miles as the crow flies. The return trip got me in the front door after 7:00 pm. Two plus hours each way. Three different buses each way. Weekends have less service there for add a couple of hours of time to walk an extra two miles to nearest bus stop. Small amounts of Shopping must be done on each trip due to the amount of groceries one can carry. Even now whit the new north county transit Trolley almost complete it would not lessen my commute. Driving a car gives me more free time even though my commute time has been cut in half.
1069	More frequent Trolley/ buses.
1070	More convenient and frequent transit options and more separated from traffic bike lanes.
1071	Until San Diego gets serious about a mass transit system that works for everyone then freeways are going to be the only way to get around and must be in good condition.
1072	Less highways, more Trolleys and addition of subways. Transit systems larger than buses are necessary for an efficient travel options for large metropolis like SD.
1073	More routes going north and south.
1074	Pave our streets.
1075	Realistically, I believe that better road conditions paired with smarter use of flexible technologies that can adapt to changing traffic flows and more transit choices will outperform bike paths.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1076	Beach area parking increased and more pedestrian friendly access to train platforms. I take the train for airport access. This is difficult because of long walks and crossing many tracks while dealing with luggage. The new platform in Oceanside has increased the walk by at least a city block. Not easy for older and handy capped individualist. My last two trips I had to opt for a shuttle because it has been too difficult to manage the new platform in Oceanside. If you could move ticketing and entering to other end of parking lot it would be a help.
1077	Traffic congestion.
1078	163 south afternoon rush hour is terrible. Advance the planned phase 2 and 3 to alleviate.
1079	Widen Highway 67 to all four lane traffic.
1080	Easier and faster public transportation to my work. I don't want to drive but it takes almost twice as much time.
1081	Produce more energy efficient vehicles.
1082	Less congestion.
1083	Free Trolley use. Our Trolley stations aren't designed to enforce Compass passes. Staking police and such out to catch freeloaders is a waste of resources. Many of us take the bus to the Trolley station anyways; I have to take the 105 or 44 south to the Green Line every time I need to get to Santee from Clairemont, for example.
1084	Frequency of the ferry.
1085	Better connections on mass transit.
1086	My address, move out of the state.
1087	I would like transit option for inland north county to San Diego...Trolley, rail?
1088	I am thankful for the commuter lanes on the 15. Although I'm an itinerant teacher and must have my car, I would prefer a well laid out plan for the region as well as good public transit to the beaches and airport.
1089	Other options to commute other than car that offer similar travel times.
1090	More motorcycle friendly stoplight sensors.
1091	Enclose the Trolley stations so only paying customers can ride. Might eliminate the problem riders.
1092	More Trolley lines. Bring then North along I-15.
1093	Bike infrastructure. After visiting New York, Denmark and Amsterdam I know we should do a much better job prioritizing cycling.
1094	City-wide bike lanes. Transit options that working professionals will use.
1095	Roads need to be fixed, and not just in the rich communities. The poor ones need nice roads, too. It'll uplift the neighborhood and the people (and it'll be safer).
1096	More light rail throughout San Diego county.
1097	Less congestion and more safety (especially avoidance of distracted driving and transportation).
1098	Add more EV charging around the county.
1099	Quit turning family homes into boxes with condos full of families inside. More people, more traffic, less roads due to bike lanes taking up the road & rarely see a bike being ridden in a lane.... poor planning.
1100	Reduce 805 gridlock.
1101	More bike routes. Better mass transit options.
1102	I would love for the Trolley map to extend further into North County so that I could commute to work that way rather than having to drive.
1103	Increased access to public transport.
1104	More tramway.
1105	Light rail options that connect neighborhoods where people are most apt to use them: uptown/downtown/beaches/airport.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1106	Safer and more expanded Trolley. It's insane there isn't a line through South Park, NP, Normal Heights, Hillcrest, university heights etc.
1107	Less traffic.
1108	More train and bus options Tokyo area is a great example we should follow for mass transit.
1109	I would love a light rail to run up the 15 corridor.
1110	Better highway and surface street conditions.
1111	Responsible growth to the Morena corridor. I travel one mile to work from one end of Morena to the other and hope the two lane road is not impacted by current building plans.
1112	Expanded rapid/Trolley system with SD, OC, inland areas, LA.
1113	More funding for public transit.
1114	Closing the gap in convenience of a personal car and public transportation.
1115	More efficient transit.
1116	More mass transit.
1117	Increase speed limits, ensure pot hole repair is done timely and well.
1118	I bike to work from Santee to my office in Mission Valley by the 163, there are a few sections through Mission George and Friars where the bike lane it either in poor repair or non existent.
1119	The Trolley up the coast to north county!! This would relieve a great deal of the traffic congestion.
1120	For the immediate future, road repairs (high quality road repairs - too often we see roads that are repaired with what become bumps or the repairs don't last - I think either the crews or materials we use are subpar). Our roads are horrible and that leads to our cars needing more frequent repairs and tire replacements. Poor roads also cause our cars to run less efficiently, which is bad for the environment. In the long term, I'd like to see better public transportation so we can actually use it. I don't usually take the Trolley now because it doesn't get me close enough to where I need to go and it doesn't run often enough to meet my scheduling needs.
1121	Rail transit through uptown. If not, then a dedicated bus only lane down University or El Cajon Blvd.
1122	Easy, fast, clean transportation to Mission Valley shopping areas and faster more frequent transportation to downtown.
1123	Significant issues improvements in mass transit to places that most people would use.
1124	Coordinated lights, pedestrian bridges, more lanes on the I-5.
1125	Trains that run later at night especially on the weekends.
1126	More frequent public transportation and more East-West bus lines in downtown area.
1127	Less dependence on roads.
1128	Less traffic.
1129	Truly safe bike lanes/paths - I am afraid to bike on busy roads with just a painted line between me and people going 50 mph. Too many texting drivers; it only takes one of them drifting out of their lane for a couple seconds and a bicyclist is hurt or killed.
1130	A Trolley that connects Up-Town to all other areas of the city. I would love to stop driving!
1131	Need raps, safe, common sense mass transit.
1132	Road maintenance.
1133	Expanded train service connecting I-15 corridor from Escondido to Mission Valley.
1134	Some of our roads are so bad I am afraid to damage my car.
1135	Traffic congestion.
1136	Accessibility to/from unincorporated areas.
1137	Less traffic.
1138	Stop running empty busses all day in San Diego north county.
1139	I would like to see a Trolley stop at the airport and sports arena.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1140	A new connector from the 125 S to the 94 E. Right now, thousands of cars have to stop at the light on Spring St to wrap around and merge left into a lane where others are merging right. Nonsense!
1141	Have more routes at a less time waiting. The price for the transportation is already high, so DO NOT try to raise prices, and have more drivers with a positive attitude and be able to help in any emergency or mental health issue.
1142	More freeways to reduce congestion.
1143	I would love to use public transit and just my car for the last mile, but I can't. Transit would take me more than an hour versus 15 minutes by car. We need more frequency, better routes and better planning. May I suggest a grid bus system instead of routes poorly planned for one seat trips?
1144	The quality of drivers. Too many negligent drivers: turn signaling virtually nonexistent, rude drivers who cut people off cause safety hazards though not sure what the city can do to remedy that situation since it falls on the individual driver. But increased frequency of public transport would also be helpful.
1145	More Trolley stops in county.
1146	A greater emphasis on bus and Trolley travel to major entertainment and work hubs. Highways must emphasize bus-only or HOV travel via bus to make bus travel a viable and quick commute alternative. Also, in densely populated regions, an emphasis on increasing Class I and Class II bike lanes for safer bicycling options.
1147	Make biking safer from cars.
1148	Be able to Trolley from La Mesa to Kearny Mesa instead of 3 transfers and one hour for an eight mile commute.
1149	I would like to see more bike lanes, an extension of the Trolley system and fuel efficient bus transit.
1150	Traffic congestion.
1151	I would prefer to take public transit to commute to work.
1152	I want safer walking and biking options. I have wanted to start walking or biking to work but hear horror stories about drivers compromising colleagues safety who chose to walk or bike and I have been scared to try. I really want to see the Trolley expanded further than current planning provides to increase accessibility, reduce riders and reduce cost to ride.
1153	Get rid of those damn dockless bikes before someone dies.
1154	More main corridor Trolleys combined with an extensive bus network and local services.
1155	Increased frequency.
1156	I want to easily walk to a transit stop and be able to get from Kensington to airport, downtown, hospital, library, grocery, beaches. Be able to park at transit stop and go to North county areas from Mission Valley.
1157	Better traffic flow. Staggered work hours for some jobs.
1158	Fresh air to reduce VOC content onboard busses and Trolleys.
1159	For the future I am recommending there to be youth bus passes. It would help the environment when students are riding the bus more.
1160	Better and more expansive Trolley routes so I wouldn't have to drive.
1161	I would like to be able to travel safely and efficiently using walking, biking, and transit.
1162	More dedicated bike lanes and paths separate from car traffic across the county. Public transportation that doesn't require 2+ transfers and 1.5 hours without traffic to get from mid-city/North Park/Downtown to Torrey Pines/UTC.
1163	Much more light rail and high speed rail.
1164	A universal payment card that lets me switch between transit options. Maybe even the ability to pay for multi mode trip in advance.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1165	More routes with less congestion.
1166	Have a light rail/monorail option for travel. I would rather sit on a train than drive.
1167	More bike lanes, ride-sharing/more frequent public transit. Online payment app should allow for balances.
1168	Buses running later and closer to places to work.
1169	I'd love to have access to public transportation along the I-5 corridor. I would love to sit back in a train and fly by the traffic. COASTER didn't run frequently enough for me to take it and still have a life through.
1170	I wish there was a light rail option down Mira Mesa Blvd. We would be able to take transit to shopping and movies as well as to the university, cutting down almost 60% of my family's car trips and encouraging us to walk to the nearest transit stop. Giving up one lane in each direction to have a light rail line would be acceptable to me. Or have multimode lanes like the S-bahn in Germany.
1171	San Diego needs an equitable transportation system. Low cost bus passes for youth would help with transportation equity.
1172	All neighborhoods accessible by rail, better walking options to get to rail stops.
1173	More frequent COASTERs and better connectivity.
1174	I want more public transportation options and the ability to walk or bike more safely. This includes more or better sidewalks and safer intersections for pedestrians.
1175	Having more internet access. The bus needs to be cleaner. More security.
1176	Easier, more affordable and more designations like the airport. I do not know of a major city without rail service to their airport.
1177	Better Trolley line locations.
1178	Use the Quickway approach.
1179	All end of line Trolley stations should be serviced by buses. All lines should be ran all night at least for limited hours.
1180	Travel times. San Ysidro to Old Town is 2 hours. San Ysidro to City Heights is 1.45. If you drive it takes approx. 20 minutes.
1181	I need a transit option from mid city/ North Park to Kearny Mesa that doesn't take over an hour. If there was a bus or Trolley line that was faster I wouldn't drive my car.
1182	Ideally be less dependency on automobiles- either through more use of transit/active travel or more telecommuting.
1183	I am retired. Most of my daily travels involving a car relate to shopping. Surface streets within communities and joining communities are important to me.
1184	Trolley or train coverage and frequency increased.
1185	I want to have clean roads that are safe. For the future I want mire routes in college areas.
1186	Better bike paths and bike lanes. Street sweeping that includes bike paths and bike lanes. Pavement quality that is evaluated as satisfactory for bikes, not just vehicles.
1187	More safe, bikeable communities.
1188	The use of the gas car to more use of our body to commute.
1189	More new freeways. There should be a north south freeway between I5, I15, and highway 67. Make all hwy67 a freeway to Ramona. More east west freeways too. You can keep adding lanes to the existing freeways but the exits already can't handle existing traffic.
1190	I would want to be able to take public transit or to walk/bike to work. Walkable cities are healthier and happier.
1191	Less traffic.
1192	Congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1193	Relief at freeway on ramps and feeder streets in congested areas. Add turning lanes in certain areas, or designate lanes as both straight and turn. The police know where these intersections are because they target drivers making illegal turns, rather than waiting in a 10 minute line of say, southbound traffic, when a portion of drivers want the other lanes for the northbound on ramp.
1194	I take the COASTER and walk. A shuttle to the business park where I work would help immensely. This could be something coordinated with the transit authority.
1195	Less congestion, more access for people with disabilities.
1196	Reducing road and freeway congestion.
1197	More bike paths with adequate lighting.
1198	Safer bicycling and alternative transportation options. Fewer cars on the road.
1199	Actually my commute is fine. The roads are fine. It's the drivers that make dumb decisions and cause traffic. I would like to see more rail lines laid down for Trolleys.
1200	Traffic congestion and quicker bus or other transit options, as well as safe bike options.
1201	Walk more.
1202	I would like to travel safer and cleaner.
1203	We are retired and do not need to travel daily (thank goodness), but public events have become so difficult that we often avoid them altogether.
1204	More lanes on Interstate 5, 805, and highway 54.
1205	Lower congestion.
1206	Weekly and monthly rates.
1207	I wish I had a viable public transit option. There isn't one for me going from San Carlos to Rancho Carmel. It would take over 2 hours to get to work and 2 hours to get home.
1208	The Trolley should go all the way to Escondido and Oceanside. More of that, less cars.
1209	More HOV options/lanes/incentives to reduce traffic congestion and environmental impact. More sidewalks and separated bike paths (like the Inland Rail Trail) to provide safe, non-car transportation options.
1210	Access to safe mass transit for commuting. I'm anticipating the Trolley connecting to UCSD but worries about the safety at my stop.
1211	Better and more public transportation.
1212	More options when I would not rely on my own car. Increase public transit that is conducive to more people.
1213	Faster train travel. Get me there faster than I could have gotten myself there.
1214	Carpool lanes from the border all the way through San Diego County and beyond on the 5, 15 & 8 & every other freeway that leads out of town.
1215	More efficient roads for the automobile.
1216	I'm on flex time, 90% doesn't apply to me, but I'd love to be able to take the Trolley to get downtown in a reasonable time.
1217	Provide more bikes for the bike share program to provide alternate modes of travel.
1218	More transit options.
1219	I would love to see a comprehensive transit system that would allow a commute via public transportation rather than car. In other large cities it is easy to commute and connect outside of the city center with a shorter commute than those who drive cars.
1220	Faster and more reliable public transportation options while connecting more of the region. (i.e. Trolley or metro connecting east region to north county and north coastal).
1221	High speed rail.
1222	More light rail.
1223	Real cities have real public transit. We do not.
1224	Better, reliable public transit to ditch single commuter vehicles.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1225	to have more road not to have more traffic than less accidents so have to change for future instead have more transportation good to have more roads.
1226	Schools need to be well funded across a country so parents can feel confident in sending kids to local schools and not have to drive miles to better school far away.
1227	Good to see more discovery bikes eastern San Diego area!!!
1228	Usability for Trolley and bus by bicyclists. The current lack of access, safety, and security make the use of the bicycle to anything combination un-achievable. Safe, clean, usable, bike lanes and ability to load on bus and Trolley.
1229	Faster safer communities, working with technology on more effective traveling method that covers all areas south, north, east, and west.
1230	I want a realistic and HONEST approach and plan for our East County transportation network. In the middle of east county we have large parcels of vacate land and a airport that does nothing for our entertainment and employment situation. Why are we spending so much money for a industry that has been in decline for 20yrs and has such a huge footprint. The environmental concerns are obvious and it is in the middle of a valley. The WORST placement of a airport. But yet SANDAG wants a 6 lane interchange to service the airport. SANDAG has no credibility with me especially after the corruption scandal until the organization show some common sense planning.
1231	more frequent bus service to SDCCU Stadium and downtown San Diego from North East County that doesn't stop at every transit station.
1232	My self: shorter commute/reduced congestion families affected by AD: Easier access to transportation for door to door services, possible rideshare options that are dementia friendly.
1233	More frequent bus and light rail service , east-west and down the 15 corridor, and a better schedule during evenings and peak commute times for COASTER and Amtrak Service.
1234	Higher frequency of trains, buses; more connections. Late bus and rail on the weekends.
1235	Faster transit and more frequent. More safe walking and biking choices. I'd love to get out of my car but I go to maybe 6 different sites per day. Maybe automated, shared car could be a solution.
1236	Be able to travel from Del Mar to Miramar Community College in a more efficient manner. There needs to be more travel options to get to other parts of San Diego. I have to drive my son, or he takes Uber back and forth. But it takes well over an hour each way. If I drive it takes about 20 minutes. The 56 freeway from 2:30 until 7pm going east is a car park. So I have to take back roads to try to get to Miramar. If there was an elevated rail running next to hi way 56, and down by the 15 this would be a viable way to go to the east county. Also a way for people commuting to the west from the east.
1237	More buses on weekends.
1238	More train rides.
1239	I would want more frequent service with higher priority to get me to work faster, something competitive with driving so I don't have to worry about parking or vehicle maintenance.
1240	Add train/Trolley service to more areas of the city. As someone who doesn't drive on highways, my options to get around San Diego by myself are very limited due to large areas of the city not being served by train/Trolley service.
1241	roads and transit lines in good repair and with ongoing maintenance funding.
1242	Taking the bus is too stressing. It takes over an hour to get to the destination wanted.
1243	Use the tax money that we pay to create the best transportation network in the world. The number one attraction in San Diego is the beach, yet the Trolley doesn't go to the beach.
1244	A Trolley line from Santee to La Jolla.
1245	Reduce the number of cars on the road.
1246	Accessibility, low to no cost.
1247	More transit options.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1248	1. Repair the roads. 2. Add more bike lanes. Trying to cycle is scary and dangerous. Sharrow lanes don't really work because most motorists don't understand them. But it's better than having nothing painted on the street.
1249	Safer biking options and more frequent public transportation. Less cars on the road would reduce noise and air pollution. My house is near the freeways, so pollution reduction is important to me.
1250	I love the Trolley, I just wish it would go to places I want to go. Could anyone consider a Trolley line that runs the full length of the 805 and the 15? we can see the daily traffic patterns on the news, why can't we find a Trolley solution?
1251	Rail transit is efficient and boast happiness in people's lives and relieves traffic congestion
1252	Monorails.
1253	Build more freeway lanes.
1254	Stop overcrowding.
1255	I would like to see the Trolley being extended to run down sports arena, through West Point Loma and on through ocean beach to better connect those population centers.
1256	Fully self-driving cars.
1257	Extend the Trolley to the Lindbergh Field.
1258	More public transportation to link up north and south San Diego.
1259	Less dependence on car trips to access various city neighborhoods - significant extension of Trolley/light rail to unserved areas to be a true 21st century city.
1260	Less congestion.
1261	Work on ways to lower gridlock.
1262	Better roads.
1263	An easy, seamless public transportation option to our network. A bus transfer is embargo our city.
1264	Having a public transportation option that goes east/west.
1265	Efficient public mass transit.
1266	Less congestion on the freeways!
1267	See reliable public transportation along major routes. This would be too replace highway lanes with continuous bus/Trolley/train service with easy connections and frequent vehicles coming and going. Similar to how Japan does their train service.
1268	A reasonable option to get to RB from Chula Vista that doesn't involve me driving.
1269	Shut down the COASTER, no one rides it.
1270	An integrated transport system.
1271	Less traffic congestion.
1272	Congestion Roadway conditions.
1273	Less cars, more Trolleys and streetcars... and later schedules (this goes without saying).
1274	More public transit, no sprawl, smart growth, preserve our back country.
1275	An increase of stops closer to my start and stops, a higher frequency of options, and later night options.
1276	An option other than my own car to get around. Our public transportation is horrible.
1277	Reduced traffic in major areas on congestion.
1278	I want San Diego to be like London, where I do not need to have a car, where I can depend on public transport to reach the edges of the County in reasonable time, for work or for other purposes.
1279	Slower growth.
1280	Less congestion.
1281	I would love it if we had a wide network of Trolley stops like in most metropolitan areas, where you don't really need to own a car. Think Paris, San Francisco, etc.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1282	Another freeway north to south. Probably east of the 15.
1283	If I could use the Trolley to get to work, I would. I work in Point Loma. Nearest trollies are miles away.
1284	Less cars on the road. Safer pedestrian and bicycling. More economically sound and environmentally friendly options.
1285	I wish it was faster(Trolley).
1286	Massive improvement in bicycling infrastructure.
1287	I must drive for work; I'd love to not have to drive off-hours in my neighborhood.
1288	Dedicated/physically separated bicycle corridors.
1289	More frequent trains from Oceanside to Sorrento Valley.
1290	Alternative transportation options that take me where I want to actually go. We have a terrible "last mile" problem.
1291	Better maintenance of roadways.
1292	I mostly drive but I would love to utilize the public metro more frequently. However, the one and only time we took the metro downtown, the car we sat in had vomit all in it and sawdust over old vomit spots. The next day we all came down with a horrible illness that lasted weeks. It has turned us off from using public transportation again.
1293	More Trolley stops and better access to Trolley stops. Also, have them be safer!
1294	Smarter roads , why not more rail ? Like an 15 high speed rail down the middle of the 15 lose or reduce the car pool lane to build it.
1295	More high volume highways/freeways. Less congestion.
1296	I would love for stop lights to be synchronized. This is low-hanging fruit and could have a big impact.
1297	More mass transit.
1298	Dedicated transit that is not subject to car traffic congestion; i.e. transit only lanes. A freeway system for bikes.
1299	Better maintained streets.
1300	More bike routes (not lanes on the side of the road but bike-specific paths).
1301	More intricate Trolley system, goes to more neighborhoods with higher frequency.
1302	Congestion relief, especially during peak periods.
1303	Location of transit. Over two hours to go 12 miles by bus where I live. Nope nope and nope. I see lots of bike lanes, a few bikers. But real mass transit, with real hubs, parking? No, it's a joke.
1304	I would prefer taking the Trolley lines in if I could manage the time constraints my schedule requires.
1305	No traffic jams. Have a nice subway system.
1306	Less congestion. More potential alternate routes.
1307	In a perfect world, I would love to have the concept of street Trolleys that used to exist in the inner city...not the crowded buses that take hours to get from point a to b. I mean transit just within particular high density neighborhoods so people can get around within their own "village."
1308	Buses need to run on time.
1309	A crack down on illegal immigration would help relieve both traffic and the rental crisis.
1310	Stop building homes faster than our roads can keep up. Growth needs to slow down.
1311	Widen the 52!
1312	More public transportation in South Bay.
1313	Improved access to public transit and alternative, particularly for commuters and other heavy users of our highway system.
1314	I'd like to see dedicated bike paths everywhere!
1315	Less cars, more public transportation.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1316	Trolley to the airport.
1317	More public options like expanding the Trolley.
1318	More Trolley routes to East communities such as Eastlake. The new bus routes are not enough.
1319	More RTD stops near me in west end Ramona. Safer access to highway 67 west end Ramona.
1320	More roads and freeways. This city keeps growing yet we have the same freeways since 1996.
1321	Better/more frequent public transit connecting more locations. This would decrease congestion on the roads if it was more viable to take public transport. Better bike lanes/walking in neighborhoods and connecting neighborhoods. More emphasis on non-single use gas cars.
1322	I would like the option to take transit to work. I have lived most of my life in transit orientated cities. Given how San Diego is built out, I would like to see high-frequency transit on major routes with effective on-demand and shared transportation options connecting from interchanges to work / home centers.
1323	Ideally it would be easier for me to replace a lot of car trips with bike rides, especially commute.
1324	Less congestion. Having only three routes north-south from the golden triangle to Clairemont (Genesee, I-5, I-805) means that there is unnecessary congestion, especially with the expansion of UCSD. Build a bridge over Rose Canyon and connect the two sides of Regents Road, this spreading the road traffic over a 4th route. NIMBY naysayers should be ignored.
1325	I'd like a rapid transit option that covers more of the city. There isn't an option that covers the 163 to 805 route. To get from Hillcrest where I live to La Jolla where I work, I can either take busses for about 1.5 hours or drive 20 minutes to work and 50 minutes to get home.
1326	Help ease congestion on the 805. Stop building homes until that is addressed! Please!
1327	More public transportation!
1328	Traffic congestion for my husband, better transit choices for my son.
1329	I would like more options for my son who does not drive. He relies on public transportation but the bus doesn't even make a stop at our local community college, MCC San Elijo campus. Public transportation should serve the public who are trying to better themselves with education.
1330	Increase the amount of electric vehicle charging stations. Its necessary that we reduce the amount of police ticketing on Trolley lines. Those who do not have the money to pay for transit should not have to pay. It is imperative that low income people have access to public transit in order to better mobilize these communities.
1331	More light rail options along some of the busiest roads.
1332	Get out of the mindset that bicycles and big public transportation projects are going to solve congestion problems. Widen existing highways and build new ones where needed.
1333	More public transit.
1334	Access to an efficient and reliable public transportation.
1335	Public transportation that cost less than driving. $5 round trip per day on the Trolley is not a good enough rate to entice people to use it. I also want to be able to bike to and from work safely. Painting bike lanes green and adding more bike routes that are separate from roadways would be wonderful.
1336	Greater access to public transit that has greater frequency and offers less congestion, etc.
1337	Find away to organize lights, start/ quitting times with businesses and military. Ex. Instead of having everyone stop work at 3pm and flood the highways try and work with businesses and military to schedule an even flow of exiting traffic.
1338	Widen freeways.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1339	Longer left turn light patterns so I don't have to wait through two red lights to turn the corner. I'm witnessing 3-4 cars running through the light after it turns red so they don't have to wait again. We also need a way for left turn signals to read when bicycles are in the lane without vehicles. If bikes have to obey the rules of the road, they should get to use the traffic signals. One must ride up on the sidewalk, get off the bike and push the signal button in order to make a left turn on a bike. This discourages bicycle riding.
1340	The duration of my commute.
1341	Trolley stops expanded to Eastlake. Not buses!
1342	Trolley lines expansions.
1343	Higher mileage cars and more electric vehicles.
1344	More protected bike facilities so I feel safe riding with my family. Right now we don't bike due to perceived safety risks.
1345	More toll roads. Anything else to reduce the number of cars during traffic times.
1346	Faster.
1347	Reduce congestion on Rosecrans/midway/sports arena.
1348	Better road maintenance and safer commutes.
1349	I wish a Trolley would serve Poway.
1350	Reduced congestion on Trolley at peak hours in the afternoon.
1351	More detailed Trolley lines. They all get you some where but you end up no where.
1352	I don't feel confident I can get anywhere on the bus or Trolley in a reasonable amount of time. I don't feel like biking has been made a safe option yet.
1353	Congested freeways and surface streets.
1354	More bus and rail options. Bikes too. Use the climate. Keep people moving.
1355	Traffic congestion on 805 during commute hours.
1356	Faster alternate options of transportation that do not affect the environment as much as cars do.
1357	More bicycle paths, increased bike safety.
1358	Commute traffic improvements. More alternative means of transportation to the destinations I travel to.
1359	Using the car as little as possible and relying more on mass transit. At least, have non polluting, affordable means of transport with high frequency within 7 mins waking.
1360	Less congestion.
1361	More late night drivers-less options to reduce DUI type problems now!
1362	Subtracting drivers without adding throughways should be the goal explored --- by enhancing existing overused throughways, such as rail, ferry or Trolley. Closure of one or two underused vehicle throughways currently deemed to be infringing on habitat.
1363	1. Start with downtown. every transit Trolley station should have small electric golf cart shuttles going to government buildings, civic centers, Horton plaza, library, water park, little Italy, restaurants, and jobs (like Disneyland).
1364	I am new to public transportation; however, where I live their is not much sidewalk to walk to Trolley station, safety is concerned and accuracy.
1365	Less potholes please.
1366	Less highway driving. I wish I could drive less weekly instead of hustle and bustle daily.
1367	More efficient public transit including train and light rail.
1368	As a busy college student it would be most beneficial to reduce congestion and make public transit faster. However for the public more on-board and drop-off routes are necessary.
1369	Less traffic congestion. Encouraging and offering financial incentives to help stagger start times for the population.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1370	My commute is only 4 miles, but I don't bike just because in my opinion it is too dangerous to commute on Mira mesa Blvd. and Camino Ruiz without using the sidewalks. There are many things I believe that could be done in the Mira Mesa / Miramar area to reduce traffic. 1. Connect Carrol canyon road form the 805 to the 15 all the way. I believe this is already in negotiations. 2. Miralani Road in Miramar gets backed up really badly. I used to take this road back home every day, but the traffic just got worse and worse, that my 15 minute average commute now takes 30+ minutes. I ended up taking a different route due to congestion. Miralani could easily be widened to two lanes going to Camino Ruiz with the same road width without having to expand the road out.
1371	Being able to get where I want to go when I need to go without it being a chore.
1372	More public transportation options. I have lived in San Diego most of my life, and have only used the bus/Trolley about 5 times total. When I was in the Bay Area for 2 years in the early 2010s I barely drove and instead used their many public transportation options. I hope I can one day do this in San Diego.
1373	Walking and biking options are also important.
1374	Having more options to take public transportation. Current availability is slow with extremely time consuming choices.
1375	I would love to see bike riding made safer and easier. I ride anyway, but it's scary. I would also love to see more frequent transit service. 15 minutes and longer gaps between trains or buses really emphasize just how convenient cars are. That's not a good thing.
1376	Metro connections to the suburbs.
1377	Flexible schedules and remote work would aid in traffic congestion and mitigation of traffic issues. Daily travel is hard for those with limitations as well, and public transportation easier to access would help a lot.
1378	Usar menos el auto y caminar un poco mas. (Use less our vehicle and walk more.)
1379	System road is safe.
1380	Prevent the traffic congestion.
1381	More public transportation.
1382	Less traffic; trains everywhere.
1383	I would love to take public transit to work, but it would take me 2 hours and a transfer vs. 45 mins in the car. I would happily take a bus/train if a more direct line existed between Uptown and La Jolla. La Jolla, where many of us work, has very little public transit going up to it.
1384	Shorter travel times.
1385	I primarily drive to work and other places, but like that I can walk in my neighborhood to restaurants, parks, and markets. I would like to see more communities that have interspersed housing and restaurants/markets/shops.
1386	Security in public transport.
1387	Connections to the zoo, sea world, beaches, Amtrak and major employment area's.
1388	Improve transit frequency. Connect intermodal transit. Synchronize bus and train schedules. Transit lines should connect to the airport.
1389	Less congestion.
1390	Expand public transit.
1391	Happier commuters and more cost efficient solutions yield better populace.
1392	Raise gas taxes to get more cars off the road. Fix the roads.
1393	I would like more public transportation options and with greater frequency. This would help reduce congestion on the roads and hopefully shorten commute times.
1394	Reduce sitting in traffic time.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1395	Displaying real time FasTrak fees via phone/ app/ internet -would like to take public transit to work but not an option (RB to Point Loma) -reduce commute traffic somehow -think ahead: adding another lane to the 56 with all the ongoing housing construction.
1396	Mass transit to more areas.
1397	Better interchanges and more lanes to allow freer flow of traffic.
1398	No trucks over 6 wheels in the 3 leftmost lanes !!
1399	Safe ways to travel to all areas of San Diego without using a car.
1400	More travel options.
1401	Maybe make public transit a little bit more efficient. The San Diego bus line 30 is ALWAYS late coming into old town from VA medical center. Maybe increasing frequency on that very bus line would be better if the made it more frequent.
1402	Trolley line through Kearney mesa and Sorrento Valley.
1403	Smarter use of road engineering to free up congestion.
1404	More direct public transit between residential and business centers. E.g., takes 2 hours to get 5 miles from Talmage to Kearny Mesa.
1405	Ride sharing.
1406	Better access to affordable public transit.
1407	Better congestion relief at interchanges and a reanalysis of traffic lights (like the ones in College Area) due to new developments. Also better transit options going north of San Diego into areas like Mira Mesa and Kearny Mesa.
1408	I currently walk and take the Trolley to work every day. As more businesses are moving to North county, and mine will soon, I would still like to be able to take public transportation to North county, thought I know it is much less accessible.
1409	Self driving cars.
1410	Transportation reliability and safety with a planned future and variety is the key.
1411	More Trolley connections to the city parts with bad parking situations but good nightlife.
1412	More options to and from the COASTER stations. The COASTER is great, but how do you get anywhere to and from the COASTER stations? More buses, more Trolleys.. more COASTER stops.
1413	Better bus service in North County. Better planned routes. Takes 3 hours to go 5-7 mikes. Zero routes in Carlsbad on Cannon/College/Aviara/Alga/Tamarack (major thoroughfares). Only1-2 pick up/drop offs on Palomar Airport Road. No busses to Legoland (or employee entrance). Highways: Exits not well timed often leaving stopped cars on the highway (78/College and El Camino) Carpool Lanes on 5.
1414	Efficient Cross-border commerce.
1415	Better management of highway and roadways.
1416	There needs to be better access to each of the Trolley stations. We should be treating each of the Trolley stations like the regional transit centers, and doing a better job of providing access to mass transit. More of our Trolley stations should feature park & ride or kiss & ride.
1417	You need to feel safe on public transportation.
1418	Less cars everywhere, and more bikes, alternative modes of public transportation that or affordable and reliable.
1419	I need a service MTS bus.
1420	I would like communities such as Oak Park to have a better walking score so residents can walk to coffee and shopping etc., and not always having to drive everywhere.
1421	Improve the 125 - 94 northbound merge for the evening rush hour. Ditto for the I-15 North to Hwy 94 East connector, that gets clobbered by cars try to transition from 94 East to 805 South.
1422	Add a transit link from South By to employment centers in Kearney Mesa, UTC and Sorrento Valley. Purple Line is needed! It would create a Trolley grid.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1423	More and better transit, especially rail. Bike/pedestrian options need to be increased and be safer. Drivers are often oblivious to cyclists and pedestrians. Harsher penalties for poor drivers need to be considered - most "accidents" are not, they are a result of poor decisions.
1424	More access to alternative transportation and rideshare options.
1425	Easier access to bus stops in suburban areas. Collaboration with bike companies/public transportation. Maybe include bike access in day pass.
1426	Safety and options and inexpensive.
1427	Mas transporte publicos --ejemplo un Trolley a la mesa de okay es super urgente. (More public transportation, an example might be a Trolley to Otay area.)
1428	Better public transportation in San Diego county.
1429	Less congestion on the 5 and the 15. More bus options around north county.
1430	More frequent COASTER service.
1431	I commute from El Cajon to Sorrento Mesa. There is no way to do this on Transit in under 3 hours. It's a known issue that east county is a bedroom community for the Qualcomm area. Additionally, the transit frequency in work corridors makes using transit from regional hubs to work locations, or for transit to meal areas, impractical. Express crosstown transit (bus or rail) and improved peak use transit frequency would go a long way towards making transit viable.
1432	Incorporate more bus routes and stop frequencies. As well as expanding the Trolley.
1433	I want the roads to be ready for a driverless vehicle future.
1434	In the next 5 years, I would like to see a Trolley extension from UTC to Santee. In the next 20 years, I would like to see Trolley extensions connecting every neighborhood in San Diego.
1435	More freeway lanes.
1436	Shorter red lights.
1437	Provide better and more ways to get key areas in the region. Living Coastal North County getting to SD for non-commute reasons is difficult. There should be a concentric ring sort of transportation urban design planning approach with progressively larger walking>biking>electric>vehicle>transit>inter-city train/roadways LU/transportation mode circles.
1438	I wish public transit was as convenient as it used to be in NYC. Everything was connected. I hate having to go downtown first to get anywhere else!
1439	More bike infrastructure, safe paths removed from cars so more people feel safe to use them. With electric bikes it could be the perfect solution to traffic easing, especially if we could get some decent metro going.
1440	Less congestion; smoother flowing traffic ; more transit options.
1441	More people choosing non car options for transportation. Many of our car rides are short enough to be transposed to bike or mass transit options.
1442	I would take Trolley or subway if available - the decision to add more busses in South Bay (Eastlake) was uninspired.
1443	More Trolley stops near okay.
1444	By car... fix the roads!!!!!
1445	Road repair.
1446	More efficient public transportation that will reduce car usage and decongest highways.
1447	I would like to see more options for public transportation that traverse the country which is fast and frequent and links to local to local public transportation.
1448	I live outside of the city and there is NO public transportation from home to work. My only option USD to drive on very congested roads. Stop with the alternate routes visa the app. This has caused even more congestion on the smaller roads, the major freeways may appear less crowded, but.
1449	Trolley to airport.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1450	Get the freeways moving. Unless we tear down and rebuild San Diego we will need personal cars.
1451	Transit line to the airport.
1452	125 N to 94 W needs to be two direct lane on lanes. Home Ave needs a direct on ramp to 15 S, commuters cross 4 lanes in feet and entire highway. 94 W to 5 N needs a direct lane on ramp. Downtown direct ramp to 5 S over 94 east exit. Don't enforce working people's commute issues in East County and South Bay.
1453	Couldn't add more biking and walking but that's a must.
1454	Properly maintained roads. Get rid of all the potholes and then keep the roads in good shape.
1455	I would like to see better transportation options and more affordable alternatives. I would like to see a move away from personal vehicle travel as the primary method of travel and move towards better public transportation similar to the trains in Europe.
1456	More lanes for vehicular traffic are needed. I live in Ramona, and the traffic backups morning and evening are ridiculous. And now, the few places where there are two lanes heading into and out of town have been reduced significantly, while the population is increasing with the number of housing developments. I am not against new homes and new construction, but State Route 67 needs to be widened to two lanes each way along the whole stretch to accommodate all the commuters added since the mid-80s when it was last reconfigured.
1457	I want train transit systems to all major areas of San Diego, especially farther to reach places like OB/La Jolla/Hillcrest.
1458	Travel time is a major headache for me. What should take me 24 minutes commuting is more than one hour due to traffic congestion.
1459	More Trolley routes throughout the county.
1460	Limit suburban growth.
1461	I would like to be able to get to my job without having to drive. It would be great if transit was dependable and got me to my destination. Unfortunately the commute to work is uphill and is a challenge by bike, especially since I would have to travel along multiple bicycle facilities ranging from sharing the road with vehicles to a completely separated facility running along the freeway.
1462	Road maintenance and repair but also easier access to the 94 east.
1463	A full commitment to sustainable, scalable transit, and the inclusion of all stakeholders in the planning. No group's priorities should supersede the regional priorities and the benefits to people who live and work in San Diego should be paramount.
1464	It would be nice to have some sort of public transportation from our community to the existing available buses and train. Our community has some hills and there is more than a mile walk to the closest bus. Also it would be nice if the road surfaces could be made to reduce the noise when so many vehicles drive at the same time.
1465	More light rail options.
1466	More Trolley system in San Diego.
1467	The congestion during high traffic times.
1468	I currently carpool. If public transit options were more reliable, I would love to use that option.
1469	Better transportation to reduce the use of personal cars.
1470	Planning for a transportation future that will probably feature by necessity a lot less fossil fuel energy.
1471	I already stated my concerns about westbound traffic on Montezuma being a major hazard. I have to travel that way out of my community DAILY. College Ave. is not much better now, especially with the increased high rise structures.
1472	Shorter commute times.
1473	If our city had more safe and convenient biking lanes, I would commute via bike every day.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1474	Respect of traffic laws. I see too many people driving carelessly and recklessly. Leading to more crashes and greater congestion.
1475	I drive mostly, but would like to have the option to not do so more often than not.
1476	More public transit lines, interconnected system.
1477	More affordable housing in the city and closer to business centers so people aren't forced to the outskirts or suburbs where they have to commute.
1478	Roads.
1479	Additional freeway capacity. HOV lanes have proven to offer little in congestion relief.
1480	The future is already being built. That would be the UCSD Trolley extension.
1481	Make transit an option in more places. The Trolley doesn't go near me and it should. Biking is dangerous and needs protected lanes.
1482	I would like to see more inter-connected transit options, including small trams for intra-city travel. Loops within cities to shuttle people to local options and more interconnectivity between North County and the City of San Diego would be helpful. Also, I would like to see a system of transit in which any place in San Diego County could be reached within approximately an hour an a half by public transit. People would use transit that works efficiently. I would like to see a dedicated lane for Bus Rapid Transit (BRT) on every freeway in San Diego. Also, more pubic-private partnerships with businesses on the I-5 and I-805 corridors. Scripps shifts end at 7:30; So, the COASTER needs an 8PM run to accommodate employees. A survey of those businesses in that area to assess the needs of those businesses and what they can provide would be helpful to the entire vicinity.
1483	It would be bus lanes in surface streets increasing the speed at which I could get to transit hubs.
1484	Better bus routes and more Trolley options. The Trolley could be expanded with new routes.
1485	Mas redes de transportes que nos una más cerca de areas alternas y mas importantes sean escuelas, hospitales etc. (More transport networks that moves us closer to alternative and important areas such as schools, hospitals, etc.)
1486	Less growth and less traffic. Requiring vehicles from Mexico to abide by our smog requirements if they commute on a regular basis or transport goods to the California.
1487	The congestion on the highway.
1488	Me interesaria mucho reducir el uso de los combustibles fosiles como medida de reduccion de contaminates que impactan negativamente a la salud. (I am interested in reducing fossil fuel as a reduccion of polluting elements that have a negative impact on health)
1489	Looking forward to MCTC opening up.
1490	A light rail line along the I-15 corridor.
1491	More public transport in rural areas like Fallbrook.
1492	Need better communication when there are backups on the freeways.
1493	Cultura y educacion (Culture and education)
1494	The current Trolley and bus routes do not service my needs at all. This needs to change or I'll continue to not use public transportation.
1495	I would love a Trolley stop in the North Park/Normal Heights area. More established bike lanes in the North Park/Normal Heights area. Faster transit from UCSD to central San Diego.
1496	Que hubiera rutas para bicicletas (If there were more bike routes)
1497	More resources for car pooling.
1498	More bus stops.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1499	I would love for public transit to offer viable routes for both me and my wife to commute. Currently housing is unaffordable in the places where that works.
1500	Charging EV's while driving... see comment below, plus the following links https://www.computerworld.com/article/3038252/computer-hardware/future-electric-cars-could-charge-up-while-driving-with-qualcomm-tech.html https://tec.ieee.org/newsletter/february-2014/wirelessly-charge-electric-vehicles-by-induction-while-driving https://www.cnet.com/roadshow/news/2018-nissan-leaf-five-star-euro-crash-rating/ https://www.engadget.com/2018/04/12/sweden-modified-road-recharge-electric-car-while-driving/ http://www.thedrive.com/tech/15162/amazon-patents-drone-to-recharge-electric-cars-while-driving http://www.thedrive.com/tech/19995/wireless-electric-car-charging-is-coming-and-it-could-help-stabilize-the-power-grid
1501	For there to be less traffic. A shorter commute time would be very helpful for a day to day life.
1502	Available Trolley lines, developed bicycle lanes.
1503	Decreased congestion on the freeways. All electric transportation. Self- driving vehicles.
1504	Use all methods to encourage electric vehicles, smaller cars and more convenient local public transit.
1505	Subway system and more regular rail lines I.e. like the COASTER (light rail is too slow).
1506	Small/light rail to extend to more of the east and north county.
1507	Figure out a way to efficiently create a timing scheme to reduce the traffic congestion and increase the flow of traffic.
1508	Needless waiting at intersections.
1509	Sorrento Valley traffic is a nightmare. More quick transit options from the I-15 to Sorrento Valley.
1510	More lanes are needed on 56, 52, 78, and 76. Also they need merging lanes with the freeway instead coming to a complete stop. For example 56 west to the 5 and 125 south to the 94. The last improvement would be a train from Temecula to San Diego.
1511	Left lanes should be used for passing as it is in other states.
1512	I would like reliable service to get to bus and Trolley stations.
1513	Option to take public transit without it taking over four times as long as driving would.
1514	Address congestion before anymore living units built.
1515	I would like to commute by bike more.
1516	Less traffic.
1517	Congestion.
1518	I would like to see efficient public transportation.
1519	Potholes.
1520	Keep my car aligned and save on fuel/tires.
1521	Better and cheaper public transportation.
1522	A commute that doesn't take 1 hour from Eastlake to downtown in the morning.
1523	Travel by bike.
1524	Use more often.
1525	Make busses and trollies more disabled accessible. Stop Trolley drivers from overriding doors and stranding wheelchair passengers. This happens to me 2-3 times a month at least. I have quit reporting it to MTS because they have never done anything about it except give lame excuses.
1526	Love the Trolley! Please add extensive bike trails.
1527	More trains with convenient stops.
1528	I would like to not have to drive to work. I would take public transit if it was remotely efficient.
1529	Frequent mass transit options in Carmel Valley.
1530	More mass transit.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1531	I have to drive because my work, home, and child's school are 20+ miles apart. Traffic has only gotten worse over the years and recent changes to replace travel lanes with bike lanes have made things worse unnecessarily. I also noticed that the streets near my home in High Country West have not been resurfaced since I moved there in 2002, and are full of cracks and re-patched potholes. Meanwhile, the streets in other neighborhoods are frequently repaved even though the streets there are in much better shape.
1532	Cleaner Trolley, more security, more locations.
1533	I would like to find a job closer to where I live to reduce commute times, but traffic congestion is a daily issue. For the future, I would like to see an expanded public transportation system. It would especially be useful for people that live in the South Bay and have to commute to the UTC and/or Sorrento Valley areas. There should also be more business investment in the South Bay.
1534	Shorter drive times.
1535	I want to be able to get through town without taking so much time. Last year it took me 20-25 mins to get 10 miles. Not ok.
1536	I walk everywhere for the most part. Otherwise I have a car. Cleaning and fixing sidewalks is most important to me.
1537	Reduce traffic and increase affordable and efficient public transportation.
1538	Staggered work let off times.
1539	More electric vehicle fast chargers.
1540	Make it easier to live and work in San Diego and vicinity without a car.
1541	More bus routes, increased bus frequency.
1542	Again, congestion relief is better with increased frequency. Budget and limited funds? Why?
1543	More rail options.
1544	Lower traffic congestion by reducing the flow of vehicles from Mexico.
1545	The roads suck.
1546	Better rail/bus service/connections/frequency.
1547	I drive from one bottleneck to another on 805 and 15. The transitions are never adequate and there are too many big rigs The border at Otay and 905 should meter trucks in the morning commute. I must pass more than 100 years n some days. And they don't all play nice. Some will run up a right exit lane and cut back in, or decide the #1 or #2 lane is a good place for them.
1548	Ditch the car.
1549	SPRINTER/Trolley circling our county. North to south and east to west.
1550	Mass rapid transit.
1551	More freeways, wider freeways, better streets, better timed traffic lights, increased parking requirements. Fewer bike lanes and less funding for transit. Busses and bike lanes are empty; freeways and streets are packed. Face it, the vast majority get around by car. Stop ignoring this fact.
1552	Connection mas zincronisada, para Conectar en memos tiempo de espera! (Conections on public transportation that are synchronized and provide less wait time.)
1553	More Trolley lines/stations.
1554	Fast rail transit to connect different neighborhoods. Longer operating hours.
1555	More frequent / faster transit.
1556	I work in Miramar and live bear SDSU, the commute is about an hour each way during peak times (20 mins with no traffic). I would love an option such as the Trolley, unfortunately it would take me longer to take the bus system than it would to drive.
1557	More freeways.
1558	More Trolley routes, stop urban development, limit the amount of people moving here, smaller classroom(students per room).

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1559	Later buses and trollies. Workers need to get home after work, even those of us that work late night.
1560	I hope to upgrade my electric bicycle.
1561	More public transportation options and more biking and walking paths. Like most San Diegans, I use a car for my main mode of transportation but would increase my use of the other transportation options if they offered similar convenience.
1562	Better public transit options. Concentrated dense growth around transit hubs.
1563	More bike lanes and a better connected rail network.
1564	Some days I bike. Some days I bus. In bicycle days. More traffic circles. The stop lights here have long cycles with protected left turns. This results in a lot of stopping with long waits. Traffic circles would be much more efficient for bicycles. For cars, even though everyone would need to slow, because there's less waiting, it is still efficient for cars. I would also like if side streets connected through better. For example, try riding anywhere in the vicinity of the Miramar base without ending up on a major road. Bus complaint one, the buses don't go straight. For example, I spend seven minutes in the morning and seven minutes in the evening inside the 235 as it gets on and off the freeway. It would have been better to have flyer stops. Another example. When I take the 9 to Old Town, it spends a long time taking left turns in the Sea World parking lot. Direct buses may make for a longer walk, but it is much faster overall. Bus complaint two. There are many stops within 500ft of each other. This makes it so the bus stops a lot to let just one person on or off. Stops on local routes should at be at least 1000ft apart. Bus complaint three. Too many routes. Do I take the 9 or the 30 to Old Town? Do I take the 27 or the 30 to the beach. I need to know before I start walking because I need to head in opposite directions to get to one vs the other. The time is usually pretty close anyhow. Please consolidate the bus corridors.
1565	Public transportation within walking distance.
1566	Better freeway lane discipline as in Europe.
1567	805/52 Mono rail, a train line that follows major freeways would serve most people.
1568	More Trolley service.
1569	that there were more options to travel short distances and increased safety in station parking.
1570	Abolish cars.
1571	Protected bike Lanes.
1572	I hope that in the near future we can stop depending on fusil fuels.
1573	Cleaner public transportation and more frequent times.
1574	Safer cycling routes and better cycling connections from: downtown La Jolla to Santa Fe/Rose Canyon, Mission Valley to Morena, East Mission Bay Drive to Santa Fe, College Area to center-city, and east La Mesa to the rest of Mission Valley. Bike routes need to be better maintained in terms of pavement resurfacing and debris removal. More bike routes should ban parked cars. There need to be fewer Trolley stops, period. Use buses to connect to the Trolley for people who can't walk a mile. The Trolley is currently such a slow option that I avoid it at all costs, preferring to bike, take the 215 most of the way if possible, or drive.
1575	More HOV lanes.
1576	Carpool lanes and express bus lanes in the South Bay to downtown and Kearny Mesa and back.
1577	Dedicate at least one lane on all freeways at all segments to HOV/EV.
1578	I would like to have an increased number of transit options to and from work. This would greatly decrease congestion on the freeway and open up more job opportunities for people, further boosting our economy.
1579	Road congestion.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1580	I bike for transportation as much as I can, commuting to/from UCSD. It seems like good bike/pedestrian connections through UTC to UCSD should be a priority of the city (and UCSD). There are so many students/staff that live within 2-3 miles of campus, but very few bike commuters because of the poor bike infrastructure. Most roads through UTC have unnecessarily high speed limits that could be reduced without affecting travel times much. Most roads are 40mph, 3 lanes each way. Yet there are so many traffic lights that you can't actually move through UTC that fast in a car. I would love to see some of these lanes converted into 2-way bike paths protected by pylons (Nobel would be a great start).
1581	More options and shorter times.
1582	Security at Trolley stations.
1583	I'd like to have reliable transportation, that will take me there fast. I live far from Trolley lines, so if I didn't have a car I would depend on bus system/routes tat are inefficient and take twice as long to reach a destination.
1584	Less automobiles. Less pollution caused by transportation.
1585	More high speed intercity trains/rails.
1586	Improved bike lanes and road quality.
1587	There are stop signs on almost every corner in my neighborhood. I would like to see smoother travel with fewer stops.
1588	Frequency is important 20 min is too long of a wait.
1589	I would love if there was a mass transit route that was reliable and frequent enough that I could take it daily from home to work. When I lived in other metropolitan areas (e.g. Bay Area and DC), I did not need a car to get around, public transportation got me where I needed to go. My hope is that will one day be true for San Diego.
1590	Taking the Trolley to Mira Mesa instead of driving with tens of thousands of other commuters.
1591	Make the use of public transportation easier so having a car isn't necessary.
1592	Travel times need to be reduced, and public transit needs to be much more frequent.
1593	Not taking longer and longer to get places due to being stuck in traffic.
1594	North county public transportation.
1595	Cleaner ways of transportation that do not involve things like bikes left all over the place.
1596	More travel options. Most places in San Diego are not accessible for people without a car.
1597	I would want wide bicycle lanes or a buffer area between it and the car lane. Even though cars already have generous lane space in some areas, drivers still sometimes hug the right side getting very close to cyclists.
1598	Condition of the roads, congestion solutions.
1599	Have small shuttle buses that will take people from isolated communities to main transit or city centers.
1600	I would like to walk to work more and would love to cycle more, but I don't feel safe even on streets with bike zones. Dedicated bike lanes and paths would make a huge difference.
1601	First, it should not take over an hour door to door to get from College Area to downtown via Trolley or any transit for that matter. The system needs to be enhanced if we are serious about getting people off the road. Most people make decisions that result in the best use of their time. If transit were more diversified, were more predictable, went to more employment centers, had shorter commute times, and offered WIFI - I think this would revolutionize the way SD residents commute.
1602	Don't need to spend time on driving a car.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1603	I rely on my bike, MTS, and walking to go most places. I would like to see fewer cars speeding through my neighborhood to get to freeways. I feel unsafe near many city streets because of the high speed, high volume of cars. It is now too convenient for people to jump in their cars to run errands. So higher costs for parking and congestion pricing in our downtown areas would help. Also much of the travel is related to tourism. So why not require that hotels provide free transit passes for their guest to reduce dependence on cars.
1604	I would like to not have to rely entirely on my car because SANDAG can't get its stuff together an meaningfully invest in mass transit.
1605	Road conditions are awful. Public transit that functions well and reaches most would be great.
1606	I'd like it to be possible for people to choose transit options. I only need to go about 15 miles to get to work but it would take well over an hour each way with multiple changes.
1607	Less congestion by having more public transportation options available.
1608	Being retired, I don't need to use my car as much. I try to use my bicycle whenever possible. Having a better public transportation system in place would allow me to combine my cycling and public transportation when I need to go longer distances and not smell like I just came from the gym. Unfortunately, the public transportation is not frequent enough to make it useful. However, I recognize that not enough people are willing to ditch their cars and ride a bus or train like they do on the East Coast.
1609	Reducing congestion.
1610	Availability and safety of bike lanes.
1611	I travel by bicycle and would appreciate more bike lanes which are physically separated from fast moving traffic.
1612	Safety for pedestrians. Government should do more to educate drivers about pedestrians rights (for example, all parallel corners are crosswalks, whether they're marked or not). Police should be aggressive about ticketing drivers who imperil pedestrians.
1613	Less traffic.
1614	Reduced travel time, time wasted and economic impacts, unpredictable freeway conditions and travel time required is inconsistent.
1615	Better bike safety. More and better protected lanes, even more lanes that are fully isolated from traffic.
1616	Better, safer, more direct bike routes.
1617	More dedicated bike lanes and places for bicycles to park. Look at how many European cities and places like Portland and Seattle have invested in bicycle transportation infrastructure. Our weather is much more hospitable to biking and walking and scootering, but we still plan primarily for cars. Buses, Trolleys and trains should ALL have space for bikes to help solve the "last mile" obstacle to increasing transit usage.
1618	I'd want shorter travel times (i.e. increased frequency and dedicated bus lanes) on public transit and safer biking connections.
1619	More bike lanes. Driver education so I feel safe on my bike.
1620	Congestion relief and safety.
1621	stop building expensive trollies that do not connected into communities properly and increase the transfers required to get around.
1622	I would like transportation without the use of an automobile to be a much more viable option for work commuting and recreation.
1623	Less cars and more and better public transportation.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1624	I do not travel on a daily basis anymore but much has not improved in the past 30 years since I started working down here. Transportation oversight is severely lacking in the area. Billions of dollars go into construction with not much in the line of quality control. I give my example of the sever cracking on NB SR 125 in the vicinity of Spring Valley just past Jamacha Blvd. Not to mention the pothole repairs that last about two days.
1625	More reliable times for transit systems.
1626	More routes and/or options of public transportation to and from beach cities.
1627	More public transportation that allows us to travel within the city.
1628	More Trolley lines that allow you to get around the city without needing a car.
1629	New technologies being implemented and tested to solve problems relating to frequency of transit. ex: self-driving busses with on-demand service to supplement regular interval transit, especially in underserved communities (Ramona, Valley Center, etc.).
1630	More public transportation options.
1631	Having better options to get to different Jr Colleges and entertainment venues.
1632	Traffic stinks on 5, 56, Mira Mesa, and Mira Mar.
1633	Efficient public transportation.
1634	Complete the sidewalk connections between my house and the coming Trolley stop. The city is not doing it.
1635	More options for the Trolley. It is a faster and safer option than the bus. European cities place an emphasis on rail transit and it really helps cities flow better.
1636	I would not have to drive everywhere more than a short distance, I much prefer trains that run on time or shuttles/buses with internet so I don't have to drive, I'd rather sleep, read or work.
1637	I'd want more time for my life instead of using it to commute. And more options to travel around the county for fun in a convenient way.
1638	I would love to see myself hop on public transit to get anywhere in SD in a time intervals comparable to driving. For example, I looked up a 15 min drive to Jimbos, which was 1.25 hours on public transit.
1639	Less cars more busses.
1640	Less traffic.
1641	Less traffic and potholes.
1642	Getting to la faster. Getting to sf by train. Airport area of Carlsbad train. Train station in Logan Heights/Barrio Logan.
1643	More electric car charging stations.
1644	Better road maintenance and repair -- promptly. And transportation that is NOT PUBLIC. Without additional taxes. We already pay taxes for this. You don't need more. In other cities and countries where I have lived and visited, public transportation was efficient if somewhat dirty and you risked being harassed in some fashion. For what I need to do and where I need to go, public transportation including HOV lanes, bicycle lanes, and all the rest of it do not work for me. Listen to voters especially those of us who pay taxes. If you do not, we will leave and leave you with fewer dollars to pay for your "planning" type projects that sound really great but do nothing to keep and attract TOP COMPANIES TOP EMPLOYEES AND REAL JOBS. The answer to congestion must include public transportation, it does move the masses especially those without cars, but to ignore those who cannot use it is a travesty.
1645	More predictability in commute times. More and better User apps and info.
1646	A better connected system of transportation of the San Diego area to the Inland Empire and also a cleaner, stricter standard for the modes of transportation available. Regularly cleaned seats and floors, especially, for buses and trains.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1647	Safer bicycle infrastructure as I commute via bike from Pacific Beach to North Park, South Park, City Heights. UCSD and DTSD on a weekly basis. Pacific Coast Highway connection is an opportunity to integrate Class 1 bike paths, there is visibility for the cars and width to share the road safely here. Fix the OB bike connection at west end of Robb Field and Voltaire Avenue. Night time well lite and designated bike paths for those of us who commute under the moon and stars.
1648	Repaving roads/bike paths.
1649	Added transit options.
1650	More transit options between Downtown San Diego and North County San Diego.
1651	The amount of time spent in my car and in traffic. I would love to be able to take public transportation to work.
1652	North county road congestion alleviation and more options to take the COASTER down to the city.
1653	I want the train/Trolley system to be better so I could use it more.
1654	I think people need a more reliable and quicker way to get to work than driving. And the train doesn't go everywhere. For example the SPRINTER goes all down the freeway. But buses are not eco efficient and many must take a bus since there is no metro in places like Vista and Escondido.
1655	Less people on the road.
1656	Less reliance on personal automobiles.
1657	Less homeless people on the Trolley.
1658	El Cajon Blvd is so beat up that I can't even read on the bus sometimes.
1659	I would like to improve transit commute times from the more distant south and east portions of the city and county.
1660	Work where you live.
1661	Fix our crummy streets. Have you seen what the average San Diegan pays a year for tire repair and alignment because of our shamefully out of repair streets???
1662	By far the two most important are 1) reliability. - both for safety and for schedule/planning 2) interconnections to other transit airports, trains harbors, bikes and walking. Even taxi and bus but the goal is to avoid cars as much as possible. (Maybe not true with autonomous vehicle transportation).
1663	Congestion.
1664	Parking available at all/most Trolley stops in suburbs (62nd/Encanto used to have a lot and construction has removed parking and still has not returned). Change stops into downtown on orange line to stop at America Plaza or Santa Fe Station (like it used to, sudden unannounced change to stop at courthouse vice America Plaza. With the Navy building construction planned for 2018-2021 and the future need for transport of hundreds of people to this area, would be beneficial to keep America Plaza as the end of the Orange Line).
1665	Not be dependent on my car to go to areas beyond walking or riding a bike that do not have efficient public transportation.
1666	Increase light rail speed and reach (so it's faster and more convenient than driving) , as on demand solutions will solve last mile.
1667	Considering moving closer to work.
1668	More accommodations for bikers.
1669	Less bike Lanes ease commute to work. Free parking!
1670	Improve traffic flow. Address obvious bottlenecks. Time signals better, minimize left turns, acknowledge rush hour traffic patterns and adjust accordingly.
1671	Shorter commute, not have to drive.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1672	Stop building homes until we get the roads to support traffic. The light rail has helped, but we build roads after the traffic is so bad. With the Fires from Catalytic converters, which is being investigated by the State of California, to build so close to a highway with not thought of fire from roads is stupid. Right now a plan to build almost 600 housing units in off Hwy 15 on the old Golf Course, one way in and one way out, that is stupid. Are we that stupid to put all those 55+ residents at risk.
1673	Reduce congestion on the highways. Run the COASTER in the abandon railroad tracks south to imperial beach and chela Vista. The Trolley is too slow and stops to often to make the commute viable. A faster option to El Cajon would help too. Lastly the rail corridor downtown needs to be sunk down. The crossing are down way too frequently and back up all the roads and access to the airport.
1674	I ride my bike, take the bus and Coronado ferry. What I want changed is bicycle safety and ability to load my bike on bus. Right now there's only 3 slots. Allow bigger folding bikes on buses.
1675	Way more physically separated bike lanes in every portion of the city, not just in select areas that last for a few blocks. Connect the lanes to protected intersections. Build much wider sidewalks and make it easier to do errands by foot & bike.
1676	Congestion is bad and some of the connectors are backed up and dangerous.
1677	Soy usuario 100% del transporte publico. Un aumento de frecuencias en las diferentes rutas y puntualidad en las mismas daria confianza y mas personas tomarÃ-an el transporte publico. Reduciendo el uso de vehiculos personales y por ende el trafico vehicular. (I am 100% public transport user. An incrase on different routes and timelines will give confidence to the public. This will reduce personal vehicles and traffic.)
1678	Remove lanes from freeways to make room for trains/light rail systems. Or remove lanes to make bus only lanes. Having a bus only lane down the I-15 or I-163 or I-805 would make me give up my car and take the bus to work.
1679	I wish there were a light rail or metro option that were feasible for me to get to work, but there are not trains that go from my house to my work. I drive up and down the 5. Accidents are very frequent, and only wealthy people can afford to live in areas with lower traffic.
1680	Shorter commute and less congestion first, then safer bike paths from housing to destinations (parks, trails, beaches).
1681	Sidewalk and road maintenance in San Diego.
1682	Incentivize shorter commutes to residents. And increase accessibility to train travel. It's a wonderful option to have in our area, yet there are limited train times and large gaps between service.
1683	Improve our roads.
1684	I get to work by bus everyday, and it is the most convenient mode of transportation for me. I would like others to be able to say the same, with expanded routes to job centers, and more Trolley lines!
1685	More Trolley stops especially uptown - Hillcrest North Park etc.
1686	Road repairs.
1687	Would love expanded Trolley routes. I travel from Normal Heights to Kearny Mesa, takes 40 minutes at 445pm.
1688	I'd like there to be more accessible, safe and clean metros, Trolleys, busses and any other form of public transportation.
1689	Our impact on the environment.
1690	More bicycle lanes, more separated bicycle facilities.
1691	In the past fifteen years I have taken care to find housing within eight miles of my work. Availability of affordable housing is also a transportation issue.
1692	Better mass transit.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1693	A long term public service campaign on the following topics: use of turn signals, slower drivers to keep right.. general conscientious driving awareness, much like 'don't text and drive'.. as a means of public / traffic safety / reduction of traffic jams. Road maintenance. Safe bike routes.
1694	Efficiency...would like transit to be the preferred option over driving. We should be traveling faster than the gridlock of cars.
1695	Pedestrian safety / bikes skateboards buses & trains.
1696	More commuting options in areas like Kearny Mesa and businesses near I-15 for example.
1697	Reduce congestion along our freeways.
1698	I want to get back the 4 hours a day I spend commuting. I want to ride a train that gets me quickly to jobs in La Jolla. I want to reclaim that time by being able to work on the train.
1699	Gas prices to be in line with the nation. Our prices are ridiculous.
1700	I love my vehicle! I am not going to give it up!
1701	Redesigned bus arrival times so that connections can be made more easily.
1702	Better public transportation system needed here.
1703	More routes in smaller cities.
1704	Safer bike lanes protected lanes.
1705	I normally drive since I live less than 7 miles to work, but I would like the option of taking a train, with at least 3 trains each hour.
1706	The quality of roads.
1707	Be able to travel all parts of SD (county) using public transportation in a reasonable amount of time.
1708	Congestion and alternative reliable options to driving. Cheaper and more routes for MTS essentially.
1709	Alternative transport options. Currently only car is possible.
1710	I travel by COASTER train. Increased frequency and better reliability would be an improvement.
1711	Less homeless on the buses/Trolleys. Safety is an issue. Don't feel safe.
1712	Put a Trolley loop that runs continually downtown similar to the antique Trolley that runs on the weekends and holidays.
1713	While I mostly commute by vehicle, I would like to see more emphasis on the future on the design of communities to create a better pedestrian experience. It's not only about providing connections, but should promote a pleasant experience that fosters a preference to travel by foot, at least for short trips. Transit, in the future, will also hopefully be more accessible and created in such a way as to make it a pleasant experience as well.
1714	Weekend rail service is ridiculous. It's not convenient at all! Parking is a nightmare so increased frequency of trains into the North County region just makes sense!
1715	Less traffic on 8 and 52 east in the afternoon.
1716	The commute times so that there are no vehicles idling on highways and polluting the environment.
1717	Trolley access to the Kearney Mesa area would give me the option to get to work car free. Unfortunately, bus transit just isn't a realistic option given the transit time. Since Trolley bypasses the freeways, there can be some consistency in travel time.
1718	Smart growth.
1719	We need solid bike lanes. Many communities in the world have beautiful trails for bikers. People are afraid to bike here. Make it more biker friendly.
1720	More emphasis on walking and safe bike travel because that gets residents to their door. The over emphasis on cars has caused real harm to our lives and lifestyle. Continuing to support that culture only encourages more use of a form of transportation that needs to be discouraged.
1721	I would like to take a rail train to work from Scripps Ranch. Currently it would take me 3-4 hours to get to work by bus, where the car takes me 15 minutes.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1722	Safe transportation routes for non motorized methods.
1723	The E-W freeways in San Diego (i.e. SR-56) seem to already be at capacity. Specifically for SR-56, the region along the freeway continues to grow and traffic will only get worse. The other option I have to commute is SR-52, but the 805 on-ramp can be such a nightmare.
1724	Easier access to transportation all over the county.
1725	I want everyone to get to their destination on time if not earlier, safely, and stress-free in order to have a productive healthier week.
1726	Spending less time getting to & from work!!
1727	I've lived in areas that have better and much more efficient public transportation. We need to improve our system so that people that work in offices are encouraged to use public transportation.
1728	Increased lanes/hove lanes on more local freeways. Greater Trolley line coverage throughout the region.
1729	More bike lanes on main roads.
1730	I would want times to be more accurate and trains not to stop on Sundays.
1731	With where I live and my daily work schedule, transit isn't an option. So, I'm driving. Signal management and sequencing seems like an inexpensive way to manage traffic flow.
1732	Better connection opportunities to north county.
1733	Better collective action on the freeways. We could have been doing all kinds of things to improve traffic flow while we wait for autonomous vehicles. For instance we could re-train commuters to use google maps, and during a traffic jam google maps could tell us what the average speed of the jam is and we all set our cruise control to that speed to reduce the inch-worm aspect of the jam and get through the jam much faster, safer, using less fuel, producing less anxiety etc. We could also assign specific speeds to each lane on the freeway and create a better system of signaling to other cars so that lane changes are less disruptive.
1734	Road repair.
1735	Move away from my car commute and use more mass transit or biking. There are limited options in East county.
1736	I would love to be able to take light rail to all my destinations. The options I have now are understandably limited, but I truly yearn for a state of the art light rail connecting North Park and its environs to the rest of the city and beyond.
1737	Get rid of HOV lanes! Let all of us get to work faster and more safely.
1738	Make it easier for seniors to stay independent and able to participate by providing transportation on a needed basis by a year program to buy tickets.
1739	Incentives for employers to offer telecommuting options to reduce rush hour congestion.
1740	San Diego is big in size, small in infrastructure. Emphasis on public transportation that is efficient, fast and varied will help a city that's only growing. Why can't we move from La Jolla to San Isidro in 20-25 minutes in public transportation?
1741	More frequency of transit options on weekends and not just weekdays.
1742	More transit options that are efficient in North County. Bus system does not work for most people especially those with kids and multiple stops.
1743	Better transit connections. As of now, taking public transit to school or work it's out of the question due to limited options.
1744	Better maintenance on roads and freeways and much less congestion. Having more opportunities to walk.
1745	More accessibility. More patrolling of the trains so that there are less weirdos and people can feel safe.
1746	Traffic reduction.
1747	Park and Ride options. More Trolley stops.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1748	Traffic.
1749	Options to avoid traffic.
1750	Less congestion, road repair, expansion, Trolley expansion.
1751	Relief of traffic congestion in the following areas: San Marcos (78 freeway) University City, Sorrento Valley, Mission Valley, Hillcrest/North/South Park (for 805, 8, and 5 freeways) all of South Bay. The aforementioned areas have the worst traffic in San Diego County, and over the last 5 years the city has allowed more and more office space/education/healthcare buildings to be erected in areas like UTC and Sorrento alley, further compounding the traffic congestion in these areas, and/or the traffic moving to and from these areas. The city seems focused on collecting tax dollars from the companies that erect the office/education/healthcare space, yet the city does nothing to alleviate the traffic congestion in these already over-populated working areas. It is exceptionally unacceptable for the city to continue down this path.
1752	Expand roads, reduce traffic congestion.
1753	Less traffic.
1754	take out the HOV lanes. To have 1/3 or 1/4 of the available used for the rare vehicle who happens to have 2 or more is not efficient. Never have I ever heard of one person who specifically makes an effort to double up in order to use the HOV lane. It's just an added benefit when you happen to have 2 or more in your car. More flex hours by "9-5" type businesses. Apparently, co-workers say that makes a huge difference.
1755	If biking felt safer and easier, biking would be more present in my life instead of solo riding in my car.
1756	Ease congestion. Unfortunately, mass transit isn't practical for my commute.
1757	Me gustaria que en el futuro hicieran los Freeway de 10 carilles ya que cada ves la humanidad y tecnologia va evolucionando. (I would like that in the future you would build 10 lane freeways, humans and technology have evolved.)
1758	hay muchas maneras (There are many ways)
1759	a mi me gustaria mas banquetas en donde poder caminar mas seguros mas arboles mas carriles de bicicletas. (I would like more sidewalks, walk more safely, more trees and more bike lanes.)
1760	no drogas, no alcol, no cigarros, vida sana visa mejor. frutas y vendedores. (No drugs, no alcohol, no cigaretts, healthier lifestyles. Fruits and vendors.)
1761	Paratransit is a terrible service. Density is needed through North County.
1762	I would bike to work if there was a safe, consistent network of bike lanes. (Sharrows do not count.)
1763	Getting to and from shopping in town here, and a way to get to Escondido or Poway for doctors, shopping, entertainment, all without driving.
1764	Improve paratransit to reduce commute times.
1765	La transportacion (The transportation.)
1766	Thinking about traveling on a daily basis I would most want to change for the future more transportation in our cities and safety.
1767	Poner mas estaciones mientras trabajos en todas las ciudades de todo el camino. (More parking lots in cities.)
1768	Bus stops have shelters and benches and info boxes.
1769	Que alla mas transporte porque ay mucho trafico. (Greater public transport due to traffic.)
1770	It shouldn't take a minimum of two hours to get somewhere by public transit.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1771	El transporte publico mas seguro (Safer public transportation.)
1772	I would love to not have to drive to work (Mira Costa College).
1773	More busses, better route planning.
1774	Yo estoy bien porque yo trabajo pero tengo ride pero algunas veces que no tengo me gustaria que el transporte publico fuera mas frecuente asi seria facil para mi usar el transporte publico
1775	Congestion on the 78 corridor. The time it takes to ride the SPRINTER from Escondido to Oceanside. The SPRINTER is slow and not frequent enough.
1776	Quisiera poder movilizarme sin depender de "rides" de mis familiares que el SPRINTER fuera mas frecuente mas alcance y mas barato. (I would like more mobility without depending on carpools, more availability and lower cost on the SPRINTER.)
1777	Wait times to work -- long.
1778	If I want to go to SD it often takes 2.5 times it should. I try not to go too often. The traffic in the SF Bay Area was a lot better.
1779	El transporte pasa por mi casa cercaq y el bus me tratan bien yo no se manajer y uso transporte publico. (Closer transport to my home, the bus is a great service and I don't drive.)
1780	Wider freeways prone smart light systems.
1781	Me gustaria que el SPRINTER llegara hasta el campo, pedleton. Lo que no me gusta es ir a Tijuana y hacer 3 o 4 horas para entrar a EEUU. (I wish the SPRINTER had a longer route to camp pendleton. Border Delays.)
1782	Better flow.
1783	Transporte mas seguro. (Safer transportation)
1784	I would like better transportation for individuals with disabilities especially for the youth with disabilities. Also timely pick-up from LYFT because it is difficult for DOR clients.
1785	Traffic Congestion.
1786	More access to travel.
1787	Que diga menos trafico. (Less traffic.)
1788	COASTER connection via Trolley to San Diego Lindberg airport. Connecting areas like Mission Valley and Kearny Mesa to downtown through to UTC.
1789	Reducing our dependency on cars and having more and better transit options.
1790	Que aya mas trasnporte public (More public transportation.)
1791	Seria buena opcio el uso de las biciletas eso alviriara la congestion vial y ayudaria mucho al medio ambiente. (Bicycle is a great option to reduce vehicle congestion and helping the environment.)
1792	Que aya mas opciones para los biciclestas. (More bicycle routes.)
1793	Caminar (Walking)
1794	Lo que mas me gustaria cambiar el congestacionamiento vial usar mas bicicletas caminar. (I wish that vehicular congestion be substituted by bicycles and walking.)
1795	Reducir todos los vehiculos que contaminan y mas vehiculos publicos. (Reduce gas emissions from vehicles and more public vehicles.)
1796	Better bike lanes and bike paths.
1797	Traffic congestion. Aerial transportation would be great.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1798	I would like to have shorter peak time service on the COASTER along with a midday train in each direction so we have options through out the day to use COASTER. I would like to have express Trolleys added to the Orange line. having to spend one hour on the Trolley to go 18 miles won't get me out off my car. I my commute times in the car are 20 minutes in the morning and 45 in the afternoon. It would be nice if the Trolley could get its trip time down to 40 minutes.
1799	Either more lanes (not fast track cause we can't all afford that) or a super train for commuters.
1800	Have some express Trolleys like some of the buses are.
1801	Trolley everywhere.
1802	Way more connectivity on a regional level as San Diego county is sprawled.
1803	Safer, more bike lanes. More frequent and extensive bus service (like to airport).
1804	More transit options to work and to entertainment.
1805	Walk to work. More transit options.
1806	Congestion relief.
1807	Traffic and ugly bumpy roads.
1808	How narrow the roads are and how crowded.
1809	Having more sustainable option for getting to the more speed out areas of San Diego.
1810	I would like bike and pedestrian infrastructure to be improved all the way to the border to accommodate students and workers.
1811	I'd like to have transit options that really work for me. I live in Clairemont and it is hard to get into and out of our community to connect with the rest of the system.
1812	Trolleys being on time and faster.
1813	Shift funding from freeways to transit.
1814	As a resident of Imperial Beach: The Blue Line Trolley has entirely too many stops! Same with the 905 bus line, and I've waited 40 minutes in a the morning for a bus to come ! Only 14 miles to downtown, yet it takes well over an hour each way from Imperial Beach to ride the Trolley or the bus. This forces me to drive to work and use Lyft/Uber instead for more time effectiveness€”yet additional cars on the road. We need more Rapid Buses and the Trolley needs to be faster with less stops! The amount we pay for public transit here is almost twice as much as other CA cities such as SF and LA that have much more superior public transit than San Diego!
1815	Freeways.
1816	I stay at home with my kids every day, but my husband commutes via his bicycle. We're always on the lookout for good bike lanes/paths/bringing his bike on the Trolley or bus etc.
1817	Congestion relief traffic is getting worse, finding alternative solutions to getting to and from work.
1818	Having a shuttle that runs around our cities with stops at Hospitals, shopping malls, supermarkets and government offices will lessen traffic.
1819	More careful planning for road work, e.g. Torrey Pines Road - yikes!
1820	I mostly commute by bicycle and bus. I would like to feel safer when I am on any bike (I was so happy to see new bike lanes in University Ave!) I would also like to see better connectivity with transit, and more affordable public transit options.
1821	I am excited about the new hub in 2020 for UTC . University City. I want to ensure more low-income communities are able to walk and bike safely. I wish there was more opportunity to link North County to the rest of the transit options sooner than 2035.
1822	To have my community Southeast San Diego and included in priority projects i.e. bike lanes added and improved roads to connecting communities.
1823	Safer transit!
1824	Reduced travel times, more options for commuting that don't take longer than driving myself.
1825	I drive, because public transportation is SO INCONVENIENT, I grew up here, I already know this, but I lived in SF for awhile and public transportation there is amazing. Model them.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1826	I'd like to change the traffic and regulations regarding safe driving.
1827	More options.
1828	More Public transportation options and safer roads with less congestion.
1829	Public trans (bus not included) doesn't go to the airport or beaches?
1830	Shorter travel time between affordable housing and job locations.
1831	More bus routes and increased frequency.
1832	Definitely better road maintenance and revision of traffic signal timing. Safer entry onto freeways.
1833	More ridesharing instead of busses and Trolley.
1834	I have to use my car to get to work (I have 2 jobs) and I have to use my car for work-related travel, even though when I can, I like to walk for exercise on my breaks and before work shifts. Better roads are important and in San Diego County, many of our roads are in terrible condition. Secondly, a more developed public transportation system may also be helpful, especially with a connecting Trolley/light rail to the San Diego International Airport.
1835	Driverless cars.
1836	Allow MTS Rapid to take passengers both ways. Currently MTS Rapid takes people one way, then returns to the same location empty.
1837	I bike to work most days from City Heights to Downtown. I want to feel safer on my bike. On days I don't ride, I would like the option to take transit that would be as fast as my riding.
1838	Congestion and commute times.
1839	Congestion on freeways and in downtown.
1840	Minimum speed limits, enforcement of passing lane violations, decreased congestion.
1841	Not needing a car on a daily basis.
1842	Safer roads for pedestrians and bicyclists.
1843	Better biking and public transit options. Maintain our existing roads.
1844	Predictability and Choices! SANDAG only gives the Inland North county one option...freeways and vehicles. The buses are in the same congestion which devalues transit. The buses need to be extended to Temecula and they can't be part of the congestion. They need priority.
1845	Better community planning.
1846	Expanded Trolley service to high-growth areas like Otay Ranch.
1847	Local transportation in our village area.
1848	I wish I could bike more but the lack of facilities makes it completely unsafe. I would most like to feel safe while biking. We need more protected bike lanes.
1849	Syncing signals to allow smooth flow of traffic, will save gas and help with clean air.
1850	Bring the Trolley or rail with low or no GHGs available for East Chula Vista. Convert 805 carpool lanes to train track lanes like in DC. Fix Distortional toll fees for 125; use SF model to lower toll with 3 or more passengers.
1851	A full public transportation system, suitable for a major city in the 21 set century. Trains, and Trolleys running all day, as they do in New York, and Europe . This is a minimum.
1852	Better mass transit options. The concept of us living close to where we work is not going to work with current housing prices.
1853	Instead of fixed bus and Trolley routes and schedules, a dynamic system that takes in input from passengers that can optimize and route busses efficiently and optimize Trolley schedule based on real time demand. Also, making our rail based transport system more autonomous.
1854	Making it possible, with a mix of mass transit and private transportation, working together to get more people where they need to go in the shortest amount of time possible safely.
1855	Would like to see fewer parking spots so more people use public transit or alternative transportation - walking/bicycling.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1856	Am trying to reduce my footprint by not driving but I cannot do that if you don't extend the time from downtown to Santee.
1857	Trolley needs to come more frequently.
1858	The times/availability of routes- especially during weekends.
1859	It would be great to have a train that goes from the South Bay to the Scripps Ranch area.
1860	More options for transportation such as the last mile after getting off at a station.
1861	I would change our focus on what we should work on. Rather than trying to build bike paths (which are nice), we should work on what we already have (freeway improvements).
1862	My commute traffic. (Eastlake to Point Loma) Add Trolley from Eastlake to SDSU.
1863	Tax all vehicles according to gross weight. Heavier ones do more damage to roads.
1864	Less reliance on cars. More walking and biking and housing to accommodate that doesn't sacrifice environment.
1865	It can take way too long to get anywhere, even over short distances. This needs to be improved so our quality of life doesn't suffer from spending so much time in traffic.
1866	Out of our cars. Convenient public transit with available parking.
1867	I'd like to one day just have more realistic transportation options instead of a vehicle. SoCal overall is super reliant on cars. More Trolley stops outside of downtown would be great.
1868	I used to live car-free before I moved to San Diego, but I need one here to get to work. Apparently so does everyone else because commute traffic is very bad. The amount of time I sit on the freeway impact my quality of life; it's hard to meet friends and see a movie after work.
1869	Less congestion more "Rapid Transit".
1870	Getting to a Trolley stop without having to drive there.
1871	I stay local. No changes needed for me.
1872	More efficient routes, maybe bike racks on or inside the buses, charger ports at stations or inside trains. A couple of more stops at stations that have huge gaps in the schedules. More options for travel late at night and on Sundays.
1873	More reliable and speedy transportation. I lived in the UK for two years and it was incredible how I could truly rely on public transport for all my needs. I never once needed a car and would love to be able to utilize public transport and get my work done at the same time, rather than spend an hour + in the car with work to do when I get home.
1874	Increase alternatives to using the 805 and 5 north during peak hours. More bus services around UCSD. Better public transit options in southeast San Diego.
1875	Train lines that connect to actual places that people go to. Like Hillcrest, North Park, and the airport.
1876	I live 4 miles from work and would gladly bike but Balboa Ave is too dangerous for biking...I know because a motorcyclist almost ran me down in a rush to get on the 805. You need to seriously address biker safety if you want to see people on bikes. I started walking to work because it was safer but it takes 4 times as long.
1877	Trolley up I-805.
1878	Added lanes. The communities are adding bus lanes, but we need more traffic lanes.
1879	Show drivers in the fast lane create not only a kink in the flow of traffic, they contribute to more traffic collisions and incidents because faster cars have to do more lane changes to go around the slower vehicle. Thus creating more risk of accidents and incidents, which then causes more traffic. Better signage where the highest rates of incidents happen. Merging, on/ off ramps, etc.
1880	Add more lanes to the freeways or add more freeway.
1881	Free plug-in available in public areas. Should be free on campuses, museums, paid parking lots, etc... They do this in much of LA and Santa Monica!

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1882	Bicycling infrastructure and reasonable public transportation. Hard to believe the Trolley will end at UTC and not connect to Sorrento Valley station.
1883	Train.
1884	Congestion relief and public transportation options to business communities.
1885	Make our roads trickle charge electric cars (start in HOV Lane for now). In 5-10 years all manufacturers will have full electric line-ups, so start working now for what's coming in 5-10 years. Also, start investing in solar farms to deliver the power for the roads so people don't have to wait 8 hours in LA before returning to SD or stop for a long charge en route to LA. And get those elevated trains to airports!!
1886	I live across the street from a busy bus stop. I don't feel safe even walking past it. I never use public transportation even though I want to. Plus the busses don't come at the scheduled frequency so I have to plan for 2 or 3 to just not show up. It's faster to walk.
1887	Better access to public transport with dedicated bus lanes on major highways.
1888	I mainly drove everywhere and wished we had more rail connections to be able to catch the Trolley anywhere. Also need faster rail that goes further.
1889	I like to see more train/ light rail options. Traveling to/from North County and San Diego, it would be nice to see options less than every thirty minutes. When you only have a handful of times, it often doesn't work out and you end up driving.
1890	Cleaner vehicle emissions, better public transportation options. Train and metro.
1891	Having the option to ditch my car for a drive up the 805 freeway and instead take a train that runs down the center of the freeway with stops at major overpasses.
1892	More access to toll roads.
1893	No long walks to the bus stop and easier transferring.
1894	I would like to take the Trolley to work, but the there is no line serving my area (North Park).
1895	Build bigger freeways to reduce congestion and keep up with repaving bad roads.
1896	Smart bus Uber like travel for busses on the fly. Cover later work hours.
1897	Quick public transit from top of Texas St into Mission Valley.
1898	Less focus on downtown as the hub of all public transit operations. I don't use transit much now, partly because I only go downtown about once a year, and also because it takes too much time and effort to go where I want / need. Better roads with less congestion would help a lot for me in the short term, particularly the eastern end of 52 and also the section of 805 from 52 to the merge, though I'm not currently taking either route as much as I have in previous jobs.
1899	Reduced congestion during peak time.
1900	Roads repaired properly!!! Not half done or cheep.. Other states with harsher weather keep up their roads.
1901	Fewer cars, more fast and connected public transport.
1902	I adjust my schedule and route to avoid 805 back-ups.
1903	I really like the Trolley but it doesn't go all the places I want to go.
1904	Preservation of established routes without taking away lanes to add bike lanes. Add bike lanes as in Europe-part of the pedestrian walkways.
1905	This request would be cheap...make more exit and entrance opportunities to and from the HOV lanes on highway 5. For example Solana Beach has no access to the HOV lanes. Hence we are forced to stay in the very lanes you are trying to get us out of ...so we can't use HOV lanes effectively.
1906	Effective public transport between the uptown areas and major job centers like UTC and Sorrento Valley. Without this it will be impossible to decrease the need for cars in the denser parts of the city.
1907	We shouldn't have regional employment districts. Jobs need to be in less congested areas.
1908	More available routes. More public transit as a daily option.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1909	I have virtually never taken transit in San Diego. It doesn't go where I need to go. I live in North Park, which *should* be transit friendly. But even getting from North Park to Mission Valley is an expedition. Never mind places where people actually work, like Sorrento Valley or North County. I'm retired, so I don't have a horse in this race anymore, but make transit go where people need to go. That awful Rapid Bus that destroyed Park Blvd for example...what is that about? It goes by my house to...nowhere I care about. But Mission Valley...can't get there from here.
1910	Less traffic congestion on Freeways and Surface streets.
1911	Reduce the congestion on the 805.
1912	Shorter commute times by reducing traffic congestion.
1913	Somehow reduce traffic congestion, we are wasting away with the amount of time being spent in stop and go traffic.
1914	Using public transport to downtown or shopping.
1915	I take bus or Trolley 4 times a week. It works well for me and there is not a super long wait. I do wish there were more cross border options and more transit points to the blue line.
1916	More transit options from the East and North County.
1917	I use MTS frequently and I would like to broaden the scope of troll services and make routes more direct so as to decrease bus connections.
1918	Efficient public transport.
1919	It would be great to have an excellent bus system that could take one quickly to where one needs to go, whether it be to work or to do errands or to go to parks, etc. Please investigate the bus system in London, England.....great for men, women and children and all ages!!
1920	I wish the Green Line to and from Santee ran later. It is very inconvenient to have the Green Line stop going to Santee at 1030pm when my shifts at work end around the same time.
1921	More public transportation, better roads.
1922	The Sycuan Green Line to Santee does not run long enough for me. My shifts at work generally end a little after the last Trolley comes, so I have to resort to other methods because of my long commute. I wish it ran later.
1923	Frequency of bus service so that it is not only two or three neighborhoods that receive timely service.
1924	Re-introduce streetcars up Park Boulevard past the zoo and through North Park via University Avenue.
1925	Trolley from Hillcrest/ North Park to Sorrento Valley.
1926	I would like to see increased freeway options as well as other transit options to Ramona.
1927	Better quality of roads and redesigned traffic patterns for ease of congestion.
1928	More trains!
1929	Continuing the excellent improvement work already done on the I-5 and I-15 corridors.
1930	I would love to have faster and more plentiful transit options; especially as I age and maybe drive less.
1931	Improved transit frequency, especially the COASTER.
1932	Increase availability of cheap vehicle charging stations to promote "green " transportation.
1933	More frequent evening and weekend commute times on busses and Trolleys.
1934	Fewer cars in my way.
1935	Encourage the use of 2 wheeled vehicles such as bicycles, mopeds, scooters, motorcycles.
1936	Faster mass transit from east county to downtown so it is an option. Better traffic management along the I-8 corridor.
1937	Green areas.
1938	Trolley (or subway) line to Liberty Station and directly to SAN airport terminal 1. Rapid nonstop bus service from CBX to SAN. Electric Vehicle charging stations at transit plazas.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1939	Improvements to the 52 bottleneck from Santee through Mission Trails Park.
1940	Reduce my car transit to and from work, increase public transportation to and from work.
1941	The ability to travel faster on public transit. I choose to drive only because even with traffic it is faster.
1942	More roads with marked bike lanes, more bike paths that are separate from roads, link together the many pieces of the San Diego River bike path.
1943	Buses need to be installed with 3 position bicycle racks like other transit systems have.
1944	More focus on intermodal options, like more bike and pedestrian friendly, for reducing local vehicle trips. Make my community (RB) more bike safe so it feels safer and more fun (and like a no brainer) to use my bike for local errands because there's no way it'll ever be conceivable to commute to work in Del Mar riding my bike (too far).
1945	More public transit.
1946	More bike lanes.
1947	I would want more--and more frequent--public transit throughout the city. I live in Mission Valley near a Green Line stop, yet it is frequently faster for me to drive to another part of Mission Valley than to take the Trolley. With more frequent service, I would be more likely to use it. Likewise, more north-south transit would allow me to travel to the parts of the region I go to most often without relying on a car.
1948	Less time stuck in stop and go traffic.
1949	Need late night service running between north and south county. You currently cannot take public transport from a late night ball game at Petco or Qualcomm back to north county.
1950	Fix traffic lights that are always red. Keep traffic going.
1951	The 52 freeway congestion.
1952	I would love to have a train that would get near my workplace so I would not have to sit in traffic. There is no public transportation at all near Carmel Valley Road and El Camino Real, so it would be useful to extend something up there.
1953	Widen the Freeways. More overpasses at congested intersections. Shorter traffic signals- more advanced technology.
1954	Maintain high quality of public transportation.
1955	Relief of congestion in the freeways and more options to use faster and efficient public transportation for those of who have to spend more than 40 minutes in traffic to get to work. Also offer incentives to employers who offer telecommuting to its employees.
1956	I want my children to have a future that doesn't fry or drown them, and doesn't involve wars over climate related migration. The best role for SANDAG in doing this is a system that lets you walk to transit, get somewhere to an employment, business or residential center with 1 transfer maximum, within 30. Not one more freeway lane should be built, and land use in the periphery should not be expanded.
1957	Relieve freeway congestion.
1958	More freeways if there isn't other mass transit built.
1959	Intercity connections improved with simple build out on freeways. Acknowledge that the dominate transportation mode is the Automobile, and fix that first.
1960	Shorter commute time, less congestion.
1961	More motorcycle-safe road design such as a designated motorcycle lane. Congestion reduction on the 78. Sidewalks and streets in my neighborhood instead of dirt roads.
1962	Faster speeds on Freeways, and faster flowing traffic on surface streets.
1963	Better roads - cracks and potholes filled within two weeks of receiving the report.
1964	Safety I'd ride my bike if I knew everyone had insurance ! Reduced hit and runs ! Also bus transport.
1965	Ease of getting to destination.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
1966	Increased bike lanes and paths, especially those that are separated from traffic. I would also like to link existing bike paths with roads that are more friendly/safe for bikes.
1967	Less congestion getting onto 52. This is a must. 6 to 9 a.m. anywhere in Santee mainly near the onramps to 52, 8, 67 etc. are so congested that getting into Santee for shopping is a major trip for the day.
1968	More overpasses.
1969	Less cars, more alternative ways!
1970	San Diego has a growing population and the highways and roads have not kept up with that growth. Road congestion is the worst I've ever seen it. Our transit system seems too small for such a large and growing city. There needs to be more Trolley access to different parts of the county, especially east Chula Vista.
1971	Connections to the main employment and entertainment hubs should lead to better traffic options.
1972	More and better bike infrastructure. Intersections that are safer for bikes and pedestrians. Less focus on accommodating cars at the expense of other modes of transportation.
1973	More light rail lines, expanded bus routes.
1974	Streamline public transit from population centers to employment centers.
1975	Roads should be better maintained on the routes I typically take.
1976	To have more options for buses, even smaller buses that travel frequently between the border-Chula Vista-Downtown-Mission Valley-La Jolla would be useful and not cost as much as massive transportation that only serves a few people as evidence by the ones that don't use it.
1977	Less congestion.
1978	My wife's commute into La Jolla via the I-5.
1979	I'm lucky since my commute is minimal but more options for public transportation are needed.
1980	Friendlier, safer bicycle paths and more walking paths. There is no walking path on the Washington Street Hill in Mission Hills to access the Trolley at the foot of the hill. This is just plain penny wise and pound foolish!
1981	Better routes for biking and walking for my kids.
1982	More trains service available, especially to far reaching towns…LA to Palm Springs, San Diego to El Centro, etc.
1983	Congestion.
1984	Put a bridge over I-5 for the Balboa/Pacific Beach Trolley station.
1985	The ability to take a bus from Ramona to San Diego without it taking hours.
1986	Speed on local neighborhood roads reduced, bike lanes everywhere.
1987	Bigger freeways. Period.
1988	More bike friendly environment.
1989	More frequent COASTER schedule.
1990	Trolley lines to the airport and tourist destinations, like the beach, the zoo, etc.
1991	Availability of different modes of transportation.
1992	Do not reduce automobile lanes in favor of bikes. Plan for increase in bike use is unrealistic.
1993	More train options from North County to downtown San Diego both during the week and on weekends.
1994	Increased public transportation options.
1995	I don't drive daily but my partner and son does. Widen the freeways and don't charge toll fees.
1996	That public transit be accessible to all people, but especially for working people who work all hours of day and night.
1997	Better options for freeway exchanges.
1998	Cell phone blockers.
1999	A modern, safe, easy to use, convenient mass transit system to take most cars off the road.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2000	Traditional commuting time congestion; delays due to accidents.
2001	Traffic on I-5 to LA. We're retired so don't do a daily commute but frequently take the hideous drive to LA and beyond.
2002	Fewer transients on the SPRINTER, a safe rail line from the Trolley to Escondido, and more lanes on roads that go across town.
2003	Safer biking.
2004	More public transportation.
2005	Smarter planning. There are so many poorly designed intersections and transitions between freeways and on/off ramps. The solution to growth is NOT add more stoplights at 100 yard intervals. Leave room for right turns on red. There are a lot of small adjustments to many intersections that can help with traffic flow. We have seen great advancements in machine learning and technical advancements in engineering. Why is traffic flow left behind?
2006	Mass transit options like those in Bay Area or Europe. And, easy access to SD Airport from all parts of County.
2007	More useful public transport - more buses, more frequent and longer schedules (more coverage). Make public transport an actually viable option.
2008	Public transit (buses, etc.) could be more reliable & connect more areas.
2009	Less rush hour freeway traffic.
2010	It would be nice to see the transportation departments to be more proactive than reactive. Another thing would be to find a way that project could go from blueprint to dirt quicker. It seems as one improving gets done it's already obsolete because of the length From blueprint the dirt.
2011	More bus routes to remote areas to allow more people the option of using public transportation to get to and from work.
2012	I don't travel much daily, but the biggest complaint of public transportation is how much longer it takes than driving. It's imperative we switch to public transport, the sooner the better.
2013	Repair and maintain roads. Reduce congestion. Eliminate bike lanes. They are a conference and a hazard, not helpful to elevate congestion and insufficient usage to help the environment.
2014	No driving whatsoever. Autonomous electric Ubers for long distance. Transit, bike, and walking for everything urban.
2015	I think the smart growth that I checked off earlier would allow for shorter commute times/congestion, and more walking and biking options relates nicely, too. Other transportation options are appealing as well.
2016	Traffic flow, the biggest waste is the idling traffic at every corner waiting for the lights to change. All those emissions in the air polluting the environment. Why is Route 76 treated as a local road?
2017	More rail travel, additional focus on rapid transit.
2018	Safety for bikes. Yes we can bike, but distracted driving makes me fear for my life. Biking is better for the environment and a good way to exercise, but too dangerous, especially among the coast highway.
2019	Less congestion.
2020	I wish I could take public transit to my job but it's not time efficient or safe, given where I work.
2021	I would like to do my errands without having to drive. And for my kids to get to their activities using reliable public transportation.
2022	Freeway connectors ingress and egress, add more lanes to freeway.
2023	Unfortunately, I travel by car all the time. If the network of public transit, especially North-South was better integrated, then I wouldn't be as reliant in my car.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2024	I enjoy taking the COASTER train but there are many times that the train is late. Traffic congestion getting to and from the Sorrento Valley station is growing. Traffic on the I-5 south on ramp in the valley ties up the shuttle buses getting to the station and away from the station. Designated bus lane would be nice.
2025	Less congestion, better non driving options.
2026	With prosperity comes traffic. We need to accommodate the housing in our region so long commutes aren't essential.
2027	If I could take convenient transit I would part of the time. Depending on where you work versus where you live however, the options are very limited.
2028	Better transit.
2029	More COASTER routes. I commute from Oceanside to Sorrento Valley daily.
2030	Traffic and the emissions.
2031	Modern trains.
2032	Make trains fit into peoples lifestyle so they are used more. Same for buses.
2033	Road congestion on Interstate 5.
2034	I would like to see more transportation within our city, such as a regular shuttle that would take residents to local shopping, library, parks, civic resources, banks, restaurants and cultural activities, college campuses, etc. Maybe small electric busses that run several times a day to a variety of destinations. This could be offset by the businesses and agencies that transport people to their locations. This would be so valuable for senior citizens and retired community members.
2035	Carpool/FastTrack continued north to Riverside County, CHP enforcement in surrounding communities to support residents with dangerous traffic overflow issues.
2036	Traffic.
2037	Less people.
2038	In the near future, more options for not having to drive my car. In the not too distant future, driverless vehicles.
2039	More bike/pedestrian lanes and access. I have to backtrack on my bike to reach safe bike lanes. Make pedestrian bridges over railroad tracks for easier access.
2040	Prohibit casino goers from driving their own cars in the back country, stiffer penalties and more enforcement for telephone use while driving.
2041	An interconnecting, mass transit system that runs all the time, is inexpensive and goes everywhere! Suspension trams instead of tracks. Instead of bigger freeways.
2042	Coordinate stop lights and lessen congestion on I-5.
2043	I would prefer to use the COASTER than the freeway, but cannot get to Del Mar with out a station close by. Also the COASTER needs to run a minimum of every hour.
2044	Congestion.
2045	We are already behind on road repairs. Fewer cars mean less road repair.
2046	Less traffic and limit development.
2047	Gas tax actually going to road maintenance.
2048	More rapid transit options along the I-15.
2049	Friendliness for biking. a more robust rapid transit system.
2050	Better gas mileage efficiency for ALL cars and a lot more options of affordable but still nice vehicles that are electric.
2051	More light rail or COASTER options and times.
2052	Transportation alternatives that do not get people to work and home are destined to fail. These direct the needs of the general public to maintain their lives. Weekend and recreation are of less importance to working men and women trying to provide for their families and homes on a daily basis.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2053	I spend too much time sitting in rideshares on the highway. Not enough HOV coverage, not enough mixed use development which makes the commute necessary in the first place.
2054	Less carbon footprint.
2055	Nothing.
2056	Getting people off the roads. Remote work. Public transportation falls short because there are no options inline to reserve bike slots on Amtrak and the buildings don't have showers - so even though I would live to ditch my car and train/bike - I can't.
2057	More availability for EV charging.
2058	Safer roads, more rapid transportation. Can include more rapid buses but it shouldn't take four hours to get from San Diego to North County on a Transportation line.
2059	Rush hour traffic.
2060	Accessibility.
2061	Mass transit. Trains to the airport. Trains and buses to new large home developments. MORE options and more availability and make it cheap. Stop building roads.
2062	More use of telecommuting. Reduces traffic, fossil fuel demand, greenhouse gas emissions.
2063	Convenient parking next to transportation hubs, more bus routes, more frequent routes. Escondido use to have a convenient bus system... before NCTD took over.
2064	Commute time.
2065	Better ease of entering and leaving shopping centers plus being able to stream past such areas if I'm traveling beyond them.
2066	Considering that a pothole on the 5 tried to eat my $200 dollar tire, ongoing maintenance and repair of the freeways looks good to me.
2067	A smarter route.
2068	Rapid transit system that serves all areas of San Diego County that eventually connects with all counties in the State of California. A "Monorail" system that works within the city that everyone can use. This system should connect to all parts of the county.
2069	Stopping the spread of developments.
2070	It currently takes me 30 minutes to drive to work but over an hour to use public transportation. I'd definitely use transit vs. car if the commute time was better.
2071	Make cities more walkable! Build more charging station capacity for electric vehicles.
2072	Deport ALL Illegal Aliens, who are driving on our roads and crack down on "texting" while driving!
2073	Increase the viability of car free lifestyles and commutes.
2074	None.
2075	Rail or other options closer to my employer (which is in Costa Mesa). I currently drive.
2076	The congestion of freeways and the lack of maintenance of said. Where are the tax dollars going? Please, get roadways in before giving the green light to more large communities. I-15 and the newest development of college and homes north of Bonsall will just add to our congested roadways.
2077	More bike awareness. Also, LOWER THE COST OF PUBLIC TRANSIT along the coast. The reason there is so much traffic on the 5 is that the train costs a lot of money, which is fine for those being subsidized by their business they work for, but makes it unreasonable for everyone else. The bus is cheaper, but often too crowded and takes a long time, so is not technically a good alternative.
2078	Extending the service times/frequency for the MTS 290 Rapid Bus.
2079	Walking more and riding my bike more! I live and work in San Marcos.... would like more options for less driving.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2080	I would like to be able to incorporate longer bicycle commutes. Dangerous roads, a lack of accessible bike lanes/ paths and inefficient routes often make biking a less attractive or convenient option.
2081	More mass transit options for getting around without driving.
2082	More/better mass transit.
2083	We had a working Trolley system in many different cities in the USA from LA to Philadelphia. Work out a financial plan to bring it back. Start downtown Encinitas or Carlsbad and slowly expand. San Elijo would have a been a great opportunity.
2084	Reduce congestion.
2085	Less congestion.
2086	Freeway congestion.
2087	Do not travel on daily basis (retired). Would want more senior travel assist.
2088	I want to be able to take public transportation to work.
2089	Replace BRT 235/290 with light rail/Trolley line.
2090	Ease of access and increased incentives to rideshare for employment or going to destinations like Little Italy or safari park.
2091	Public transit and pedestrian/biking safety improvements so I can ditch my vehicle.
2092	Fewer cars.
2093	Prefer to bike/walk everywhere.
2094	Road repair.
2095	I would like more buses connecting more frequently. I don't want to spend a good portion of my day waiting to see my doctor and return him.
2096	Better bus-shuttle lanes for Sorrento Valley station. Busses should be able to by pass all the traffic.
2097	Express rails in the middle of the freeways to move more people quickly.
2098	More PSA's and signs for vehicles to use the number one lane to pass, not to travel 10-15mph under speed limit and fail to give way to vehicles behind them. And to use the turnouts when multiple cars are stacking up behind you. The latter is especially pointed at highways and roadways in and out of Ramona, such as the 78. There are daily rants on local social media pages about this. It is an issue that creates road rage. Drivers need to obey the laws.
2099	Direct busing and more train depots.
2100	I'm disabled. Its hard for me to drive more than 20 minutes at a time. It's also hard for me to ride a bus for long periods of time. Shorter commutes would contribute to a healthier community. If it takes 2 hours or more to take the Trolley or busses I'd rather drive. But I would take mass transit if the commute was roughly 1 hour.
2101	Current bus route 3 needs larger buses in the morning to accommodate the amount of riders.
2102	Safer cycling infrastructure. More education and enforcement of laws regarding motorists' behavior and responsibilities re: pedestrians and cyclists.
2103	Our infrastructure requires routine maintenance, repairs, and replacement. A big problem is that we are investing in hodgepodge improvements. There needs to be a strategy developed that prioritizes projects based on level of traffic, congestion, and accidents.
2104	More frequent and faster trains to more areas.
2105	More convenient methods of transit. Most of the busses are 1/2 empty because they don't go to enough destinations, requiring transfers. Takes too long to get where you want to go. Why not more smaller busses/vans that go into more neighborhoods. In a perfect world, low emission vehicles.
2106	Safe bike lanes, more law enforcement for traffic violations (people in scooters without helmets, drivers on their phones, cutting off bikes), car free days

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2107	More charging stations so could consider an electric vehicle. Installing in our neighborhoods would be fantastic.
2108	More options for public transit so that it's an option. Now when I check maps and it's says 60 minutes by transit and 20 by car, for example, I'm much less likely to take transit even though I'd like to.
2109	Better mass transit.
2110	Mass transit development.
2111	I would love to be able to take public transportation to and from work, but because of our topography, it's difficult to negotiate Mission Valley without spending a very long time commuting. For me, my commute is 10-15 minutes by car vs more than an hour by bus.
2112	Reduction in congestion. And cleanliness... I know people think that's stupid, but I feel like my commute is surrounded by garbage, all the time. Not beautiful.
2113	Less congestion.
2114	Higher frequency COASTER trains and protected bike routes.
2115	Road maintenance.
2116	I outlined my thoughts in the first paragraph. Most Mass transit.
2117	Would love to have light rail become my primary mode of transport.
2118	More transit options.
2119	Non reliance on gas emissions vehicles.
2120	Pot holes, less confusing highways and road system. Also please make construction faster!
2121	Less cars on the road to have less traffic. Stop building homes so we don't get more people in our region.
2122	Presently I live North of Escondido and have to drive to get to grocery stores and the like. Not sure that can change, but I would like to see better connectivity to other parts of the county (mass transit) from the Escondido Transit Center and other transit centers throughout the county to reduce the need to drive everywhere.
2123	Greater emphasis upon road/bike lane quality and safety. Road maintenance also reduces damage to vehicles, improves efficiency of travel, reduces noise pollution and improves quality of life.
2124	Easier bike n bus or more rapid routes.
2125	I would like a Trolley line that connects from the line at Escondido to downtown Santa Fe Depot, and a line from Santee to UCSD.
2126	Congestion and road surfacing (potholes).
2127	I would love a fast train up and down the 5 and 15.
2128	Encouraging flexible working hours for businesses, construction projects scheduled overnight.
2129	More extensive and safer bicycle and walking facilities. More transit.
2130	Add more light rail to more destinations, and make them responsive to rider load needs
2131	People live where they work.... less traffic and drivers who practice the rules of the road.
2132	Bike paths that are not on congested roads.
2133	I am retired & don't drive too much. I normally stay within a 5 mile radius.
2134	I lived in Beijing China and Boston MA for 5 years, and never had to own a car because the transit system was so affordable and covered so much of the region. If San Diego had an affordable, extensive transit system, it would be the best city in the world!
2135	More technology to control traffic (traffic lights).
2136	Less congestion on surface streets.
2137	Make bike lanes safer. Make freeway commutes better.
2138	Increased density/intensity.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2139	I need to not rely so much on using my car. When I visit cities such as New York City, Chicago, Boston, I take the metro or the subway with no problem. Many of us need to change our mindset here in the San Diego region and use the Trolley. Unfortunately the Trolleys at From the border to San Diego and vice versa are always so packed that you can barely ride them, you need to increase the Trolley system and move more people. Especially in light of the fact that Chula Vista has the ability to build 18,000 more homes. This means Thousands more cars in the on the freeways and streets if we don't rely and plan on mass transit now.
2140	Smarter traffic lights that are connected throughout.
2141	Planning for congestion due to growth.
2142	Reliable, safe, convenient ways to commute from outlying communities, such as Alpine and Ramona.
2143	More and better High Capacity Transit.
2144	Ride a bus to work.
2145	Larger residential and highway roads.
2146	More frequent bus and train times (I drive from Solana Beach to Encinitas) and bike when I can, but would love other options to driving.
2147	Mass transit to cover the whole county. I don't want to own a car.
2148	The highway congestion during "rush hours"
2149	Not more freeway lanes: No more expansion of 5, 78, 76, 15 etc. Please: segregated bike lanes in popular commuting areas.
2150	Provision of more public transit options, so that traveling via train and bus becomes almost as fast as driving.
2151	Less congestion on the 5 and 78. I would take the SPRINTER to work more often if there were bus or other transportation connections once I get to the station closest to my work, but there are none and it is too far to walk. I grew up with BART, and the public transportation situation here is pitiful.
2152	Less traffic, better roads.
2153	I'm working on buying a motorcycle.
2154	Honestly, I would make a realistic shift to a trustworthy, overarching, and environmentally-friendly mass transit system that would operate county-wide. It is kind of ridiculous that San Diego's mass transit system is so deficient in a lot of neighborhoods.
2155	More public transportation.
2156	More bus routes to unserved neighborhoods.
2157	Fewer cars on the road. More frequent COASTER during afternoon.
2158	My commute is 12 miles but takes between 60 and 90 minutes each way during rush hour. I would want to see that congestion relieved, and/or better options for getting to and from work. If there was a direct bike path available from OB to Sorrento Valley, I would ride a bicycle to work - however, if I were to do that today it would take nearly 3 hours with all the roundabout ways I would need to go.
2159	
2160	More frequent transit, free public transit, fully connected bicycle and walking trails, neighborhoods with car-free routes to all schools and parks. Higher density residential zoning within walking distance of commercial, employment and community centers.
2161	Repair existing roads.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2162	Bus drivers should not require mothers to remove toddlers from strollers. This is INCREDIBLY unsafe. Like expecting a paraplegic with epilepsy in a wheelchair to get out of the chair and "sit" in the seat for the duration of the trip. My toddler injured her face on the bus seats when she threw a tantrum because I took her out of the seat. She was kicking passengers around us, trying to run down the bus as it was driving around. I had to try to hold her screaming body as if I were a stroller with a seatbelt and brakes. This frequent situation is dangerous for the toddler, and dangerous for everybody on the bus. They get injured by flailing shoes, and the bus driver certainly can not drive safely with screams for 10 minutes. Stupidest rule ever. This is the only reason I don't ride the bus anymore. Because the bus driver won't let me sit with a calm child with a seatbelt on, and the brakes secured. Whoever came up with that rule has never raised children.
2163	Have smaller buses run more frequently, like to the train stations, shopping centers, corporate parks in North county.
2164	Less traffic. I live in Ramona and it is not feasible to bus or bike to work. It takes way too long.
2165	Our existing transportation should be used smarter to accommodate more riders before looking at new projects. There are very few transit options for people traveling to North County in the morning and San Diego in the afternoon. The transit that is available has very restricted frequency that makes taking the COASTER and connecting to the breeze impossible for most. More frequent bus connections from the COASTER to employment centers is desperately needed to help reduce the number of people who drive daily.
2166	I would love to be able to use mass transportation in lieu of my car to travel throughout SD county and into Orange County on weekends and in the evenings after the trains seem to stop running.
2167	Repair roads much quicker, expand # of auto lanes, better street engineering & smarter traffic signals.
2168	Fix broken sidewalks. Repair broken streetlights. End motorcycle lane-splitting legality. Prosecute illegal high-speed "weavers" on roadways.
2169	More certainty in travel times by auto.
2170	Affordable electric cars!
2171	More options for alternative modes of transportation to and from work.
2172	The ability to use reliable mass transit (Trolley) from all parts of the county would be a big plus. Increased capacity of certain highway locations would be helpful as well. Unfortunately not everybody is in a position for bicycle travel to and from work.
2173	Stop redirecting tax money away from road repairs.
2174	Desperately need a Subway like other major metropolitan cities around the world. Short of that, some of our transit options are woeful. I drive an electric car but I commute from UTC to Oceanside 5x a week and via train the 45min commute would take me 4 hours so I electric against it.
2175	I telecommute and am thankful. Would be awesome if other employers could allow. Surface streets in many communities are in great disrepair. San Carlos, Scripps Ranch. However, some simple jobs take years unnecessarily (Camino Del Sur by Westview HS. Laughable it has taken so long. 4 y e a r s.
2176	Congestion.
2177	Fewer people living here. You can't keep up with the planned development.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2178	More safe, off road, bike and walking paths (like the rail trail in Solana Beach). If the COASTER stopped in Del Mar and La Jolla/ UTC, it would utilized more. We need a real connection from 5 South to 56 and the 56 needs to be widened. We need some kind of rail option for the airport as getting to and from the airport is a mess. We also need a way to get to 5 from the airport by going North on Harbor Drive. Having to go South to Grape Street and then to 5 is a mess. Cardiff to 5 is a mess in the morning.
2179	Better roads with reduced congestion.
2180	Improved & ongoing city infrastructure maintenance: every single ounce of concrete in this city needs significant repairs. Stop blacktopping; pour concrete. When you tear up our streets with pipe repairs, actually repair the road correctly.
2181	More public transportation options.
2182	I travel by bicycle or via Trolley/bus, primarily. I try to avoid riding alongside lines of stalled vehicular traffic (to avoid possible health effects) and also try to take less-transited routes. I would like to see more commuter bicycle routes that incorporate buffer zones (which may include vegetation) between bicycle lanes and lanes for motorized traffic.
2183	Adding bus lanes on all highways. Increase frequency of public transportation. Making public transportation and biking/ walking more attractive by short transportation times.
2184	Being able to take public transportation to work that is efficient and doesn't mean being stuck in a bus on the freeway in traffic.
2185	More healthy options/alternatives to commute
2186	Less traffic.
2187	Public transportation options (including safe cycling areas)!
2188	More protected bicycle lanes/paths. Safety is the most common topic of conversation with coworkers.
2189	Better use of existing infrastructure.
2190	More information on best alternate routes to our destination during periods of heavy congestion.
2191	Perhaps encouraging people to bike or take the public transit to work by offering incentives would be a good idea. Some type of incentives for working close to home or purchasing a hybrid or such would be nice, too.
2192	Self driving cars.
2193	Extended mass transit.
2194	Much more Trolley. Trolley connection to the airport!!!! I can't believe we don't already have that, really???
2195	Remove the awful flat concrete sidewalks that hurt people's backs and joints, and have welcoming natural dirt paths to walk, bike, and travel on where possible. The dirt paths are a lot easier on people's joints than those flat concrete back breaking sidewalks. Stop putting so much concrete everywhere, or at least have some alternative dirt paths where people can walk instead of flat sidewalks. If we have to have concrete, at least give it some cobble-like texture so our feet and backs don't get so sore from walking. Cobbles are a lot more comfortable to walk on than flat concrete for people.
2196	More telecommuting or working from hubs closer to home. Have more direct options to get door to door. I live in downtown and work in Sorrento Valley but transit door to door takes longer than driving although I would prefer not to drive.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2197	1) Safer bicycling facilities. Primarily complete the Class 2 routes, eliminate bottlenecks at Freeway crossings and at major roads and intersections. Require compliance with CALTRANS standards and provide widths of bike lanes according to speeds of adjacent vehicle lanes as CALTRANS standards suggest, even if it means reducing widths on vehicle lanes from the preferred 12'. 2) Better Road Maintenance, potholes, broken pavements and large cracks in road and bike paths and sidewalks create excessive transportation costs and excessive liability shared by all agencies and the public in general. 3) More Frequent and Safer Rail and Bus services and the easy inclusion of bicycles in all transportation modes. Train service is concentrated at rush hours on highways, making it difficult to use it at other times, especially if the 'last mile' options are also limited and not coordinated with the rail service.
2198	Increased transit options and faster travel times.
2199	Reduce congestion.
2200	Reduce traffic congestion.
2201	Less density on small residential neighborhoods which cannot accommodate increased population. The builders build but make their money, City makes its fees, and residents are stuck with the problems. There must be a saving of open spaces else we turn into an unhealthy, over congested asphalt jungle. Unlimited growth is just not possible. Greed must not be the operative for the approval of plans.
2202	We need more and better public transit.
2203	More light rail, more buses/routes/stops, more bike storage on buses.
2204	Double decker freeways. Use the space we already have but double the amount of traffic flow.
2205	Can buses run late. My neighbors need transportation after work 11pm to 2am. Especially from the commercial centers of downtown La Jolla.
2206	I want to leave my car at home as much as possible and use bike and car sharing.
2207	I wish the Trolley had wider reach to outlying areas such as Eastlake.
2208	Eyes on the street mentality (safety and enjoyment) in implementing sidewalks, bus stops, parking lots, etc. for safety. Increases technological advancements in public transit and alternative transit options, while making it easy an available for all users (young, old, iPhone, Android, etc.).
2209	Good connections and easing choke points.
2210	Improved freeway mergers.
2211	More walkable and bikeable communities, more connection of bike lanes to the entire region, and more connecters for walking and biking to open space areas. More housing near transit.
2212	Efficient public transportation that gets you where you need to go within or under the time it would take you to currently travel that same distance by car. Our region's public transportation is extremely slow and is not worth the time.
2213	Less spending on underutilized public transit and more spending on congestion relief.
2214	I commute mostly by bike, and sometimes by walking. Dedicated bike lanes that are safe from car traffic (separated by barrier, larger distance, or entirely separate routes) would be my preference over shared lanes and bike lanes that are merely a small strip of paint on the side. Both biking and walking is a lot more pleasant if there is at least a small strip of greenery between the path and the (noisy, fast, exhaust-smelling) car traffic.
2215	Better access to public transportation.
2216	Less construction during the day and more road maintenance.
2217	Remove the stupid lights at freeway on ramps! Waste of time, money and fuel.
2218	Logic.
2219	More rapid transportation.
2220	My work and family lifestyle does not allow me to utilize public transportation. Even with self-driving cars we need traffic relief for highways.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2221	Safe bike paths separated from cars.
2222	Reduced travel time. Less congestion.
2223	Being a Chula Vista Resident we need quicker access to the highway. Another West to East highway between 54 and 905 would be beneficial. Convert Olympic Pkwy to a highway.
2224	A broader transit system with more east/west connections.
2225	Improved bike routes and safety on major corridors.
2226	Obviously less traffic and easier access to bike paths.
2227	Cars that talk to each other and smart freeways. Zero tolerance for using phone. Which causes the most number of car accidents and traffic.
2228	Eliminate the COASTER and expand Metrolink.
2229	Road and freeway congestion.
2230	Increased HOV and bike lanes/routes.
2231	More carpooling/innovative transportation options for people living in San Diego's backcountry and rural areas.
2232	I want to be able to go wherever I want without operating heavy machinery, such as an automobile.
2233	High speed rail to Los Angeles.
2234	The safety of myself and students who use public transportation on a daily basis.
2235	I believe the need for more public transportation should be a primary focus.
2236	Access to autonomous vehicles.
2237	Road maintenance.
2238	I would love more light rail options.
2239	More Trolley routes and BETTER schedule reliability on ALL public transportation.
2240	Drivers driving under the speed limits causes more traffic. , big trucks , traffic lights on highway 76.
2241	Better rail service.
2242	I live within 3/4 mile from Trolley and bus drops me 1/4 mile from work. More people with similar access would be good.
2243	Wider sidewalks, more crosswalks, protected bike lanes.
2244	Make sure transportation infrastructure in San Diego and adjacent cities is upgraded before or as a condition of further development (especially major developments) to prevent more and worsening bottlenecks. Stop pandering to developers. Cities need to work together and not against each other (e.g. San Diego and Santee).
2245	Cheaper public transportation.
2246	Put in HOV. lanes in the entire freeway system. Notice Los Angeles has double lanes in the most congested areas, including their downtown. Notice the I-5 S curve in downtown SD has no express lane at all, for example.
2247	Improve the condition of the roads and make them safer.
2248	Road congestion and road disrepair needs corrected.
2249	I would like to bike commute on a segregated bike lane or take the Trolley.
2250	Stop widening freeways. It is not the solution, it continues the "business as usual" problems we continue to have.
2251	Drivers are terrible and trucks are the worse. Bring back drivers education in schools and we all learn to drive well. We are a couple generations in now and it shows. The cost of creating better drivers will be offset by safer roads And educate truck drivers better. Use the LED signs to remind to secure your load in English and Spanish. I'm sick of dodging debris on the highway.
2252	Less traffic.
2253	More bike options.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2254	Rural highways in the county need to be expanded & improved. It's silly to think that keeping roads limited we can control growth. People will still come, but they'll be sitting in traffic for longer commutes.
2255	More passing lanes.
2256	Congestion.
2257	Bus route down highway 67 to and from Ramona.
2258	Safe efficient roads.
2259	Less traffic, better, safer roads.
2260	Congestion reduction. Cannot build more houses etc. without fixing traffic .
2261	Less people that have no business operating a 2ton machine. Cats are near idiot proof do mainly idiots drive. Make people pass a rigid test;, prove you can pay attention to road, predict issues, stay out of way, be polite, pay attention to congestion to not make it worse Most stop/go freeway congestion is prone over bridling and causing streaming reactions instead of people adjusting and merging intelligently. So work towards and all freeways are autonomous system, got to plug in and out.
2262	Having real transit options, light rail mainly, which is competitive to driving for almost all of my travel needs.
2263	It takes me 35 minutes to drive to work. Bus+train+bus would take me 2 hours. I'm never going to do that. Fix frequencies and add dedicated non-bus options.
2264	Funds shall immediately be transferred to the Compass Card right after a credit card is being charged. The current delays and associated expiration of funds is unacceptable. It should be possible to use the Compass Card for a guest. The current restriction, particularly with the fact of expiring funds, are unacceptable.
2265	I bike and use the Trolley whenever I can. I want more, safer biking options. Options that not only can I use confidently as an adult, but that I feel safe using with my eight-year-old. I want biking taken seriously as a first-class use of the roads, not an afterthought tacked on by highway engineers who apparently never actually bike. Right now, most of the bike lanes are half-assed tracks pained to include the gutter and crumbling margin of the asphalt. That's dangerous, and likely to make a bicycle fall into the neighboring lanes. On top of that, often plants along the side of the road grow out over the pathetic joke of a bike lane, forcing cyclists to either swerve into motorized traffic lanes or crash into trees and bushes. In some places, such as Hotel Circle South, there are also what appear to be deliberately created speed bump that exist only in the bike lane. Which is nuts, since the speed limit there is faster than most people can sustain on a bike anyway, but again they're a falling hazard.
2266	Current transit access and commute times in North County severely limit their use to broad areas of the county. We're effectively making an automobile a pre-requisite for work and living in the area, both of which increase cost of living and hamper economic growth. Increasing frequency and access to transit lines will be critical in meeting environmental goals and transforming our communities for denser housing and greater low-income accessibility.
2267	I am a train commuter. But I wish it was easier to go on a dinner and drinks date with my wife downtown and still take the train back north. Much safer than driving after drinks. But late trains aren't often an option.
2268	Current transit access and frequency in North County is limited at best. Lines have been cut or do not reach broad areas, including some schools. The cost of a transit pass is exorbitant at $59 as well. All of this makes owning a car almost a prerequisite for living in North County and limits economic opportunity and quality of life for low-income inhabitants. I would like to see costs brought down, fuel efficiency increased, more covered bus stops (very few are covered), and transit expanded for Breeze lines and the SPRINTER.
2269	More light rail service.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2270	The dirt road on Etcheverry in Ramona.
2271	A new road connecting places. Many roads end and you have to go around another way to the continuation of the street.
2272	Smooth roads, more trees.
2273	Widen the 78 & 79 in areas. I live in Julian, and the most common issues driving home is driving behind someone who has NO CLUE how to drive mountain roads (braking in every flipping turn going up a hill!!!... it gets irritating). But please don't ruin our amazing and beautiful back country.
2274	More public transit. And repair the potholes, for goodness sake! San Diego surface streets are horrible.
2275	Transitioning from north 15 onto 78 west in the morning is a nightmare. The 78 is so horrible during commuting hrs. I avoid it whenever possible.
2276	Widen highway 67.
2277	Less congestion!
2278	Walkability.
2279	Using driverless vehicles.
2280	I hate driving in San Diego, too much traffic and too many lights. I would much rather take advantage of this city by biking more if there were more secured bike lanes (safer) etc. more roundabouts and less traffic lights, more frequency of trains and Trolley times. They run too few times a day.
2281	Increasing the lanes on the 67 instead of reducing the lanes. Recent changes have made it a commuting nightmare.
2282	I take the Trolley every day to work. We need more last mile options.
2283	Highway 67 needs to be upgraded to service the back country as a high priority.
2284	More convenient transit to employment areas - it would take me two hours by transit and a mile of walking to get to my job - I can drive there in 35 - 50 minutes depending on traffic.
2285	I would like roads to be fixed. And not by a cheap company who lays uneven roads.
2286	I would like to see more public transportation from rural areas to cities.
2287	Distracted drivers are the biggest dangers facing road safety. I'm not sure why it is but people in San Diego County seem to have no regard for speed limits. I believe our entire road system needs to adjusted in terms of set speeds. Lower every road 10 mph and then maybe drivers will travel at the original speed limits. I am all for speed cameras as well. Distracted drivers while speeding is a recipe for disaster!
2288	I would like to live somewhere where my household can have only one car.
2289	I want to see more transportation options while at the same time see road improvement projects completed. Also SANDAG should not support any lane dieting projects, like the city of Encinitas is doing.
2290	More public transit options.
2291	I have recently leased an electric car and invested in solar charging at home. More high speed charging stations for non-Tesla vehicles for wider range and safer bicycle routes to my local train station for my daily commute.
2292	I'd like to have the opportunity to afford to live closer to where I work, and to have a faster and more frequent transit link between the two.
2293	Better planning for future needs. It's frustrating to spend millions on road improvement and when the project is completed, the improvements are still not enough.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2294	In my experience, I live close to work, too close that I can't take a bus, therefore biking has been an option I have considered. However, the biking routes are not safe, clearly marked, and in some places it barely exists. In the neighborhood I live, things are close enough to get there walking or biking and there are many senior age men who bike. For some, it's the only transportation option they have due to their age. I would like the bike routes to change to more safe, secure, visible routes. Another thing I would like to see is MORE trees. Many young students and mothers with their strollers are walking under the sun for a prolonged period, exposing them to harmful sunrays. It's also one way to address climate change and it beautifies the community. People would enjoy walking, increasing community cohesiveness and improving health.
2295	Less bicycle lanes.
2296	Our roads are a mess. Improve highway 67. With all the gas taxes, you should have ample funds.
2297	Better trail systems from city to city instead of just inside a park.
2298	Congestion relief, Rapid transit in more areas.
2299	Pleasant travel options to driving my car. I love taking the COASTER to downtown San Diego.
2300	The safety along the 67 and Mt Woodson ... traffic vs parking/hikers ... speed is way too fast for parking of vehicles, coming/going - crazy dangerous!!!
2301	Shorter commute times. Decades of poor planning , suburban sprawl and developers basically owning the county got us where we are today.
2302	More reliable transit services - fewer delay or service disruptions.
2303	I see some flawed freeway designs that pose as a safety risk. For example, on the 15 North there is a section to merge on the 78 east and west. There is congestion on that area and right next to a freeway entrance, so there isn't enough distance to safety merge with the 78 backed up. But I understand I can just drive a couple of street down and get on a different entrance but something like freeway design is important to me.
2304	More options and later commute times for public transit.
2305	I want to be able to leave my car at home way more often then I am practically able to do. We need more Trolley lines â€“ I know that there is a purple line in the early concept stage, but why isn't this being developed more quickly? I want streets to be made safer and more inviting for pedestrians - We have one of the best climates on earth, why is it so hard to walk in so many areas here? In addition to more Trolley lines, we need innovative local solutions to congestion â€“ I have heard talk of aerial trams we have one of the best climates on earth, why is it so hard to walk in so many areas here? In addition to more Trolley lines, we need innovative local solutions to congestion â€“ I have heard talk of aerial tram's , which would make sense connecting Pacific Beach and Ocean Beach to Trolley lines, for example. I was walking along Clairemont Drive last night thinking, how cool would it be if there was a street car that you could hop on and hop off? Buses are fine as they go, but they are dealing with the same traffic as cars do, and it's hard to get people out of their cars without some kind of benefit.
2306	Ability to ride bikes with my kids it is not safe in Rancho Bernardo. Mass transit is necessary, Trolley to the airport and other major hubs is needed.
2307	I take transit often. When option takes me close to meetings. First and last mile is always an issue. SANDAG hosts meetings at Liberty Station, but is major obstacle to use transit to get there. Thus hundreds of cars converge. Not good planning.
2308	Last mile solution to better connect me to transit options.
2309	Less car, more mass transit (electric and horse carriages), bike, walk and horse paths.
2310	A place to charge my electric car for free while at my office would be nice.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2311	Better bus service. In the recent restructuring of the bus system we lost two bus routes entirely; 11 and 929. we lost a service from East Village that goes down Market street from the Petco Park area. East village has thousands of housing units being built now and MTS cut bus service. This doesn't make sense.
2312	Better access to the Sorrento/Mira Mesa business center. A new Trolley connection into that area would have been wise.
2313	Repair the roads we have, widen them where we can. Add more environmentally friendly bus routes so people could actually use the bus to go to work. Perhaps even van pool size routes that go directly to a hub that are paid in advance.
2314	I am a 72 years old widow on a very limited income. The nearest bus stop is 2 miles uphill from my house. The buses that stop there do not serve Kaiser offices. I have diabetes, cancer and arthritis, and have been turned down for the ACCESS MTS system. I'd like to change the whole damned system!
2315	As I grow older, I use my local community much more than in the past. I would like to see more active transportation facilities in local community cores. Protected bike lanes, safe crosswalks, uncluttered sidewalks, ADA facilities, secure bike parking and robust traffic control. While walking in the local neighborhood and business district, I'd like to see more trees, greenery and places to sit such as sidewalk furniture.
2316	Traffic congestion.
2317	That public transit options would provide citizens with more choices (better routing, which would lead to more riders). Free passes to students would increase ridership & decrease the number of cars shuttling kids to school. I'd like the public to think of public transit as a safe option for their kids.
2318	A more integrated transit system.
2319	Mejorar las carreteras. (Improve the highways.)
2320	Mas lineas en el freeway. (More lanes on the freeway.)
2321	Being able to use transit to more quickly and easily move around the region.
2322	Que pase el autobus frequentemente
2323	Mas transporte. (More transport.)
2324	mas transporte publico aumenta transporte publico conexion a empleos y distritos de entretenimiento de la region. (More public transportation, more jobs and entertainment districts in the region.)
2325	Arreglar las calles. (Fix the streets.)
2326	Safe bike and scooter lanes.
2327	Que las carreteras sean aregladas porque causan dano a los vehiculos. (Fixing of the highways, they cause too much damage to vehicles.)
2328	Transporte publico. (Public transportation.)
2329	Mas paradas del autobus y de transporter publico. (More stops for public transportation.)
2330	Por carro sola quisiera que no hubiera tanta congestion en las calles. (I would prefer there were less traffic on the streets.)
2331	Camino. Quisiera que las calles estubieran mas limpias. (I wish the streets were cleaner.)
2332	Fix all the potholes and make it no parking along the 67 at Mt Woodson.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2333	Por corro quisiera menos trafico. (I would like less traffic.)
2334	Mas transporte publico rapido. (Faster public transport.)
2335	Repairing roads.
2336	I would like to see a lot more use of pricing to manage travel demand. HOT lanes on freeways are a start, but a lot more can be done to optimize the use of what we have already built.
2337	Deberia haver mas rutas porque aveces se tiene que cambiar 30 minutos a moas para tomar el bus. (There should be more routes, sometimes we have to walk over 30 minutes to the bus stop.)
2338	Poniendo mas rutas de microbuses en areas de trabajo taxis que cobren de acuerdo a nuestras bolsillos (More bus routes and affordable taxi fares.)
2339	Poniendo mas rutas de microbuses en la area donde vivo. Para ya no usar mi carro (More bus routes in my area. I do not have a vehicle.)
2340	El tiempo mas corto en las carreteras de condado sur a condade norte (Faster commutes in south county than in north county.)
2341	I take the bus to work and back on a daily basis. My office is 5.2 miles away and yet it takes me an hour to commute (Two hours total roundtrip.) Buses need to run more frequently and there needs to be more coordination between certain bus routes so transfer can be made easily. My bus stop is at a intersection where in theory I could transfer to a second bus to get to my office, but I miss it by maybe two minutes everyday and the next one does not arrive for another 30 minutes. Also more ticket machines need to be available especially at transit hubs and the compass card website needs to be updated.
2342	Transportacion por carro. (Vehicle transportation.)
2343	arAeglar calles y aumentar mas opciones para transporte publico. (Fix the streets and increase options for public transportation.)
2344	Less congestion, road repair.
2345	More transit opportunities for communities of color.
2346	Commuting time.
2347	More mass transit with more stops and more frequency.
2348	Dangerous drivers who continue to talk on their cells, enter the freeway inappropriately, passing on the wrong side because they are in a hurry. How do we monitor this?
2349	Less smog emission and fossil fuels and fracking.
2350	Quality of the roads.
2351	Complete streets implementation.
2352	Congestion.
2353	Congestion.
2354	Fluidez del trafico. (Vehicle fluency.)
2355	La vienda esta muy cara. (Housing is very expensive.)
2356	Congestion and contamination.
2357	Mas lineas en el Trolley. (More Trolley lines.)
2358	Need mass transit.
2359	Roads are so bad. It is they the biker fears, not cars.

Number	Thinking about how you travel on a daily basis, what would you most want to change for the future?
2360	Increased and more efficient public transportation options to commute between north and south county I-15 freeway corridor.
2361	I would like to be less reliant on my vehicle.
2362	faster border crossing times, less air pollution derived from vehicle use.
2363	The creation of routes that would take us to our destinations faster.
2364	Increased attention to accessibility for people with all sorts of limitations. For instance, what is done for people with severe hearing loss or limitation? Some crossings really need audible signals and/or special lights to be safe, for all pedestrians, the crossing request buttons at some crossings are inaccessible for someone in a wheelchair to reach. Transit safety is still not addressed in certain areas (lighting, visibility to passersby or law enforcement, clear markings, and removal of confusing obstacles) as well. Increased frequency would be very nice.
2365	See first answer. Less time/congestion commuting. Rapid transit in rural areas.
2366	Spending on light rail, the single dumbest choice.
2367	Less driving, more mass transit options.
2368	I would like to see a big reduction in the duration of peak commuter traffic hours southbound and northbound on the I-5 and I-805 between La Jolla Village Drive and Carlsbad.
2369	More options for people who live in rural areas to commute to the city for work.
2370	Highways 56 and 67 widened!!
2371	Road maintenance.
2372	Road and highway congestion. Quality of the roads.
2373	Extension of Trolleys would cut back on transfers.
2374	I would like to see mass transit take over here in California and for my car, or the need for any car.
2375	Traffic East/West Bound into communities is like molasses.
2376	Too much traffic.
2377	Road repair.
2378	Mantener las calles en buenas coneliciandes. (Keep streets in good conditions.)
2379	Que hauga mas transperte publico. (More public transportation.)
2380	Que la comunidad este mas comunicadad y poder moverse mas faciles. Mas transportation en lugares mas chicos. (That the community is connected and we can move more easily. More tranportation for smaller cities.)
2381	Transportation mas frequente (autobus) mas pasadas. (More frequent stops for the bus.)
2382	Transporte barato y mas paradas del autobus. (Cheaper transport and more bus stops.)
2383	Affordable gas prices.
2384	Seguridad; sidewalks; pavement (Safety, sidewalks.)
2385	You should be able to get from downtown to University City and Sorrento Valley and Kearny Mesa easily during the day.
2386	More of the public revenues should be spent on traditional roadway infrastructure, and less spent on studies and wasteful public transportation.

Open Ended Responses from 2019 Regional Plan Network Theme Survey (April 23-May 10, 2018)	
Comments edited for grammar and style, and personal contact information has been redacted.	
Number	**Do you have any other input you'd like to share?**
1	I would suggest that the goals SANDAG developed be prioritized on a per capita basis to ensure limited funding is spent in accordance with those priorities and not diluted.
2	This was a great open house. I'd like to see more of a presentation format hitting all topics, lecture style.
3	Changing personal behavior is very difficult. Example: try brushing your teeth in a different method, or drying off after a shower in the reverse order (from feet to head instead of from head to toes). You do many things every day without any thought, including getting your car & driving 5 minutes to the store. Any future mobility changes will depend on adoption, which will require changing personal behavior. People change for positive reasons or to avoid negative consequences. We need a combination of incentives (solar rebates, electric car rebates, etc.) and dis-incentives to ensure the future transportation network is robustly adopted.
4	Disruptive tech like LimeBike, Bird, etc. have the potential to get a lot of people out of their cars. Make it safe and possible for these techs to grow and flourish.
5	Don't assume driverless cars will solve congestion problems. Rail, walk, bike, and BRT are crucial.
6	Autonomous vehicles must be able and required to "see" people bicycling and walking... and then to react appropriately!
7	Our region needs funding for a fundamental overhaul to becoming another Los Angeles.
8	Stop building Trolleys, buses are much more flexible and we have to get off the Trolley and take a bus anyway. Stop chopping up our commute with a lot of transfers; a missed connection makes the trip too long.
9	SANDAG leaders, please listen to young people. What worked decades ago is long gone. It is time to try new things and accept change.
10	There should be another freeway on top of I-805 from south to north I-15. I retired but when I go through the freeway at rush hour, the traffic has become worse. Develop west east north south Trolley system in the south going north so people will not have to rely on cars to go downtown. Development in the east of Chula Vista should be regulated.
11	I need service here at Scripps Ranch Parkway please.
12	Please make walking and biking safer. Reduce the footprint of highways and roads. Encourage drivers to travel more slowly. Maybe reduce the width of travel lanes?
13	SANDAG needs to do what's right for San Diego County. Not what's politically convenient. Maintain roads in those neighborhoods that aren't near public transportation but do not ceaselessly expand arterials and highways to assuage criticism from suburban dwellers when the benefits will be negligible and fleeting.
14	I grew up in New York City and never even owned a car. Our public transportation is so bad I don't even consider it an option. It would be awesome to be able to get downtown easily and to the airport via excellent public transit.
15	Also, think of impacted neighborhoods. It is often the poorest neighborhoods that are adjacent to congested highways, and asthma and other ailments are prevalent as a result of exposure to pollutants from transportation. Clean public transportation would be very helpful.

Number	Do you have any other input you'd like to share?
16	If you are serious about easing congestion and getting more people out of cars and onto bikes or transit, you have to make it both more convenient and cheaper to take transit than to own a car. Last Sunday (Earth Day) I took the #2 bus home from Balboa Park. After walking from the park down to Broadway, I had to stand at the bus stop because there is no place to sit (I get why, but still). On top of that, the bus only comes every 30 minutes. And at $2.25, it's not exactly cheap. A personally owned vehicle should be a luxury, not a necessity, and should pay for public transit.
17	Emerging technologies are not ONLY autonomous vehicles though - those will take decades to implement and still leaves individual vehicles transporting people and are NOT the solution. Emerging technologies are also algorithms that help increase the amount of mass transit and the infrastructure needed.
18	Biking and walking are a vital part of reaching our region's climate and vision zero goals. It is important that we make biking, walking and transit more accessible and safe.
19	Please institute more effective measures to improve flow on existing roads, i.e. roundabouts, and signal timing. Please improve "last mile" solutions to enable more people to use mass transit.
20	Keep automated cars away from pedestrian areas; highways only.
21	I love, love, love the new bike share companies. I have used them 17 times since they launched to travel to dense communities. I love that I don't have to worry about my personal bike being stolen. I also use Uber a ton too. I am in support of any and all shareable transportation infrastructure.
22	Truly autonomous vehicles are decades off at best, and even then they will still be cars that require a lot of space and can easily kill and maim at high speeds. Road design changes can be done now and have been proven to work already. There is no point waiting for an entirely theoretical magic bullet if solutions already exist!
23	Trolley to the airport like most major cities would be nice.
24	Little input on emerging technologies such as self driving cars for 2019 plan, but that should be given a lot of thought on the 2040 plan
25	Clean up Mission Gorge, get public transportation in Mission Gorge, and in Mission Valley.
26	Only biking/walk/transit meet both climate and public health goals, as well as better connected communities where people connect and help each other. Cars of any kind foster isolation and lack of neighborly values.
27	A network of connected protected bike lanes is the only thing that will allow a large number of residents to use their bikes or bike shares as transportation. We need to get serious about this!
28	As a public health professional, a focus on climate change mitigation and adaption is really important to me. Reducing GHGs through more efficient transport options is a great start! Thank you.
29	The time for smart growth should be faster.
30	Many parts of the region would benefit from increased spending on bicycle infrastructure.
31	My Beluga was destroyed there in August 2001.
32	When thinking of future technologies please do not forget to remember that the retiree population is growing and their needs may defer from the general population.
33	San Diego is among the most cycling and walking-hostile places I've ever lived. I have an infant daughter and I'd never let her cycle in this city.
34	Using cell phone / technology to monitor for travel etc.
35	Better maintenance of bikes and observing bikeshare. Lots of bikes are being thrown around and managed properly.

Number	Do you have any other input you'd like to share?
36	Would like to build the Purple Line in the near future and provide opportunity and access to good jobs; the rail line could also serve as the "Jobs Train" during its construction phase by employing local communities in partnership with Building Trades unions.
37	Electric vehicles, powered by renewable energy sources.
38	Why aren't employers actively encouraged to stagger shift times? It worked great for the Olympics in LA during the 1970s.
39	I think people get caught up on emerging technology that they forget the basics. Coordinated traffic signals, increased rail ways, the frequency of public transit, reloadable metro cards, are all old technologies, but we seem to be focusing on the future rather than just doing the old school stuff right.
40	Please, please plan for the future and not right now. There have been a lot of highway/road projects developed in the county to add another lane which takes 5 years, costs a significant amount of money, and then results in decreasing the commute by 2 minutes for everyone. These projects do not set us up for a bright future. We need increased Trolley coverage throughout the county, more frequent routes from MTS/NCTD, more bike and walk friendly streets and bridges to lower the amount of drivers on the road and increase active living.
41	Technology isn't always the cure all, especially when it is unpredictable. Any plan adopted by SANDAG should include a large degree of flexibility to adapt to changes in technology. The Quickways Proposal would be relatively easy and inexpensive to implement as well as flexible, since no rails would be needed. Quickways would start as a system that covers areas of high density and could grow according to where density increases. The opposite of forcing development where there isn't the demand for it. Keep the rails for a high speed train in the future.
42	More safe routes for biking/walking to school, to work, and to shop please.
43	Future technologies need to be carefully vetted and their benefits validated to make sure we don't waste money. Careful use and planning of existing technologies will generate more benefit.
44	Recent Environmental Impact Reports (EIRs) indicate that walking/bicycle accessibility improvements have negligible effect on the environment. Pollutants increase if congestion is allowed.
45	Some things are common sense--low floor Trolley cars, low floor smaller route vans and ACCESS vans, moneys from TransNet for MTS transit operations, intervention in MTS route changes that harm seniors if you are interested in seniors, restore MTS cutbacks to 204 and 237 Rapid Routes.
46	Thank you, no.
47	Get I-5 congestion fixed!
48	Why is there a almost two hour gap in southbound COASTER trains during the evening commute? Thank you for getting the ticket app back up and running.
49	Emerging technology should be considered but not counted on, as it is often superseded by the next big thing. We are all wondering what to do with our parking garages and hesitating to build new ones as we wait on driverless cars. I also think real, Curitiba-style Bus Rapid Transit could be a great option in San Diego - the streets are more than wide enough. But it needs to be in dedicated lanes (maybe throw a bone to the residents in the area by making them HOV lanes, too, or allowing cars during non-rush hours), prepaid, and able to control the traffic signals.
50	Thank you for all of the improvements in the past ten years. I really appreciate all your creativity and hard work.

Number	Do you have any other input you'd like to share?
51	Maintaining current infrastructure really needs to be considered. Some of the buses/trains/roads are in terrible shape.
52	It is hard to estimate when autonomous cars will become common. Do not depend on technology to solve our problems.
53	Cars are to be left out of the city. Only public transportation or autonomous Uber/Lyft vehicles with non-motorized transportation need be allowed.
54	Emerging technologies must be balanced with realities that these might leave the same communities behind without very proactive planning, and also urgent need to reduce greenhouse gas emissions from transportation-related sources. We can't just expand highways to make way for autonomous or electric vehicles. This regional plan must help cities reduce transportation-related greenhouse gas emissions.
55	Technology is good. I have an interest in Intelligent Transportation Systems (ITS); however, I feel additional bus frequency is the key to relieving congestion and reducing vehicle miles traveled (VMT) & GHG.
56	Even if you have self-driving cars and other technology, they still take up space on the road, need garages, etc. So we can't just invent our way out of resistance to transit.
57	Keep up the good work!
58	Transit seems always designed around commuters. I think it needs to consider non-business transportation as well. I'd like to be able to get to the Amtrak station, to the beach, to local villages, and to local schools all using public transit. Note that in the SR-56 corridor, this means east-west transit (all the plans are for north-south, which is useless to me). I want to move between the coastal communities of Del Mar and Solana Beach, as well as the "villages" of Carmel Valley, Pacific Highlands Ranch, Del Sur and Penasquitos. Note also that while Uber & Lyft solve some parking problems for cars, they increase the number of trips on local streets. Real transit between villages on a frequent schedule might actually reduce trips.
59	We need to be pro-active in finding out where people are living and working so that we can get them there using public transportation and biking.
60	Beautiful corridors of greenspace will improve walkability and biking safety in south county. This also mean shaded bus stops, more trees everywhere, and dedicated walking ramps to cross interstate overpasses that divide neighborhoods.
61	Light rail up the I-15. More frequent times for the COASTER.
62	Fix the roads.
63	Remember a large portion of San Diego residents don't commute to a traditional workspace. More service to shopping and entertainment areas.
64	I'm not sure what you mean by emerging technologies. If you mean smart signals that provide snappy response to vehicles waiting to get through an intersection then yes by all means implement this technology. If you are talking about things like the High Speed Rail then no.
65	We need more public transit, before we have to build more freeways and look like an ugly big city.
66	Add a light rail line from east Chula Vista to west Chula Vista. Light rail is preferable to bus and will be used more often!
67	Please implement bike lanes.
68	Think stuff through! New technology is great but it often leads to unintended consequences. Place bets on new technologies sure, but make sure they are well calculated, Test and Roll. Invest in new technologies incrementally, don't bet the farm on unproven tech.
69	Get it done yesterday. :-) Just kidding but it is long overdue and needed sooner rather than later.

Number	Do you have any other input you'd like to share?
70	Tax rebates for those who walk or bike instead of using their cars?! After all, the almighty dollar always speaks.
71	If you make transit more efficient for people to use you could get a lot of cars off the road.
72	We need to put more Trolley routes to everywhere in San Diego County. We need Trolleys to follow all freeways and Rapid Bus Routes. Having Trolleys on all freeway routes and all Rapid Bus Routes is common sense. How do we do this? It's easy. Engineers can do this. We need Trolleys to all business districts, universities and colleges, to all residential areas, to the beaches, to all major airports, to everywhere! If there are Trolleys in all residential areas and all business areas, then people can take the Trolley back and forth to work every day! We need to use as much technology to make this works for everyone. Expand the Trolley system and create more jobs and help make our economy stronger. Fix all roads, bridges and other infrastructure and create even more jobs. Make it a law that driver's training is a tax-paid class which people take in high school, as it used to be and make the roads safe again. Make a law that drivers need recurrent driver's training every 7 years and create more jobs for city/state/federal-funded driver's training for everyone and get the deaths by vehicle rate down to almost zero each year for the USA. Why is aviation such a safe form of travel; education. Pilots are trained each year, over and over again on how to fly safely and how to react when there are emergencies. There are about 32,000 deaths by vehicle each year in the USA alone. See: Motor vehicle fatality rate in U.S. by year: https://en.wikipedia.org/wiki/Motor_vehicle_fatality_rate_in_U.S._by_year. This is a horrific and disgusting death statistic. However, why doesn't the general public and politicians care about deaths by vehicles each year? When airplane and helicopter accidents occur, the general public and politicians go nuts and demand safer air travel. Yet when people die by motor vehicle, apparently, motor vehicle deaths are not as important, tragic and horrific as deaths by airplane. You are the government. You need to demand that the media needs to stop being so damn stupid and the media needs to urge the public to see this horrible death toll we have on the roads in the United States each year. 32,000 deaths by motor vehicle in the USA alone, each year? Yes, this is true. This is a disgusting death toll. And it's immoral for the general public, governments and politicians refusing to reduce this figure to almost zero for each year.
73	
74	
75	Yes, thanks to SANDAG for wasting 2 billion dollars on the boondoggle Mid-Coast Trolley. If only people knew how much money is being wasted on this! Of course, the price tag will only increase.
76	Too many people and too much traffic!
77	Spend less on mass transit that does not get used and more on better roadways. It is sad to see all the work that is being done and then see buses that have two or three people on them. Is that really worth billions of dollars? And all the headache that it has created for people just trying to travel within their own communities.
78	Chula Vista has done well, but San Diego streets have major potholes.
79	Every time there is a change, the public is not considered. There is no thought on how it effects someone's travel time. Even after the public gives their input, nothing changes for the better.
80	Consider travelers between the two transportation agencies. Just because a trip partiality ends in one system doesn't mean a handoff to the next isn't needed.
81	More options for seniors that cannot drive or stand for long periods of time.
82	Where are all of our added taxes and fees going? We now have a new Transportation Improvement Fee with California DMV. How will that money be used in our area? Transparency is crucial and would be greatly appreciated.

Number	Do you have any other input you'd like to share?
83	I would gladly take public transit more frequently if I were able to feel safer.
84	I visited San Jose few months ago and it really surprised me how much they have improved. Twenty years ago the traffic was horrifying and now there is almost none.
85	Stop expanding highways. It does not help reduce congestion and is the worst use of limited funds! Prioritize walking biking and public transit. Center road networks around walking biking and public transit.
86	Rail service.
87	I use NCTD transit regularly, and improving its reliability should also be high up the list. The best way to do that, while combatting climate change and improving air quality, would be to electrify both SPRINTER and COASTER while all the double-track construction work is going on. This would result in cleaner, quieter, and faster service with more reliable trains, rather than spending the money on newer diesel trains.
88	With the World Wide Web more and more people can work from home and thus reduce traffic.
89	Regents Road bridge to relieve dependence on Genesee as the only north south route in expanding high density area including UCSD, hospitals, mall, and large companies and dense housing.
90	I do appreciate the new bike lane that's gone up along the onramp from Sorrento Valley onto I-5 and Genesee and look forward to trying out the bike bridge over Genesee.
91	I'm fully against California planning by referendums, initiatives and lawsuits by special interest groups posing as environmental stewards (e.g. labor unions). It calls into question why we spend money and time on developing regional and municipal plans and the very existence of SANDAG and municipal planning staffs. I wish I could move back to a more mature, cultured, region of the country.
92	We are still 10-15 years from automated cars. We should be focused on the things we can do today to promote safer transportation.
93	The Del Mar situation with the LOSSAN corridor really needs to be figured out.
94	Ridiculous survey.
95	Focus on preserving our vitally important backcountry, limit suburban sprawl - infill development and increased public transportation should be leveraged to preserve our important wildlife resources and decrease GHG emissions.
96	Do something for the good of everyone, not just the wealthy few.
97	Cities need to accommodate ride share parking spots.
98	I feel that with all the cars on the road, mass transportation should be your biggest priority. I lived and worked in New York and could get anywhere on mass transportation.
99	Driverless cars will allow people to not own cars or at least share cars which would put less cars on the road.
100	Add a Trolley line along I-805.
101	I support your efforts to better connect jobs/housing/transportation.
102	Please don't plan for cars anymore. The future is rail and developments around transit nodes should be prioritized to encourage more compact neighborhoods.
103	Keep building apartments near Trolley stops and keep expanding Trolley.
104	Please build the high speed rail train faster.
105	Please prioritize diversifying and increasing public transport over freeways and more car-related travel.

Number	Do you have any other input you'd like to share?
106	There should be a complete rethinking of transportation funding that discourages rather than promotes reliance on personal automobile use. Leveraging smart growth concepts in building codes and future transportation planning is an opportunity to solve many of the issues at hand. The Quickway proposal devised by Dr. Alan Hoffman is but one way forward. I highly encourage SANDAG to consider his proposal and the merits of a complete rethinking of transportation development efforts in San Diego. Thank you!
107	If SANDAG is truly committed to a "regional" and sustainable solution for transportation, it must include aggressive, bold, and courageous leaders who will shift our region away from heavy reliance on cars as a means of mobility and instead invest quickly and decisively on alternative modes of transportation - light rail expansion (expanding routes, stops, services, frequency), bus expansion, huge investment in networks of protected bicycle lanes and paths, and safe pedestrian rights-of-way. All of these need to be up-front in the schedule, and top priorities. There really is no sustainable alternative.
108	Public transportation incentives to change habits and get us out of our cars would be helpful. Even if we all took one day a week or two to ride public transportation or ride a bike to work, it would make a difference.
109	Stop freeway expansions as they've been proven to not decrease congestion. Instead, incentivize transit and alternate modes of transportation by completing San Diego's connected bike networks with Class A facilities, fixing and widening sidewalks to encourage pedestrian use, and change speed limit law so the 85% rule can be rounded down not up.
110	Have more security and cleanliness of the Trolley and buses.
111	Thank you for giving us an outlet to voice our opinions.
112	SANDAG has not been a truthful partner with the community. They need to show a sincere effort to migrate away from freeway expansion as a solution to our transportation goals. Having 15 lanes in each directions is a pathway to absurdity.
113	It's really a land use issue....need to increase density along transit corridors.
114	No, utilize technology.
115	I hope SANDAG can consider making some of these great changes to make San Diego an even more desirable place to live. I've lived here since I was a kid and it makes me sad seeing the traffic becoming more and more like Los Angeles. Let's keep San Diego great!

Number	Do you have any other input you'd like to share?
116	1.Wider sidewalks and bike paths everywhere please. :-) 2.Build more over freeways parks, buildings and homes. 3.A COASTER stop along the south side of UTC some where along Rose Canyon. Maybe at the intersection of Genesee and Rose Canyon. 4.A pedestrian tunnel that goes from near the Gilman St exit in UTC to La Jolla Shores. Most or all choices to get to the beach from UTC are on the side of danger and are extremely steep. This tunnel would make it safer with a mild elevation grade. Gilman St. exit area has the lowest elevation on the UTC side of the tunnel. It could come out in the Pottery Canyon area or run further west and come out at La Shores Dr. near the Hilton. 5. Multiple tunnels that would run from the 5 and 52 freeways and merge into Torrey Pines Road. I know the Rose Canyon fault runs through that area and would have to be taken into consideration. You could close La Jolla Parkway and sell all the land to help pay for the project after construction of the tunnels. This would relieve a lot of traffic from La Jolla Village Dr. around the University area and Maybe some from Pacific Beach. It would just make more sense. The way it is now if your coming from or going north on I-5 to or from La Jolla you have to go via La Jolla Village. If your coming or going to La Jolla from the South or East you take La Jolla Parkway. 6. Build the Reagents Road bridge over Rose Canyon to relieve congestion on Genesee Ave between the UTC Mall and SR-52 and take some of the traffic off of Governor between Genesee and Reagents Rd. Making it a little safer for all the schools and parks in that area on Genesee and Governor. 7. A pedestrian bridge that goes from Morena Blvd. to Santa Fe St. over the Train/COASTER/Trolley tracks and Rose Creek in the area of Jutland Drive and Morena Blvd. This would connect the people of Clairemont to the new bike route going in between Mission Bay and UTC. Give them a safer route to get to either destination. It would also connect people from UTC to businesses along Morena Blvd.
117	We need networks for bike and transit that are comparable in quality as auto networks - in terms of comfort, travel time and safety.
118	Conditions of many roads are absolutely unacceptable and shameful.
119	If you're going to do it, do it right. San Diego is behind the times. Take a look at almost every other large metropolitan area and they have a network of public transit that works, bringing people into urban spaces stops urban sprawl and saves our untouched land. Take a look at Portland, Oregon; Curitiba, Brazil; San Francisco, California; New York City, New York as prime examples and there are so many more! Make these improvements and it will improve the value of living in the cities and bring more business and employment here. (Didn't we recently loose an opportunity to have Amazon Headquarters here because our public transit was sub par?) We have a beautiful city and we should be attracting talent and business and keeping them here.
120	Trolley drivers must be able to see back at their entire connected vehicle? Some electronic visual device?
121	The technology currently exists to tunnel from La Jolla to the airport, but I have not even heard anyone propose forward thinking strategies such as this. We seem stuck in a mindset that prescribes doubletracking heavy rail as a solution to our long term transportation problems.
122	Have WIFI on public transit.
123	We need more transportation options. It shouldn't take four buses, a walk and a train to get downtown.
124	Smart cameras (at traffic lights, for example), smart roads, and smart cars, can be introduced to make existing roads more efficient and improve drivers experience.

Number	Do you have any other input you'd like to share?
125	With our amazing weather - the only impediment to doubling or tripling bike commuters is safety. I am amazed by downtown Washington D.C. When I lived there, I was considered crazy to bike commute. Once they installed protected bike lanes, though, bikes are everywhere!
126	Pedestrian safety near the new Trolley stations must be considered and improved.
127	I think the SANDAG-favored plan for the I-5 South to highway 56-East is very poor. This is a prime instance of your not listening to 'people'.
128	We should rethink our need for freeways. Several cities are removing large sections or whole freeways. They funnel traffic into one system that eventually leads to congestion, bottlenecks and the opposite affect that they're suppose to do.
129	Please take into account the massive influence driverless cars will have and embrace this technology in your planning.
130	Technology solutions aren't just a thing of the future: current technologies like smart traffic signals are part of the here and now and adoption/implementation needs to be accelerated. And there needs to be more experimentation: why not try gondolas? Deals with Lyft for last-mile solutions? Dedicated buses to Qualcomm and other major employment/entertainment centers, etc.
131	Ensure smart growth with mixed-use city of villages. Better public transit. Protect undeveloped areas from mass development of cookie-cutter communities that have high carbon footprint profiles.
132	We must encourage SANDAG, Caltrans, City of San Diego, MTS, to support active transportation and to stop building more freeways that promote more vehicle miles traveled (VMT). We have enough space allocated to the vehicle, it is time to invest in healthy modes of transportation so people will get out of their cars, which will reduce the amount of vehicles on the road to enable better goods movement.
133	Make every member of your commission use all modes of transportation for a week each to experience real life issues.
134	Consider a Santee to UTC line to help east county get to the Kearney Mesa and UTC employment hubs faster. That would provide a real alternative to autos. The current Trolley line (including the new extension) is not feasible for commuters along highway 52.
135	Car share is here to stay, so deal with it. Driverless cars will rapidly change our lives in the next few years, so plan for that.
136	Emerging technologies are great, and they matter, but none are intrinsically changing the landscape. Self-driving cars and car shares still mean cars on the road. Trains can get safer and more efficient, but are still trains at their core. Making sure our infrastructure is prepared for the effects of new technologies is important, but relying on untested claims about the changes technologies will create can be a big gamble.
137	Tech is great, but it changes and nobody knows how it will change transportation even if they think they do.
138	The easier and more convenient you make something, the more people will do it. We have invested far too much in focusing on making cars the focal point. I feel that we should emphasis everything else in an attempt to reduce the use of cars. Many other communities have been successful in doing this, San Diego should work to be a leader in this.

Number	Do you have any other input you'd like to share?
139	I'm a fan of clean energy solutions with a view towards minimizing climate change. I'm a big fan of light rail as it seems every city with legitimate congestion issues ends up going that route eventually. That said, I'm also a huge fan of cycling in San Diego's wonderful climate. While this isn't a new technology per say, I think our cycling infrastructure could be vastly improved. This would make cycling easier and more pleasant, resulting in an increase in bike usage for transport. The dual benefit of transportation and exercise also results in a healthier community.
140	Self driving cars will not save us. If anything, they will likely increase congestion because people will be more willing to endure long commutes.
141	A Trolley line needs to stop at the airport!
142	Put housing and non-industrial type businesses closer together. The more people can walk or bike or bus/train to work, school, and recreate, the better off we are physically, socially, and environmentally.
143	Make it easier to use smart phone technology to purchase public transportation tickets.
144	We need to focus on transit and bike facilities and less on widening our freeways.
145	We need more protected/dedicated bike lanes. Also, if we're going to driverless cars we'd best prepare our communities for this - it's a whole different mindset.
146	There is no safe way to travel north-south through downtown San Diego. I think this would connect multiple routes for the least investment.
147	The most "connected" cities I've been to in the world, in Europe, Asia, etc. have invested in rail systems. I believe expanding the Trolley system is the best way to transform local commuting. It has to reach an overall critical density to make it useful, but targeting specific high use corridors should guide our priorities.
148	Successful public transit has all social classes utilizing it. We are not there yet.
149	Consider public/private transportation strategies to allow for more flexible transportation options, and encourage the use of electric vehicles. Discourage static route type transportation like more Trolleys and trains, and make city bus routes based on demand which would allow for routes to be demand driven and not static route/schedule driven.
150	New technologies can save money and improve service. Get Google involved.
151	Expanding freeways increases congestion. You know this. Stop expanding freeways and invest on regional connections, i.e., commuter rail. Add simplified streetcars (a la Portland) to Sorrento Valley and other trouble spots. Add streetcars to urban corridors, as was 100 years ago.
152	Yes, have a rapid bus from downtown to El Cajon city.
153	We need automated cars.
154	With the climate we have, biking is an obvious solution to some of our City's woes. Other countries like Holland invest in safe bike lanes (many even car free!), while others like Brazil use street parking to protect cyclists (traffic lanes, parking, biking, pedestrians from left to right). We need to get with the program! And also invest in signs and messages to tell drivers to put their stupid phones down while driving! It is rampant with no reminders or punishment in sight.
155	Outlying county unincorporated areas need more transit assistance for elderly to get to doctors or grocery stores or shopping centers but also need cost effective options.
156	Encourage schools to have students bike to school and parents to stop driving students to school (there is a lot of traffic at schools due to drop- offs)!
157	Protected bike lanes would dramatically increase the use of bicycling.
158	The fact that public transportation in San Diego doesn't have free transfers like they do in San Francisco, or New York City, is bizarre.

Number	Do you have any other input you'd like to share?
159	Our transit system is too slow and not frequent enough making it less appealing for people to get out of their cars.
160	San Diego needs a serious culture shift! Walk and bike more!! Needs to be easier for people, families to get around - and safer!
161	More bicycle paths.
162	SANDAG board members overstate the ability for autonomous cars (e.g. emerging technologies) as a means to postpone difficult decisions.
163	More bike lanes.
164	Freeways are not bad. Public transportation is not for everyone. This region was not developed to support public transportation so forcing it now is not productive. Decentralization of our workforce options is key.
165	We are doing better with cycling paths, but there is a long way to go.
166	I would love to see more public outreach in educating people about the benefits of driving electric vehicles. The Electric Vehicle Association of San Diego would love to help in this push.
167	I like the idea of a walking and bike bridge along the I-5 over the San Elijo lagoon.
168	More biking options.
169	Future of car travel needs to be thought about. Self driving cars, ride share services, electric car (charging), less parking?
170	Air quality at the parts is awful. We need to electrify rail and truck transportation as quickly as possible.
171	It would be great if roads were designed better to prevent people from cutting in at the last moment. This is for any queue to get on or off freeways. There are some people who just will not queue up. This causes more backup for those that follow the rules. Which just makes more rule followers want to break the rules too. That can be dangerous. For example off-ramp at north bound 5 exit Sorrento Valley, trains at station causes barrier to go down, traffic gets backed up. Two lanes on the off-ramp to turn left get backed up. Some people who want to turn left go to the far right lane, turn right, make a U-turn illegally and beat the whole off-ramp queue. I've blocked some people from trying this (some were going on the side of the road). It's really not a good situation this train thing.
172	Roundabouts save time, money, and gas. They are also safer than stop signs and lights.
173	We can't solely wait for autonomous vehicles to "bail us out" of traffic congestion. We need more trains.
174	As an expert in emerging technology analysis for my profession, I have learned advancing technology is important, though without the human, it will be unsuccessful and something new will always be next. There is a place for technology, though it needs to be appropriately integrated, user friendly and extremely efficient.
175	Tech isn't going to save us from climate change. We need to invest in transit, walking, and biking with special attention to those whose voices are historically least accounted for but most impacted (disadvantaged communities).
176	More folks will be telecommuting.
177	What do you mean by "emerging technologies?" I don't understand what that means when it comes to SANDAG.

Number	Do you have any other input you'd like to share?
178	Bicycle commuting is currently not a safe or viable option in most parts of the county--even for people that live within biking distance of their workplace. Given that San Diego is one of the few American cities where one of the biggest obstacles to commuter cycling (the weather) doesn't really exist--the current state of affairs is a very sad one. Any future transportation plan should seriously look at finding ways of making bicycle commuting safer and more accessible to residents.
179	A public relations campaign that addresses the benefits of walking, cycling, and using public transportation for everyone! Even if you choose to drive. I'm tired of people whining about cyclists and pedestrians when each one means a car less on the roads.
180	Autonomous vehicles are on the horizon. Given the amount of stress and negativity people experience while driving there is going to be a massive incentive to switch to a car that can drive itself. This will not only shape how many cars people own (would there even be a need to have more than one, or even own none and just use a car service), but how efficiently cars move about the region and what an autonomous car can do when its owner isn't using it. This will drastically change the transportation landscape, and if a plan is being designed out to 2050 ignoring this aspect at this point is just burying your head in the sand.
181	Bus stops in Leucadia are disgusting. There are NO benches along 101 in Leucadia...and there haven't been for decades. I have no faith in any new transportation plan if the system can't even put in a few benches.
182	Would love to see more expansion to our Trolley system and BRT systems.
183	New technologies like hybrid and electric cars will decrease CO2 emissions but not congestion. We can't build our way out of congestion we need to have more options to get out of our cars.
184	If you want to reduce pollution, to help climate change, you have to stop carving up the bus and Trolley routes. People will not ride, instead of drive, if you make them transfer 2 to 4 times, to commute. Making public transportation convenient and quick is the only way to increase ridership.
185	I think the cycling community could benefit from an easier way to report bike infrastructure issues. Unsafe pavement and vegetation encroaching on bike lanes are two things I face regularly. Also better awareness as far as drivers utilizing bike lanes as turn lanes and/or temporary parking. If transportation as a whole were considered, more and easier routes up large hills would likely increase how many people choose to cycle.
186	Thank you for your time and the opportunity to express my opinion.
187	Public transit and infrastructure investment are necessary to all of our futures. This is not a priority to our current leaders. I know how my tax dollars are being spent and it makes me sick.
188	Future technologies should be considered, but you also need to consider that many of them are not well developed or not adaptable to our unique environment. Premature adoption leads to wasted funds.
189	Keeping up with advancing technology will keep MTS from being known as that "old, outdated, broken" system. Yes, these are actually things I have overheard, a friend from New York, who worked for transit, asked why we were using Trolley car designs that New York had mothballed years ago. All I could say was, "budget I guess." He laughed, I laughed, the Trolley creaked. If you could conceivably put a line going to at least the base in Point Loma, possibly Mission Beach, Pacific Beach, La Jolla (though I know those areas are pretty congested housing wise, therefore causing a multitude of logistical problems.
190	We need to reduce the need for a car.

Number	Do you have any other input you'd like to share?
191	The internal combustion engine is outmoded. We need to move beyond that. I have lived and experienced Northern European city life, and it's fantastic. We should strive to have fewer cars on the roads. They are our nemesis, both for ecology and quality of life. Let's not put any more money into freeway expansion! That's short-sighted and destructive.
192	Less driving! (Maybe ride-sharing systems like Uber and Lyft someday will be make it feasible to not have a car. Let's hope!)
193	Regarding the previous question: there's no need to reinvent the wheel - many cities already have functional multi-modal transport systems that could be learned from.
194	I have watched SANDAG spend millions of dollars only to see commute times rise. You have lied to the public, spent millions of dollars on 4 miles of bike lanes and have done nothing to help the people of San Diego. I think it's time to dissolve SANDAG and start from scratch!
195	Look at our demographics. Think about the age of your population. It s important to craft a city that will keep them active, but it is as equally important, if not more so, to craft a city that won't isolate them. Also, please design for the future, not for entrenched interests and in the name of sunk costs.
196	Emerging tech can be beneficial but costly and with unknown challenges. Using proven tech can get a good enough solution out there now instead of the perfect solution delayed ten years.
197	In my opinion, and from what I read, there are big changes coming particularly with automobile sharing and driverless vehicles. San Diego needs to be out front on this significant development and plan for alternatives to a lot of parking lots and consider auto traffic may be greatly changed.
198	Embrace technology. Use the data that's already present from Uber and these dockless bikes to understand where people are going. You have so much data you can utilize to create meaningful change.
199	Increase local transit access either by ride-by-demand or subsidized/ free transit like the ones we see in downtown, to other neighborhoods in the county.
200	Please fix the roads and sidewalks before spending money on other things.
201	More Bike routes and lanes.
202	I am not a future tech guru, but smart lanes and smart parking are great techie items for our modern transportation system.
203	Designated bus corridors BRT.
204	Please build more protected Bike Lanes. We need to separate cars and bikes for safety and it's proven in other cities if you build more Bike Infrastructure then you can get people out of their cars.
205	On the 78 a suggested speed limit is a great idea if people followed it. I heard about it on the news , but it three or four time on the road before I even saw the sign .Maybe a bigger sign or more signs .
206	We can easily fix bottlenecks on the freeways by connecting onramps to offramps that leads to more time to merge onto freeway. Restripe in places to reduce or eliminate shoulders to reduce congestion. Put signs in the median, every few miles "DRIVING DISTRACTED IS A $$$ FINE" "SLOWER TRAFFIC STAY TO THE RIGHT" .. Cheap things. People will not use bicycles or buses ... our county is very large, spread out. So few use transit and we spend entirely too much on it.

Number	Do you have any other input you'd like to share?
207	I commute multi-modal. Every day I ride my bike and take the COASTER. Some days I also walk, take the Trolley, and/or take the bus. Improvements should be made to accommodate multi-modal users. In particular, more and better bike facilities on the COASTER, Trolley, SPRINTER and buses. For example, most COASTER train cars were built to hold only two bikes, but often have many more than that stacked up. This results in limiting the number of people that will ride their bikes and/or take the train.
208	Due to geography, San Diego has been and will remain a car-focused environment. Although certain neighborhoods may have denser growth, as a region it will never reach the density levels desired by some segments of the population. Most San Diegans drive and will continue to drive. Proper planning can help ensure that congestion is kept to manageable levels into the future, while also funding transit options in the corridors and populations where it makes the most sense.
209	New technologies should be considered only if it will reduce costs either short term or long term.
210	bus and trains should be free! amazing utopia!
211	Connect the roads that require must use freeway for flexibility. Get the Trolley to Sorrento Valley.
212	Spend money on Highway 67.
213	The dockless bikes are great. Yet for people who don't have a cell phone can not use the dockless bikes. The discovery bikes are good yet there not everywhere, like east of 805. Please get more discovery bike stations to more areas of San Diego area!
214	Better bike lanes please :)
215	Transit has to work in conjunction with better housing. Should take into account the demographics people who depend on transit for transportation, the elderly, the young, the disabled, the low-income, those without a driving license. Also, take into consideration who could be using the transit, like those who work downtown.
216	Smart growth please!!! We build first and then solve traffic questions later when it should be the other way around. We should anticipate traffic issues and be more proactive.
217	"Emerging and future technologies" isn't defined, but I think of it as Uber/Lyft, driverless cars, and dockless bike and scooters. These technologies have the ability to dramatically decrease the amount of driving done and parking needed. San Diego needs to stop investing in the old model of bigger freeways and parking garages. It is self-defeating and not appropriate with these new technologies.
218	SANDAG moves slowly and is overly focused on roads and freeways, double tracking which is a threat to our coastline and beach cities More pollution. noise, blight from high speed trains cutting thru our towns. Sandbag should figure out how to underground coastal trains (and pay for it with taxes and federal grants) and put dedicated trails on top of this precious real estate. We have been talking about the CRT for 30 years now. When will this be installed in fact? Taking too long! Thank you for asking .
219	Thank you.
220	Earlier and later start and end times for the Trolley, let's say 5 am start and at least midnight for last trip.
221	The roads are in bad shape. Many need to be completely redone. Unfortunately, the current plan seems to be simply filling the pot holes. In other areas, the pot holes don't even get filled!
222	There needs to be some way to Assist seniors with easier access to transportation whether it be public or securing transportation from other agencies who get grants from the county. I know so many seniors who don't know how to do it if they don't have computers.

Number	Do you have any other input you'd like to share?
223	Stop building transit in tourist areas and start building transit for San Diegans.
224	Intersection cameras that respond to bikes and keep left turn lights on long enough to transit the intersection.
225	Freeway congestion needs to be handled. It's only going to get worse if we don't fix it now.
226	We must give citizens more incentives, options and reasons to use public transportation.
227	Bicycle and pedestrian improvements are low cost and can allow for limited financial resources to spread further toward meaningful improvements in our communities.
228	I'd like to see better implementation of existing technology and implementation. MTS has greatly improved its service and flexibility for customers through the revamped Compass Card but the website, especially the trip planner, needs a lot of work.
229	Tech is nice but the average person can not afford a new car to access tech.
230	Self-driving cars may have some impact on our future transportation but they are unlikely to alleviate congestion. A strong network of light rail to bind together the constellation of walk-able communities in San Diego would provide a world class experience as well as provide part of a solution for increasing congestion.
231	Connect light rails to all community colleges. Many students can't afford cars and transit is the best answer as long as it doesn't consume too much of their time.
232	Please focus on reducing private vehicle use and making our streets safer and more efficient to travel by foot and bike.
233	Use more solar PV to power expanded rail options.
234	Thank you for the survey.
235	More frequency, reach more corners of the city. Less giant buses. Make it easier to buy MTS passes. Cleaner, healthier transportation.
236	Continued growth, the path that the U.S. travels today, will not have a happy ending. And even if it were survivable, indefinite growth is highly undesirable. Demands on infrastructure, transportation, water, schools and housing have already reached or passed the breaking point in some parts of the U.S., most notably in the American Southwest. Despite overwhelming statistical and irrefutable evidence that the U.S. is on a population collision course, immigration-induced increases remain, to the bewilderment of most Americans, verboten in Congress.
237	Then use of sustainable energy and resources for transportation.
238	Please find ways to get people out of their cars, walking, biking, and taking public transit. Thank you!
239	Not sure what technologies are available for traffic and regional planning but I'd be interested to hear about them!
240	See prior responses.
241	Don't put your head in the ground while other cities develop superior systems.
242	If you design for cars, you will get cars. If you design for bikes, you will get bikes. Subsidizing alternative modes of transportation should be done at the same level as cars. See tbn:ANd9GcRRj3wHNxqmX7rIU_Ipv1Rvm3PQsewXvEx0oR8RYuR0FCqcQ3Lsug.
243	Make it safer for biking. Enforce the 3 foot rule.
244	I would just like to see the roads fixed in traffic congestion relief.
245	Often public transportation isn't an option for certain events due to time limits, especially concerts and football games. If you know 70k people are going to an event, later transit should be available.
246	Stop prioritizing cars. The roads and highways cost more than the taxes cover. We can never out build this problem by adding highway lanes. Focus on transit oriented development and let the sprawl housing fade away over time.

Number	Do you have any other input you'd like to share?
247	Technology is wonderful but sometime we focus too much on what's "new and cool" rather what we actually need. Healthy mix of tech and simple functionally seems to work best. We live in a age of cool tech with a host of tech problems! Tech doesn't mean no problems!
248	San Diego's tourist industry and locals would benefit from short hop on bus or Trolley routes connecting Balboa, Hillcrest, North Park, and Downtown. Circulator DC is a model to consider.
249	Let's not think as we have been thinking. It is time to step away from petroleum and move boldly into a healthier more sustainable future.
250	I do not think widening highways is the solution to expand our transportation network. Research shows that it simply enables sprawl in the near-term (e.g., "drive to buy" housing affordability), which leads to worse congestion in the long-term. The transportation plan needs to work in tandem with housing plan and locations if employment. As an example, last I heard, downtown San Diego had an imbalance of residential to commercial property. Smart density downtown doesn't work if people need to drive out of downtown to work.
251	Why isn't there a good mass transit system from either Oceanside or Carlsbad to the Safari Park?
252	People will not use public transportation in numbers sufficient to support it unless it is more convenient and less expensive than owning a car. There is no reason someone living in a city should need a car.
253	Aesthetics are extremely important. I sincerely believe when new development is beautiful and maintained, people take care of it, and treat each other better. People are in a better mood around beauty and cleanliness. San Diego has completely ignored this concept. Weeds are rampant, roadways go unfixed, graffiti continues unchecked. Why San Diego cannot maintain its areas off the roadways next to transportation is also beyond me. I don't understand.
254	I'd like to see less cars downtown and a focus on more bicycle and pedestrian friendly routes. Additionally, it would be great to see the transportation groups work together to find solutions, like better Trolley schedules, better bus routes and more consistent train schedules. I think our city's organizations are too siloed and "out for themselves" rather than working to create a cohesive vision.
255	Get to work.
256	Having a pad on the bus that can read your ATM card like in London. or having a compass card that can be charged with any amount, is not "emerging or future technology." We are so far behind the ball on how people pay to get on public transportation.
257	Allow local employers to contribute to intelligent traffic controls, like Qualcomm has offered. Provide tax incentives to employers with transportation demand management programs.
258	Please require electrification of MTS and run a Trolley up the I-15. OPPOSE sprawl developments such as Safari Highlands Ranch, Newland Sierra, Lilac Hills, and others that move us away from GHG reduction and further exacerbate our problems.
259	Tech for tech's sake is useless. Use it IF it makes transportation more equitable, safe, efficient. SANDAG needs to prioritize equity vs money and supporting uneven development in San Diego. Be more transparent and actually take community input seriously.
260	The bike path along the 56 is great. It would be nice to have more like that (wide, well maintained).
261	Make meta safer and better regulated.
262	Traffic signals should be coordinated and responsive to actual traffic conditions.
263	My friends and I would love to start taking transit if it were easy and fast.

Number	Do you have any other input you'd like to share?
264	An application, tool, whatever the label is only good as it's user. The Trolley stops have screens they could utilize to help transit riders with up to date real time info that includes the issues- they don't. The screens are incorrect time wise.
265	Yes. In Encinitas much of the traffic is through traffic from commuters who traverse but never stop to purchase. The I5 and Railroad improvements are worsening the choke points in this city. It looks like we are used as a shortcut instead of being treated as a community.
266	Light rail needs to connect all aspects of the county. Even rail options to connect Temecula/Murrieta with Palm Springs connected eventually.
267	Ride sharing and self driving cars will change a lot of transportation in the coming years.
268	Our current train and Trolley system is very limited in frequency, locations and promptness.
269	It is critical that equity be part of the planning process. The limited resources that do exist should be prioritized in the parts of the county with the highest transit need.
270	Would love for there to be some sort of mass transit link (rail preferably) between inland north county and the coast.
271	Emerging technologies won't be adopted as quickly as some expect, but faster than others anticipate. look to demographics of who is commuting the furthers and those projections. less-tech savvy market eventually ages out of workforce and is replaced by younger, early adopters of technology.
272	Use out of service MTS vehicles to drive homeless people out of state or to Mexico.
273	How about budgeting without padding the pockets of special interests and corporations? How about making life easier for the poor people who travel the public roads? How about thinking about what really is important to the PEOPLE and not politicians. crooks and thieves?
274	Many cities have technology that allows users to see when the bus is coming, when the late train will actually arrive. Our system is so outdated.
275	Trolley= Temecula - Escondido - SAN.
276	Traveling through San Diego is a complete dread due to traffic. Driving on the freeway itself causes a lot of CO2 to be released in the air. I don't understand why a more efficient and REAL transportation system was never thought of. Until now. Thank God. Please don't screw it up.
277	Hyperloop.
278	Me neighbors need more accessibility to transportation by having lower cost options. We need to focus on public transportation system and move away from car-centric infrastructure. Free youth/student passes!
279	Sharrows are unacceptable forms of bike lanes. We demand safe biking options! Every bus also needs a GPS locator so we can see if they are early or late. And loading my Compass card is too hard and I'm a millennial... I know computers!
280	More public transportation connections.
281	The Del Mar Heights Rd hill from Coast Highway to I-5 is the reason I only take the bus twice to work in the three years I have lived in Del Mar Heights. A bus on Del Mar Heights Rd from Coast Highway to Pacific Highlands Ranch could be used by Del Mar seniors who cannot drive, school children, and commuters like me.
282	Please continue to work on/support the regional bike projects goal to increase the ridership by 2050.
283	Bus schedules and must be on time.
284	COASTER bike cars are often full during rush hour. More bike cars needed or bike lockers for monthly rent should be available at stations near employment hubs.

Number	Do you have any other input you'd like to share?
285	Emerging and future technologies should of course be considered when developing the 2019 Regional Plan, however should not limit and drag out what can be planned and accomplished with the current technologies we have.
286	Don't do something stupid like the California bullet train. Use technology but don't develop it.
287	Let's be like [indistinguishable] Transit, get ride of our cars. Get rid of parking structures. Give us frequent mass transit.
288	Had a great [indistinguishable] about mobility hubs--great opportunity! Look forward to seeing the plan for the UCSD-UTC area.
289	Makes sense.
290	Hyperloop, Uber type systems, eliminate city bus systems that are not efficiently serving the public. With today's transportation options, if any of the systems are not as efficient and as fast as a car, it needs to be eliminated, e.g., taking a car gets you there in 20 minutes, taking a bus gets you there in 2 or 3 hours. That is unacceptable and in most instances it would be faster to walk.
291	Free public transportation to individuals receiving services from Health and Human Services Administration (HHSA) or released from prison/jail. Would help in 1) job finding people jobs 2) family maintenance (CPS) 3) getting medical and mental health services 4) would also help homeless find housing.
292	High speed express lines between the Oceanside Escondido and Santa Fe station hubs. 2 hours to get downtown from north county is completely unusable.
293	NCTA and others should take public transit to work!
294	Self driving cars is not going to be the cure all you hope for.
295	People who travel from Temecula and beyond, heading south have not many carpool options. There traveling to ALL points south. If you do not drive 85-90mph you get run over. It is insane.
296	Nighttime transportation and Trolley service from 5 to 15 on major thoroughfares would help.
297	As someone who owns multiple businesses in the uptown area, our parking/driving situation is a mess and only going to get worse. We need to make alternative transport a priority. Businesses are going to really start hurting in this town due to congestion.
298	More Trolley lines and frequent/later availability.
299	We need to reduce single-driver cars by improved mass transit.
300	Cheaper rail connections to LA!
301	Not clear what "emerging & future technologies" are defined as: electric trains? small buses? or only robotic vehicles? Too many San Diegans have not experienced the fantastic public transportation available in Europe/ Japan & thus they assume that spending hours in freeway traffic daily is a normal quality of life. Therefore they do not advocate for change. San Diego needs leaders who emulate successful transportation models regardless of the lack of motivation shown by San Diegans. We need Expensive gas for example with the tax going to green transportation solutions. All ages need to be re-educated about clean air & water as we learned in the 1960s.
302	Electric and autonomous vehicles are not going to reduce congestion. More investment in viable alternatives and less car-centric investment is needed, especially if SANDAG really wants to reduce congestion and GHGs.
303	Look further than your funds will provide, San Diego is a beautiful city let's keep it that way.
304	Better public transit!
305	Do better.

Number	Do you have any other input you'd like to share?
306	Please continue to expand the Trolley system. I appreciate how fast the current expansion is looking.
307	I would like to see easy, environmentally clean, modern solutions to congestion.
308	As a tourist city, the roads around our airport are a disgrace and need to be fixed. We need more and cheaper ways to get around from North County down so we can get gas burning cars off the roads.
309	I love the new Trolley lines being put in. This is a huge improvement.
310	Air pollution is terrible in the region due to cars and trucks especially diesel ones.
311	Stop thinking of development in the same way, stop thinking of transportation in the same way. Start thinking outside of the box.
312	I have owned a business in Pacific Beach for 18 years. I live in the Bay Park neighborhood of Clairemont. I am a bicycle rider/commuter and often walk. The Garnet/Mission Bay Blvd. Interchange and the connections to Morena Blvd are a death trap for pedestrians and bicyclists. If the new transit hubs along Morena Blvd. Are to be effective it is imperative that safe pedestrian/bicycle access be a priority to ensure safety and reduce congestion.
313	Fix the crumbling roads!
314	Thank you for all you've already done to improve San Diego transportation.
315	Hire me.
316	It contributes greatly to a city's infrastructure and attractiveness when not only gas emissions make the air cleaner and people share rides on public transportation, but tourists and business travelers get around and pay the city money by buying bus passes, monthly passes and or year passes.
317	Why is there no MTS in north county?
318	I don't understand why the Trolley is coming to La Jolla. It's a horrible feeling to go under that overpass.
319	More freeway lanes! Not HOV lanes or bike paths.
320	Just think that not everyone own a car and at the end of the day we need to go home fast.
321	Double stack the 5 like they did in Dallas.
322	Learn from cities like Portland, OR; Washington, D.C.; San Francisco; Minneapolis; Philadelphia; Davis, CA; Boulder, CO; and Seattle when it comes to bike to work options. And from Long Beach, CA; Philadelphia; Chicago; Jersey City, NJ; Washington, D.C.; Boston; New York City; and San Francisco in regards to public transportation.
323	Would like to see a free of charge 125. I would use it more frequently. Paying is too messy and a deterrent.
324	That's the only way were going to get our transportation system moving.
325	More public transportation. Can we consider more private bus services/routes to overcome government budget pressure.
326	More trains/Trolleys in more areas of San Diego and east county to the desert. Imagine the tourist being able to visit more than just our beaches! This would increase jobs as well due to hotels and business increase!
327	Please please consider that new bridge!
328	Improve our freeways since most San Diegans commute via personal auto.
329	Look to other cities that have successfully done mass transit.
330	I'd really like to see some of the idiot drivers get "caught" once in a while. It seems like they drive with impunity 99% of the time.
331	You all need to start thinking more out of the box !!Don't waste so much money! It really us not that hard to fix these problems!

Number	Do you have any other input you'd like to share?
332	Your first, second and third priority should be to reduce rush hour congestion. Create efficient and fast corridors along the coast between Carlsbad - Santee - San Diego.
333	You have existing technology - rail and buses - that already work. Expand it.
334	I like mass transit-particularly the Trolley-but I typically don't take it because it takes about 90 minutes to get where I want to go (that's a total of 3 to 4 hours total travel time when including the return trip) instead of 20 minutes by car. If mass transit was more efficient, then we wouldn't have to spend as much on roads.
335	Less parking lots, more light rail. Look at all the other world class cities. Baltimore and Fort Worth have Trolley lines that run the tourist loop. Baltimore to DC via light rail is easy. Chicago, Washington state airports have easy light rail from the airport. We are way behind.
336	Compass cards: I'm not sure if this is an option or not, but the option to put money in a compass card and just have it be there so you can pay when you need to use. Not a monthly pass or weekly thing.
337	Let private business thrive and get regulations out of the way.
338	We need better regional transportation and we need to work our import/export to Mexico on the exciting Otay Mesa Port of Entry and its surrounding streets.
339	Yes, please build out La Media Road and Airway Road in Otay Mesa. It is a huge safety concern!
340	La Media Road and Airway Road completion should be priority for our region.
341	La Media Road and Airway Road are the top priority projects for our region.
342	We need to change the culture to promote biking and walking, eliminate the stigma of the bus, and get people to happily leave their cars.
343	Cars will not go away regardless of technology during the scope of this plan.
344	Crack down on loud vehicles - motorcycles.
345	I believe that emerging and future technologies (automated vehicles; less reliance on fossil fuels) could result in greater congestion and do little for the environmental impacts.
346	Overall, I would like to see a large increase in frequency of trains and easy access to networks of bike paths that do not allow cars.
347	Traffic management system of: -New Project Prioritization -Mobility management (traffic lights and ramp meters) -bike routes -transit options.
348	Don't put a bike lane on Howard Ave until it has been smoothed and leveled. Its tire pits now, not fit to be a bike path.
349	Instead of only main arteries, more concern to serve senior dwelling neighborhoods
350	Better connection to the airport using old town transit center
351	Try to make the Trolley "cool." It is always filled with homeless people, so the average San Diegan doesn't want to use it. Implement free ride days and enhance the marketing. Most people aren't familiar with the different lines. When I lived in DC, everyone knew all the stops and all the lines, People need to be better educated here so they know their options.
352	Look into a monorail stream, they are far more efficient than our current Trolley.
353	Continued building without infrastructure and traffic concerns are reducing the quality of life for San Diego residents.
354	Fix our sidewalks, deteriorating alley ways and potholes in the street. Don't just focus all your time and resources to the expensive zip codes like La Jolla, us lower class citizens everywhere else would like well maintained roads as well.
355	We need to consider how to create cities that better integrate shared transportation options on our streets and entertain areas. More places on the streets dedicated to picking up and dropping off passengers.
356	The City of San Diego should put the La Media Road CIP project at the top of the priority list.

Number	Do you have any other input you'd like to share?
357	Coordinated traffic signals on major thoroughfares.
358	Officials are always saying that people can just work from home. That's not a reality for a lot of people. They are also saying that people just need to take public transportation. That also is not really a plan for people with the way San Diego has been built.
359	The past/current planning have not produced an efficient/effective tram system network that serves to promote reduced dependency on cars and to produce a major shift to smart communities that can have reliable transit /active transportation.
360	Less building in already condensed areas like Point Loma. We have too much traffic congestion already. If there is an emergency the point will be gridlocked. No more new construction on empty land.
361	Get rid of the bike lanes that impede traffic.
362	Please do something about traffic is Sorrento Valley. IT gets worse year over year.
363	Technology favors middle and upper class income groups. How does technology assist those without access. Currently transit is more expensive than driving.
364	Trolley's should be going underground as they are in other regions and countries. Do it right the first time.
365	Think outside the past SANDAG project box!
366	Please try your hardest to ameliorate the effect of gas emissions on our city.
367	Not all people have access to technologies needed, so region must included transportation options for all people in our community.
368	Without examples of "emerging technologies" being successfully integrated into city planning and development, it's difficult to form an opinion but if other countries have better plans or if technology can be used to improve traffic flow, of course it should be incorporated. San Diego is never going to have a mass transit system like cities have back East but what we have now barely functions. Traffic flow could be greatly enhanced by simply coordinating stop lights more efficiently.
369	Tram/monorail - widespread support if you show people what it would look like and all the directions and stops. Make it cool, coffee/drink cart, Wi-Fi, etc. Pics would sell it!
370	Please "train" me (haha) to ride the scooters and bike share. Sounds so fun, make it party. I'm planning work. Fun event around that. Have a call line for route needs. I need to get from here to there - (up a hill for example) can you help? This data could drive your efforts as it would be representative of the situation of local people. Ask local groups what they see the needs to be. I worry that the rural communities (Ramona, etc.) will never have the population density needed to receive bus services. We cannot rely on that for technology to fill the bill.
371	Think that all community college campuses and educational hubs like Employment Development Department (EDD) offices and social security administration offices, etc. should be accessible via public transportation.
372	The Caltrans bike freeway is unhealthy- should be along coastal rail trail.
373	We need more jobs in North County. The 78 traffic is awful during AM weekdays and afternoons through 6pm.
374	I would love to see more trains running through Solana Beach. Time options feel too limited to consider taking it more. A streetcar on Lomas Santa Fe would be great. Also more lit crosswalks, and bike routes or paths. Sidewalks on streets close to 1010 as well would help.
375	Disney gave us all the transportation ideas 60 years ago. Why don't we use them? Freeways are not the solution.

Number	Do you have any other input you'd like to share?
376	Did you go to East Day yesterday? Most people arrived by car. You will not change that horrible congested choices of other and numerous options are not available. We need Trolley lines on Hwy 76,56, and 52 as well as only North/South lines.
377	Use variable speed signs on freeways to slow traffic in bad weather and reduce accidents.
378	Uber and Lyft are not the answer. they are just clogging up streets with more cars. More busses like the 215 are not the answer. The 215 increases commute times. The promised TSP does not exist. The bus always sits through multiple cycles of red lights on El Cajon where there was supposed to be TSP. Pre-boarding fares never happened. Single-door boarding means the bus sits at stops like City College for more than 5 minutes as people pile on and pay their fares. If we are going to throw down money on BRT, lets make sure it actually is BRT.
379	Trench the tracks at least through Encinitas, better all of North County Coast.
380	Emerging technology is great but a basic system that is more extensive is more important than a smaller more costly modern system.
381	Thanks for finally getting the $$ deductive system w/ MTS Compass Pass.
382	Why are there no bus stops in Del Mar and Carmel valley?
383	The basics of human life have not changed.
384	Road conditions must be maintained at higher standard as serious damage is done to autos on the road... and this is expensive.
385	I would like to see a Trolley line going to Balboa Park.
386	Road maintenance would make travel better for all, including cyclists.
387	Continue great outreach!
388	Please read all 9 bullets of the CDP's transportation and platform of the CDP 2018.
389	We need to move away from adding capacity to our road network that only further increases sprawl and congestion and concentrate on making strong investments in transit infrastructure.
390	I wish we were looking ahead to having automotive vehicles coordinated by a traffic control system instead of purely autonomous.
391	I believe it'll be critical to get young people involved in this (designing, planning, voting, etc.) to counterbalance a segment of the population that views suburban housing and multiple car ownership as an achievement everyone should aspire to, a reflection of their life choices and values, and a perceived-constitutional right they feel entitled to.
392	Handicapped are not addressed and everyone will be at some point in their lives. Bicycles should be ticketed and regulated.
393	Use GIS to its full extent.
394	It all depends on what these "emerging future technologies" entail. You need to define the parameters before I can answer the question.
395	Increased housing density would lead to more riders on proposed transit solutions. Transportation agencies/advocates should team up with housing agencies/advocates to reach a common goal.
396	Biking on 101 with traffic going 50 mph is just stupid. Giving full access lanes in Solana Beach to bikers is just stupid and creates more congestion and is dangerous. What does it cost to increase bike riders. I bet it is really high (dollars/rider).
397	Transit options are expensive an underutilized. They have always been inconvenient in this area as people travel long distances in many different directions for work. Use the emerging technology to enhance small vehicle transportation.
398	If mass transit isn't faster and less stressful - no vagrants, plenty of seating - I'm staying in my car.

Number	Do you have any other input you'd like to share?
399	A little difficult to assess what direction technology development will go and to forecast the degree of its adoption in the economy.
400	Public transportation must be the way and the future. SANDAG has been sued too many times to not realize what the community is asking for. Public transportation is what we need.
401	SANDAG has a really tough job. Thanks for all you do and how you handle competing interests.
402	Decorative lighting on the Coronado Bridge is a ridiculous idea. It will drain maintenance dollars that should be used for repairing and maintaining the structure. Or bring back the tolls as a source of funding for bridge maintenance and repair.
403	Though there could be great benefit to self driving vehicle technology improving the transportation experience there is also the risk that it could worsen traffic congestion if having cities own self driving vehicles became a common goal rather than shared technology.
404	Too many people. Also overbuilding has created health issues.
405	Wouldn't mind seeing more EV charging stations along our transportation corridors.
406	I have a very difficult time envisioning how we get from today (driving) to autonomous vehicles. How will they mix? What role is SANDAG playing in issue. I can see the two ends, just not the middle. A great deal more thought should be given to temporary demonstration projects in order to open them to the public sooner to see if it works and get people out their. Not wait 10-15 years studying it. Just do it!
407	I think these open houses are great.
408	Plan for evacuation of the Peninsula in case of emergency.
409	An app that's like google maps, gives you trans options on demand, multiple.
410	Please begin public transit in 92127, 92130, etc.. We have no bus routes serving our areas. The density exists in Carmel Valley and surrounding areas. We need buses.
411	Must consider the needs of low income and non-English speakers.
412	Use gondolas for steep hillsides and to get people to and from the beach.
413	We need a hyperloop from SAN to LAX.
414	If we are going to make people healthier, and commit to making the planet habitable for future generations, we need to stop worshipping the alter of the automobile. Take public space back from cars by eliminating free parking, extra wide freeways, etc. To change behavior in this way, we need to make it uncomfortable for people to keep driving cars and more comfortable for them to take more efficient modes of transportation (trains, Trolleys, buses, walking, biking, scooters). This won't happen until we invest in the infrastructure that aligns with those goals.
415	Roads are in bad shape.
416	Don't force people into using their car.
417	As downtown parking and congestion are problematic, I try to avoid rush hour traffic and wish for better public transport between UCSD area and city center.
418	More frequent service for suburban areas -- even if it's a mini-van picking me up instead of a jitney-type bus. Better use of existing vehicles.
419	Encourage electric cars and bikes.
420	Do not take away lanes that are built for cars and designate bikes. The current bikes for hire and drop have littered San Diego streets.
421	The next important Trolley line would be one that goes along the I-15 corridor, linking up with Escondido and Old Town or Downtown.
422	Safe bike lanes.
423	Get illegals off the roads.
424	Improve traffic flow with smart technology.

Number	Do you have any other input you'd like to share?
425	Future technologies are hard to predict. Don't want to spend billions of dollars on technologies that are obsolete the moment they become readily available.
426	Huge thanks to all the drivers and organizers who run San Diego MTS! The website is excellent! The drivers are capable and courteous - even when things go wrong, I've felt that I can really trust them.
427	Biking to work is only a valid option when biking is a safe option. Having designated biking lanes and paths and barriers to protect from cars will motivate me to bike more often. I cannot risk my own safety due to having to share the road with drivers who text or don't pay attention.
428	I pretty much covered it. Just please respect people's time and effort to be a part of society.
429	Buses should have some control of traffic lights to reduce delays.
430	Improve your app. Make it more user friendly.
431	Quickly build a robust, public transport system; the type envisioned in the 2050 Plan, but which curiously, always seems to be deferred in favor of endless highway widenings..... I would use the public transit system more if the waits were not so interminable, and the conditions at so many stops so unpleasant. How many times have I seen groups standing in the hot sun waiting for a bus? Many! Increase frequencies, and build canopies to protect customers from the sun. It is not rocket science. Stop spending all our money on widening freeways. If I had known this would happen again, I should have never voted for TransNet II...Never again.
432	Smart growth is code for destroying our historic neighborhoods.
433	Smart light are needed at all intersections on Rosecrans. The lights are timed for base traffic. After 5pm and on weekends we don't need to wait on the Rosecrans feeder street 3 minutes and get 3 seconds to pull on to Rosecrans. If a pedestrian is crossing the street the cars have to another cycle.
434	I think SANDAG should do experimental projects in small scale, so future projects are more easily accepted by the whole region once they see results.
435	In Northern California police stations, public libraries had charging stations. When solar parking is built there should be solar charging.
436	Move that festering urban wound called San Diego Int'l Airport (Lindbergh Field) out of the heart of the City and replace it with smart growth.
437	All of the ugly telephone poles and cables should be placed underground. It is unsightly, and was suppose to be done quite a while ago.
438	Elevated monorail systems work great in cities. They can be made pre fab, they are quiet and efficient and don't hit passengers crossing streets or have to stop at stop lights. More taxes can be collected because they monorail can be built under. Trolleys are a waste if time. They have to stop at stop lights and they do hit pedestrians. They would help alleviate congestion on the roads if done right. Straight up the i-5 corridor for starters.
439	Expediency and convenience are significant aspects plus, of course, cost. Look for the major hubs of each large community and determine the destinations of the general populace of each community. Then determine whether Trolley lines (or similar travel) would be feasible.
440	More Trolley electric transit.
441	To many people, to many homes, to many cars, equals Congestion.
442	The potholes and cracks in the streets of San Diego making cycling almost undoable.
443	Utilizing emerging technology has the potential to reduce congestion and cars get more automated.
444	Please hurry.
445	Repair municipal streets and state route freeways.

Number	Do you have any other input you'd like to share?
446	The COASTER line has to potential to greatly reduce the congestion on I-5, but we would need to find a way to greatly reduce to current commute time and add more frequency of trains.
447	A better Trolley connection to the airport. Maybe a pedestrian bridge over Pacific Highway from the Middletown Trolley station?
448	Mass transit is too congested, not enough good connections. Not safe enough. Too many mentally deranged people on buses & Trolleys. Not frequent enough on weekends & nighttime.
449	Really need to improve bike lanes that separate bikes from cars.
450	Happy.
451	Stop the Trolley madness. This century old mode is slow, expensive and blocks traffic. Fix the problem with old Town gates being down much of the time to accommodate even more Trolleys with the huge waste of money of the old Town to UTC circuitous routing.
452	We don't seem to be interested in mass transit. Build roads please.
453	Redesign the Fashion Valley transit hub. It is the Trolley stop that services tourists as well as native population members to get to Qualcomm.
454	Light rail that followed existing freeway rights-of-way would go a long way toward making this county feel smaller.
455	Bottleneck areas on our freeway system needs to receive top priority for attention. Example is the Highway 125 northbound just prior to the Lemon Ave exit in La Mesa. That stretch of freeway widening was begun many years ago and never completed resulting in a tremendous bottleneck every day.
456	Safety, Comfort, Convenience, and Timeless is the key to public transport success. Build more roads, why not? Someday maybe convert some lanes to public transport as possible.
457	We need to set stricter rules on driving and we obviously need to make safety changes without it being obvious. My rumble strip bike lane will subconsciously make drivers avoid the bike lane due to the noise and handling issues. We also need to make it a rule that on the freeways or any multiple lane road that, faster traffic stays to the left and slower to the right. If a car is passing you on the right, you need to move your car to the right (slower lane). Without this being a rule or placed on the freeway message signs, drivers excuse is I'll drive where I want and don't need to move from the lane because all lanes are the same. This creates confusion and animosity for drivers and then we start road rage. This can be avoided as long as drivers understand their position on the road and how if affects other drivers.
458	The best technology will be relevant for a longer period of time allowing eyes to be on future technology to improve in the more distant future.
459	More cameras and security to the point homeless and criminals understand they will be caught. How about the administration planners go and stand by all the urine smelling and feces covered sidewalks leading to the Trolley and buses 1 hour before going to work each day. Maybe that will help the to rethink there planning options.
460	Low income housing does not need to be built on high value real estate. High density low income housing decreases the property values of existing communities. High density housing on the Point Loma Peninsula is destroying the historical communities as well as creating grid lock congestion.
461	Variable speed zones work. Use the technology.
462	Trolleys to north county.
463	COASTER is antiquated too slow and infrequent you need a lighter quicker more relevant technology.
464	Get rid of illegals having legal driving licenses.

Number	Do you have any other input you'd like to share?
465	More public transit.
466	Fix the roads and add rapid transit from north county to the existing lines.
467	Technology seems to get faster, smaller & cheaper. It would be nice to capitalize on it so as to cut costs for consumers & have more efficient methods in place.
468	Expansion of light rail could use technologies from Elon Musk's Boring company.
469	Affordable public transportation. Amazing to reflect how efficient public transportation was in early 1900s. Even in the 60s I could take a bus from SDSU to Balboa Park in less then 30.
470	The emphasis on cars needs to end. Instead of adding lanes, add rail lines, Trolley lines, or light rail. Add segregated bike lanes as often as possible.
471	Practically speaking, there is no local transportation available for old people. The ACCESS service needs to become ubiquitous. LYFT and UBER have the technology -- now adapt it for everyone. The elderly can't hike miles to bus stops.
472	Why was Amtrak service pulled from Poinsettia Station and remains in the Village? Poinsettia is closer to tourist attractions such as Legoland, The Flower Fields, and Carlsbad Premium Outlets as well as the hotels that service these destinations. It provides bus connections to the 101 and routes inland also. For residents Poinsettia Station offers better parking and access for those who wish to take Amtrak to Orange County or Los Angeles.
473	I was born, raised, and lived most of my life in NYC. I live here in SD without a car, as I did in Manhattan. I do not expect the same level of service here, but a full-time public transit system would encourage more people to use it more of the time. It's a wee bit discouraging to decide where you'll go and when you'll leave based on the time the Last Bus Home leaves Old Town!
474	Can't wait for the Trolley to make it up to UTC. are there programs to incentivize big employers to offer a work shuttle from the Trolley to their buildings?
475	Some routes are eliminated on the weekends however people living in these areas still need public transport on the weekend. without it now they have to go out if their way to catch the next available route. even if limited it would be nice to have weekend transport in these areas.
476	I think the plan should focus 50% on emerging technologies, 25% on public transportations and 20% on commuters.
477	I think technology important, but must be used responsible & proper.
478	Steward what we have. Stop tearing up roads over and over again.
479	Improve the public transit - mirror the large cities.
480	Improve our public transit system! We are behind Los Angeles and San Francisco in providing clean, realizable and safe transit. And stop the homeless from sleeping on the Trolley, taking up valuable seats needed for people who need to commute.
481	I look forward to the future of this gorgeous city.
482	Using technology to time traffic lights and any other uses that would speed up traffic.
483	Please don't discount the cars and trucks because there is a belief that more people will use mass transit such as bus, Trolley, train or bike. people love their cars and truck and are not going to give them up easily, especially when self driving cars become more prevalent.
484	Don't piss away unnecessary tax dollars to receive just as much, if not more, government funding the next tax year. Also, poorly done survey (specify what type of "technologies" you may integrate to help San Diegans in regards to transportation and clarify other jargon). I believe Survey Gizmo has an option to hover over a question and see a definition or a preview.
485	Just concerned about the indigent population using the Trolleys.

Number	Do you have any other input you'd like to share?
486	Emerging technology can be helpful, but it can also fail. It's dangerous to put a lot of money into something that has not been tested.
487	Encourage dedicated freeway lanes for self-driving cars.
488	Focus more on utilizing the weaknesses that are currently present in transit in comparison to other states and countries and stop focusing on newer technology. some will integrate fine but the funding for solely upgrading but not fixing current issues like timing between rides, extended times at night or overnight, and being able to travel further rather than relying on plane or train to get to our bordering states.
489	I think technology should be incorporated in future plans, however too many people have been to wrong in the past regarding what technology was going to be "the one" and investing in something that does not have any bearing on our future seems to be an exercise in futility.
490	I would like to see a few streets in Pacific Beach such as Feldspar and Thomas converted to one way streets with protected bike lanes.
491	One bus away is a success! That is the kind of rider-centric thinking that will drive greater use of the system.
492	Driverless cars cool, but more important to encourage an active transit network for public health.
493	Spend the transportation tax dollars on road improvement, instead of general funds.
494	I am both a driver, pedestrian, and cyclist. I use all 3 modes for transportation, and while I prefer to ride my bike, I feel the least safe doing that. Pedestrians have sidewalks and cars have streets. But cyclists are expected to share streets with people driving cars who often act like bicycles are in the way. I have had several close calls with vehicles that intentionally drive close to me when I ride. Aside from building the infrastructure to support shared use between cars and bikes, San Diego needs to spend money on a massive campaign to educated locals and visitors about the changing transportation region. Billboards, tv and radio commercials, mailers, etc. People need to know the plans, understand the rules and laws, and be taught about all heir options when it comes to transportation alternatives.
495	Living in Hillcrest I can get to Work, Shopping, Socializing without using my car if I felt safe. But I don't and therefore end up driving often. Addition to existing bike lanes and upkeep of sidewalks would improve my quality of life tremendously.
496	Have bus drivers keep track of how many times cyclists cannot get on bus because the bike rack is already full. Then for the bus routes with the most cyclists, apply for a grant and install bike racks that can hold more bikes. For now, when possible, allow bikes to be brought onto bus.
497	We don't have to accommodate everyone who wants to live here.
498	We need to have incentives to get more people to use public transit. We need safe walking and biking options. Beach area shuttles.
499	I'd like to see 70 MPH in San Diego county's interstates. A law that makes it illegal for all Prius vehicles to use the far left lane.
500	A train that could transport cars through Los Angeles to pick up on the other side.
501	Keep transport safe; enhance security at Trolley stops. (Park & Market) people avoid the Trolley because of the impression that stops like these give.
502	Future technology is hard to plan for but I would suggest keeping your options open, do not limit this plan to current/near future technology. Be creative! Y'all are too serious.
503	Get something done, quit talking about it, no more non-productive committees!
504	More buses.
505	Uberize.

Number	Do you have any other input you'd like to share?
506	Yes, I am underwhelmed by all local and regional efforts to improve cycling infrastructure. We need to build more high density near public transportation and make safe routes for people to commute.
507	Transit in San Diego should be comprehensive, timely, and affordable.
508	Our city is so far behind in terms of transportation issues. We build bike paths that serve very few. We slurry seal streets that crack and pothole again with in 6 months. We don't properly time lights in traffic corridors. Many major intersections are very poorly designed. And best of all rail does not connect to airports. Trolley stations are dirty and unsafe. The list goes on and on.
509	More safe bike lanes, please!
510	Learn from congested areas of the world and what they have done. Japan and Europe seem to do good.
511	We need to stop subsidizing car use and the provision of free parking, it's makes promotion of transit an uphill battle.
512	IT security top priority.
513	A Trolley line to Lindbergh San Diego Airport would help substantially cut down the auto congestion at the airport. Further extension of the Trolley to additional areas of San Diego, perhaps along the 15 Freeway to Escondido.
514	We should take advantage of technology, but only if it makes transit more equitable and accessible for lower-income households and people with disabilities.
515	I also would like to see easier bus or train or Trolley transportation to Del Mar and other North County destinations. It is a lot cheaper to improve bus transportation than to build more Trolley lines, and can be done much more quickly. What about having smaller buses or vans for areas with lighter ridership? I was told the reason buses don't go to the end of Rosecrans any more is that they can't turn around. But a van or smaller bus would be able to turn around, or go down Kellogg Street and up Lawrence Street to go north on Rosecrans.
516	I don't believe we should rush to use technology just because it's new, it should be properly tested first. Safety isn't a race.
517	Bike lanes should be segregated from vehicles.
518	Don't let the extreme environmentalists create their utopia of walking and biking everywhere. Go out on the streets in the morning and count the walkers and bikers. There aren't very many. Why not? Because distances are so great. Walking and biking will NOT work until jobs are closer to homes.
519	Future technology should only be considered when there is funding and cost-effective. current mass transit systems are in effective and way too costly.
520	I have said it already, widen the 52.
521	I think it is important to find a balance between economic viability and technology.
522	North county to UTC/La Jolla should be seamless. 1 transfer max.
523	More commuter lanes...taking too long! Shorter work week...longer days then shorter week. Coordination with businesses, hospitals, government etc. etc. etc. Plan to work together! Need to get where I am going and back in a timely manner...system needs to be developed county wide!
524	Forget mass transport expansion, we have enough for the few people who need a bus or the Trolley.
525	Trolley is good but it doesn't connect or access mid-city or uptown very easily. This is the smartest place for growth and transit will support this. I lived in the SF Bay Area for 10 years and the BART is real and way more practical then the MTS. Try to make SD more like Bay Area with smart growth and transit options is a good direction.

Number	Do you have any other input you'd like to share?
526	Sidewalks in all neighborhoods.
527	We need more Trolleys and bike lanes - our older neighborhoods can not support all the car traffic.
528	Developers get building permits, yet do little to update corresponding roads, or build schools and water treatment facilities. Those are left to the Tax Payers, that have no voice, or choice, on the issuing of building permits.
529	We need a way to connect more and more cities to allow for easier and faster transportation. It'll allow people to not be dependent on cars and result in less pollution.
530	More frequent bus routes in North County and more transportation options connecting North County to SD.
531	Making public transportation reliable for those who rely on it but also safe for everyone is most considerable.
532	I think it's very important to study cities with successful public transport systems to see what we can imitate. And to think long-term instead of piecemeal reacting to complaints.
533	Bus fares and passes, are unaffordable for some; therefore Trolley hopping happens. Partnering with school districts, businesses to buy discounted passes in bulk can decrease unpaid fare riding and allow Trolley officers to focus more on passenger safety.
534	To: Whomever designed this survey, If you want a sustainable future in San Diego, please, call and set up a time for us to meet. Chair Point Loma Town Council, Inc.
535	Cities around the world with extensive subway and light rail systems are far more industrious and prosperous than our because citizens can easily move about without the burden of car ownership, parking and congestion. This should be the centerpiece of our plan.
536	Need smart traffic lights!
537	Transit will not be adopted by the masses as the travel mode of choice until it clean, safe and convenient to use for where you need to go. Park and ride lots, fare card systems, security guards, public toilets and intermodal transfer stations are all important factors to getting people out of cars.
538	Learn from Uber.
539	Traveling north and south in rush hour is pretty tough (actually after 2:30). Traffic is awful. Some of my friends take the bus locally- the homeless present issues for bus riders- we do need buses to run more frequently on popular routes.
540	Who is held accountable for decisions that allow for box houses to be built three foot apart from each other and parking spaces at libraries to be made so small a smart car can not fit into them?
541	People will not use mass transit until travel times get a lot closer to car travel times. You need to increase frequency of routes offered. Also, please consider using smaller buses. Every time I pass an MTS bus, it always looks only half full at best. Thank you.
542	We must focus on renewable energy.
543	Please work with Riverside county to create a regional transit plan, and maximize the amount of state and federal funding for transit.
544	So much attention is given to public transportation yet it is hugely under utilized. The public outcry for this option is so far removed from what people really use. Ride sharing services could completely replace public buses and do so for a fraction of the cost compared to what we invest in these services. Services that few people really use. As driver-less technologies become more prevalent the question must be asked, Do we keep paying a bus driver to circle in an empty bus?
545	The lack of effective mass transit from North to South County is paralyzing the community and reducing the quality of life.

Number	Do you have any other input you'd like to share?
546	Transportation via automobile is not sustainable. We need safer complete streets.
547	Encourage motorcycle use, it will help with traffic.
548	I don't think you will ever get the present generations out of their autos in great numbers, so further refinement of batteries and charging technologies, combined in lowering electrical vehicle purchase cost and maximizing range is a logical answer for SoCal.
549	We need to prioritize public transit over accommodating cars.
550	Whoever tells you people don't want public transit should be fired. Trolley is constantly overcrowded, even with inadequate cleaning, security and maintenance. We need convenient, clean, environment-friendly options, especially for working people and students, if we're going to both save our planet and have economic growth and opportunity.
551	The future is now.
552	Future and Emerging technologies need to be implemented if they will work for people and be stable.
553	Thank you for your work on this important topic.
554	I've spent a lot of time in Europe and Canada. There I walk or take public transportation every day when I am working or even traveling for entertainment. I notice that almost everyone does. It is so accessible, clean, and frequent. When I return, I am almost always shocked by our dependence on the private automobile, the congestion in our streets, the impatient drivers, and the much higher level of obesity. I'd love to see us turn this around.
555	More Trolley lines and stops please!
556	This is already too long a survey. Should have been broken into two with an explain if why.
557	As a senior who take diuretics, I need to relieve myself occasionally. There should be rest areas at major transit connections.
558	Growth should not be considered inevitable, we need a smart plan that looks at the long term impact of projects all over the region for our quality of life. Too often each small development is looked at in isolation.
559	We need more Trolley routes!
560	Thank you for reading this.
561	Don't waste time looking at overly expensive technological advances to better our transportation systems. We have a wonderful Trolley system that with further expansion (i.e. more routes), more frequent cars on the rail, and a SAFER AND CLEANER space without homeless and free-riders, would likely increase its use. That and Increases in ride-share technology or perhaps smaller busses/shuttles that serve like a ride-share that make fewer stops at more specific locations (thus eliminating multiple stop wait times for regular riders that normally go from one specific point to another).
562	New technology is great, but the demand in the region is for tires on roadways as safely and fast as possible to get from point A to point B.
563	SANDAG needs to modernize. Your public outreach needs to actually be outreach and not output. Decisions need to be more transparent and community driven. No more back room deals with business leaders and lobbyists. Make your projects enhance the fabric of our neighborhoods while transitioning us away from fossil fuels.
564	Don't forget about the tens of thousands of people who live outside the dense metro areas, yet support the entire San Diego County community through the workforce....we need to be able to safely move from our neighborhoods to the city without fear that traveling our rural highways will be an exercise in survival.
565	Wi-Fi, at least for transit information and smartphone transit passes.
566	San Diego is an amazing place to live and more and more people are going to move here.

Number	Do you have any other input you'd like to share?
567	Considering the plans for vastly increased density, how do we get off the Peninsula (OB Pt Loma) if there is a disaster?
568	Continue the focus on biking and walking to more places. Also, no more random bike share bikes strewn all over the city. Same with Scooters. Maybe just keep them to certain zones or parked in marked areas so they don't congest sidewalks and natural areas.
569	Preserving our quality of life for future generations should focus on air quality, carbon reductions, congestion relief, and land use efficiency.
570	Turn parking lots into sustainable affordable housing.
571	As far as bikeable/walkable cities....I think going big has the best success. How about designating some streets car free? A car free grid? You can bet people would be on their bikes and out of their cars for that. Sharrows? Not worth much.
572	It will be better for long term than to rush or be frugal and have to do it again.
573	While I would like to see new projects go forward, San Diego does not seem capable of building anything more complicated than a stop sign without it turning into a massive boondoggle. Meanwhile Chinese cities similar in size to us have already finished fully connected rapid transit systems with multiple underground segments. What a joke.
574	That really depends on what technologies this survey is referring to. It seems pretty obvious that we should use the most efficient tech to implement whatever plans we have, and then you have to figure how that will impact the budget. Overall I think it is more important to develop the infrastructure first based on creating better options for transport and the longest lasting solutions we have available to us. The cost will sort itself out as it's not going to be a free service anyway.
575	An additional lane on the 56 would be great. Sorrento Valley road is long overdue for resurfacing. Encouraging drivers to always use turn signals helps cyclists stay alive.
576	You need to provide transportation that arrives on time.
577	More smart traffic signals to move traffic more efficiently.
578	More trains. Less gas motor vehicles.
579	The highways are built and cannot handle increased vehicle volume, even if we spend money adding some lanes, so we should build elevated trains/monorails over them to transport workers between North and Central East and West.
580	A Trolley route in the areas of North Park, Hillcrest, Normal Heights, university heights might relieve traffic congestion on University and El Cajon Ave.
581	In addition to expanded and more frequent public transit, we need electric car chargers in every shopping mall, parking lot and workplace, which can be operated with any credit card (no subscriptions). Electric cars not only reduce carbon emissions into the atmosphere, but they cause less noise pollution and vibration. We need dedicated bike lanes to protect cyclists and joggers as well.
582	Scientific research and vacation destination venues should be continued goals.
583	Need more info on what emerging technologies we're talking about.
584	Create options that are real, viable alternatives to driving. Yes, it probably won't be as fast, but it shouldn't take an hour and a half by public transit what takes a car 15 minutes.
585	Make the city more walkable by making it harder to drive. Reduce driving lanes, expand side walks, plant more trees and change zoning laws so that businesses and homes can be at a walkable distance.
586	Self driving vehicles and possible future vehicle sharing.

Number	Do you have any other input you'd like to share?
587	More efficient bus stops. You shouldn't be able to see another bus stop for the same bus from the stop you are at. Travel times need to be decreased on public transit by increasing efficiency. I would also like to see the street cars come back (but again, the stops need to be dispersed properly to work).
588	Higher density development is needed in many areas of San Diego.
589	You need to get it together on the South Bay Expressway. Put up animal crossing signs too. It should also be far cleaner than it is. And driving on it when it was not paved and no lines were painted was ridiculous.
590	Too many people.
591	A cycling / pedestrian option for going over the Coronado Bridge.
592	Turn the 76 into a major freeway with no traffic lights.
593	Create a safe environment by that I mean healthy and courteous between the users.
594	I like riding the Trolley, but there needs to be twice as many, express trains and areas expanded to be useful.
595	Finding balance between future technologies and people's needs is key.
596	Buses are not a viable solution! It's a short term fix at best. I would love to take mass transportation from Eastlake to downtown. But the only way to do that is to drive 30 minutes to the Trolley and then a 30 minutes ride. Or 60+ minutes on the bus. Neither are viable when I can drive to downtown in 20-25 minutes. Where is the viable solution for middle class workers?
597	Please stop building more highways. Learn from LA- building more highways only worsened traffic & encouraged more car purchases rather than efficient travel.
598	It's very easy to travel east and west through San Diego County. Very difficult to go north and south.
599	Fix our streets please!
600	No, but the world is changing and we need to recognize that or we'll become a Detroit.
601	At the Santa Fe Station it is difficult to pull bags over all the tracks but there is not an easy way around them to get to the bus stop. Usually the direct entrance to the station is blocked which causes a longer walk and crossing the tracks twice to get to corner. Not a safe or convenient path.
602	Bring back the full Trolley tables. The online planning trip interface is terrible. Any tables you can get, skip stations. Bring back the full grids.
603	Please make a Trolley connection up the 15 and one to the airport!
604	Make these affordable for students/seniors and those who could easily be driving alone!
605	You know how I mentioned getting to Santee from Clairemont? Evening traffic on the 52 Eastbound is pretty horrible. To get across by public transport, I have to bus down to Old Town to take a ride on the Green Line, which takes much longer. So... more lanes on the 52, at least East, please?
606	Sound walls next to freeways. Orange County has them, why not San Diego?
607	Fix the roads.
608	I stopped riding the Trolley because they would always brake down and make me late. Please fix that. If not, at least fix the roads so I can keep driving without swerving around potholes.
609	The Trolley needs to stop at SD airport and connect people to the COASTER.
610	Quit building Theme Areas, to bring in more people to already contested areas. Move the airport.
611	Trolley to Sorrento Valley and Mira Mesa.
612	More tramway.

Number	Do you have any other input you'd like to share?
613	Free transfers to final destinations and between Trolley and bus.
614	Future tech is important, but at some point you have to commit to some tech and build.
615	As multiple city centers develop, multiple public transportation options should already be laid out for phased implementation.
616	Please do not continue to build out Trolley routes further north than you already are. It's bad enough that you are making it easy for crime to dramatically increase in UTC, don't let it happen further north.
617	Please extend the Trolley up to coastal north county asap. This will decrease traffic, help the environment and improve the quality of life for everyone!!!! Thank you!!
618	Emerging technologies usually mean an increase in efficiency or an improvement in environmental impact. If it's feasible, let's stay as current as possible.
619	San Diego should learn from other communities with quality transportation options, and should build high density housing at transit hubs, and should explore more high tech solutions.
620	Trolley service should be expanded to beach and Sorrento Valley at a minimum.
621	What technologies are we talking about?
622	Everything about the transportation plan should take into account the need for affordable housing and ways to support higher density while preserving open space as much as possible.
623	I don't know what those everything technologies are to comment further.
624	We are an amazing City with a great climate. We are perfect for a testing ground for autonomous vehicles. Especially shuttles.
625	https://www.voiceofsandiego.org/public-transportation/its-the-kind-of-transit-system-that-ordinary-san-diegans-would-freely-use/.
626	It would be less expensive to buy the few people that use the busses a car.
627	Please help do traffic studies in areas where they are planning several developments (Sweetwater Springs Blvd). The developers do them so they suit their own agendas and the county takes them as gospel.
628	I read on the UT, that you have more grants to buy electric buses, and I think that is an excellent idea, since diesel, and gas are on the clouds. Having like 50% of buses should be your goal.
629	As long as these new technologies are for the benefit of us all then consider them.
630	Create a rate structure that increases ridership -- no cost for youth/students and people with disabilities, more accessible passes for seniors and people with disabilities. This will incentivize transit ridership.
631	We live in a diverse region with a great climate that attracts a lot of tourists. Because of our population size and increased size in the summer months, we should have a great transportation system for all people. There should also be free transit options for people who are experiencing homelessness. People who are experiencing homelessness are at the mercy of the weather and it is ridiculous to think they can pay for fare, when they can't even afford rent.
632	Have a look at public transportation solutions in Zurich, Switzerland, I wish we had something similar!
633	Look at the future strategy of car companies. They are focused on mobility not cars. In 10-15 yrs. projecting few individually owned cars.
634	Yes, we need youth bus passes.
635	My primary interest is in an RTP that supports local CAPs, improves air quality, and reduces GHGs, must comply with AB 805.

Number	Do you have any other input you'd like to share?
636	Continue to find ways to have bathrooms at mobility hubs. Even if you have to use transit pass to use.
637	San Diego doesn't have the traffic issues I've experienced from living in Atlanta and LA. Taking opportunities to add transit as quickly as economically possible should benefit the community tremendously. Look how quickly those bike shares have taken over. The community wants these options.
638	Ride-sharing will transform the cities built environment, more investment in biking and walking options and less huge highway construction projects.
639	Explore how other cities convey their information. The website is not user friendly. Also, no city likes public transportation updates/new routes, I feel like the messaging out here is very soft, but at the end of the day public transportation will benefit our city and reduce travel times if it is a viable option instead of driving. I think I'd like to hear SANDAG use a stronger voice, be leaders and sell San Diego on finally embracing public transport.
640	I feel like my community (Mira Mesa) is largely left out of transport solutions despite having density, residential and employment sectors and wide enough thoroughfares to support transit options. Why not a Miramar -- Miramar college / transit station, Mira Mesa, Sorrento Mesa, UCSD, UTC loop with suitable frequency to address committing students and professionals?
641	We need to focus on an equitable transportation system. Low cost bus passes for youth would help with this.
642	1)Remove pollution in city 2) Ozone cap 3) Increase transit; more share 4) free/cheap passes 5) better transit access.
643	Bikes need to obey the rules of the road, same as us.
644	Use the Quickway approach.
645	Open restrooms and place public restrooms at all transit hub.
646	We definitely need increased transit access in underserved communities. These are the communities most impacted by transportation access and most likely to use public transit. We support SANDAG in using CalEnviroscreen to identify which communities to prioritize their efforts to reduce transportation pollution levels in the Regional Plan. Very Important. San Diego is the 8th largest city in the country, yet our transportation system ranks 33rd in all US Cities with populations of more than 65,000 for trips per resident.
647	The Trolley needs more lines throughout the region.
648	The bicycle Early Action Plan seems to be extremely slow in implementing. We're going to need to focus on active travel (walking, and/or cycling) to better assist with climate and community health goals.
649	We need more public transportation. I dream of a future when a train will run from Downtown to Poway, Escondido, Temecula, Riverside along the 15 corridor (similar to Bart in SF). I also get frustrated that it takes a long time to get anywhere on the bus/Trolley today. Please do something about it!
650	Implement smarter visual-based traffic signaling based on cars actually waiting or cars approaching an intersection from a distance. Also implement traffic signaling that can automatically recognize cyclists and pedestrians. Too many traffic signals around San Diego are on a timer, at times when they shouldn't be, or they let only 1 or 2 cars through when there's a backup of 10-15 cars and no one going in the perpendicular direction. Too many traffic signals fail to recognize cyclists.
651	We need proper infrastructure to transport our self that is less contaminant, and send campaigns that enhance the physical activity and well being.
652	Of all the things to spend tax dollars on congestion relief is my number one vote, by far.

Number	Do you have any other input you'd like to share?
653	Stop putting up four way stops. You're causing accidents and creating congestion. Put in more traffic circles.
654	More walkable neighborhoods. Better maintained streets & infrastructure.
655	Consider those who need public transportation most, like low-income and disabilities.
656	Thank you for providing such good service!
657	Future technologies will only be as useful as the public allows. Emphasizing the importance of safe and respectful driver, rider, biker and pedestrian behaviors cannot be understated.
658	Technology may be the only way to reduce some of the traffic congestion.
659	Airport transportation.
660	San Diego's transit system is a joke compared to other major cities. It is expensive to use, inconvenient, takes far longer than it should and doesn't serve many communities in an efficient manner.
661	I'm not sure what "emerging technologies" refers to in this context. Several of the options on these multiple choice questions use lingo that I'm not sure I understand. Some examples or definitions might help ensure the accuracy of the responses you're collecting.
662	Make pedestrian safety a priority! Too many pedestrians are killed and injured on our streets. Regarding question on use of public transportation at the end of this survey you should include the option of 1-2 times a year. I use public transportation a couple of times a year for special events.
663	The emphasis of all of your efforts should be focused on the efficiency of our highways and moving automobile traffic efficiently. Stop catering to vociferous minorities desires for bicycle lanes and climate change remedies.
664	Ride share and driverless cars need to be planned for.
665	Consider building transit centers ALONG major freeways (805, 15, 163) since I think that's where most of the traffic occurs.
666	Technology is constantly changing and pays attention to the technology forecast can improve our transportation today.
667	We need to encourage our city planners and development department to be more innovative and not be afraid to embrace technology and non-traditional planning and development practices that will increase ease of transportation in our region.
668	Again, high speed rail. The technology is advanced but not futuristic. My wife and I recently took the train and bus to Los Angeles airport. There is a three mile gap in Norwalk between rail lines that necessitates a much longer trip to Union Station in Los Angeles and a cross town bus ride to the airport. It was an unpleasant journey, even more so given the poor condition of the tracks. We flew to Italy where the trains were fast and the tracks in much better condition than here at home. The United States has a reputation abroad as being an advanced country. We've been coasting on that perception for a long time and it's no longer true.
669	Extend Trolley to airport.
670	The existing lack of connectivity and access along with lack of safe corridors for bicycles and pedestrians is a major obstacle that must be overcome. Without maintenance nothing works well!
671	Grow your ride share or dial a ride. complete with Uber, Lyft, etc.
672	The bottom line we drive to entertainment and work in East County. Maintaining what we have is important but obviously planning for future growth means encouraging more work and entertainment out here in East County. We have nothing but the Casino's out in East County but yet we have all these roads and interstate crisscrossing our community almost like no other in San Diego County. Something is wrong with our priorities.

Number	Do you have any other input you'd like to share?
673	My question to your question about how much do I think 'emerging and future technologies' be used depends on which you are willing to consider. Are we talking free Wi-Fi technology on busing for commuters to work when traveling from north county. Or light rail for all transportation. Of course future technologies should be considered. The question is how to integrate them well.
674	Training transit staff and the community about dementia care, such as driving and dementia, symptoms they may encounter, such as confusion, wandering, etc.
675	Public transportation!
676	Using elevated rail system option, it could be run without a person running the train. Using Artificial Intelligence IBM Watson, it can monitor the train, rail lines, all the maintenance needed to maintain the system to run safely.
677	Don't like that they take away some bus routes it gives less freedom.
678	Integrating more public art.... creates a better experience.
679	I surveyed my employees and the #1 reason they didn't use transit was because it took 3-6 times as long to commute. Any way to reduce commute time would be a massive improvement and attraction to new riders. I wish I had more frequent service in my community (university heights) and was more readily able to access Trolley services.
680	Smart roads that exchange lanes based on what direction traffic goes. Protected bike lanes so more people feel safe driving. Buses that have their own lane, so they don't get stuck in traffic.
681	We can either fix the roads for more traffic, or find another way to move the people.
682	Colleges and beaches need to be connected, as well as better community access.
683	No but thanks for listening.
684	I would like to see the Trolley being extended to run down sports arena, through West Point Loma and on through ocean beach to better connect those population centers. The key is to target current and future population and retail centers to facilitate economic growth and more efficient travel options.
685	Open Brown Field for Airline service.
686	Fight for the average Joe / Jane not whoever sponsors a Trolley line, billboard or lines your pockets.
687	Set climate goals based in reality.
688	Stop giving developers carte Blanche to build too many homes without expecting them to build the transportation infrastructure to support the homes.
689	Need something that's convenient, relatively cheap, has many stations. Moving the masses along major avenues is key. Use existing infrastructure such as highways, take over Lanes or build over or under. Make transit only lane and have frequent or constant vehicles to pick up every five min.
690	Cut transit funding by 100%. Why am I subsidizing someone else's commute?
691	How will Trolley extension be connected to COASTER/train?
692	Plan for high-speed rail.
693	Support the transportation goals outlined in San Diego Climate Action Plan.
694	Really great public transit at this low of density population is tough. I feel for you, and I trust you will all do the best that you can for us. Thank you for your work!
695	There are many new technologies with high speed transit options. Why are we not exploring these options?
696	Don't put the Trolley on Balboa east and west. There's already a good bus system that runs every 12 minutes.

Number	Do you have any other input you'd like to share?
697	I look forward to a really very usable and user-friendly app that easily plans trips. Use more smaller buses to reach more areas and reduce walk times. Also, install digital bus times along bus stops.
698	Commute into San Diego from the north most part of the county is horrible. Temecula commute to San Diego and back would benefit from HOV lanes in the heaviest areas.
699	Older drivers are very dangerous, it would be a good idea to have designated tests for these drivers. I don't think we are suited to drive on freeways if we are not very sharp or if we respond slowly during high speed commutes.
700	Stop punishing people who drive cars.
701	Glad to see the Trolley line finally being pushed through to UCSD. About 25 years overdue.
702	I've read the regional plan. I'm super excited about the Trolley extensions north to UTC and east from Hillcrest to El Cajon. I'm also excited about the possibility of having Trolley service through Balboa Park. I would use this the Trolley all of the time if it was more accessible in urban areas other than just downtown, such as Hillcrest, North Park, South Park, and University Heights.
703	We should be flexible about planning for a future that can accommodate emerging technologies without assuming they will be implemented or what their benefits will be.
704	Educating the public about emerging technologies is important.
705	The need for affordable housing is extreme.
706	More tech can help bike safety.
707	The 163 three lane merge from the 5, Pershing, and 11th St. is a hot mess. I think if the lanes were painted in a way to force only two lanes to merge at a time, we could really alleviate a lot of that back up. Also, I really like when the highway lanes have the freeway symbols painted on them. It takes away a lot of uncertainty about what lane to be in early on. Sometimes it's too late to change lanes to exit by the time the street signs are visible.
708	Get real about mass transit. European cities, Asian cities, we have our head in the sand. Bike lanes get people out of cars one at a time, but not mother's with children, people with groceries, or commuters en mass. Some lots now or even gazillions more somewhere down the road. Bite the bullet, develop a far-sighted plan, no band-aids, per usual.
709	A simple app for bus and Trolley routes that can give riders and potential riders an idea of real time location of vehicles, routes, costs, etc. Promoting this might increase ridership, which in turn can improve services in the future.
710	Trolley expansion!!
711	You are all corrupt.
712	Don't ignore the rural areas and tribal lands. We are far too often ignored!
713	Transportation system plans and investments should focus on reducing Vehicle Miles Traveled in the region, in order to reduce greenhouse gas emissions. The preferred Regional Plan Transportation Network should lead to reductions in GHG emissions that are significantly better than the CARB GHG reduction target for SANDAG (i.e., at least a 25% reduction vs. 19% reduction by 2035).
714	Please plan for greatly increasing the number of dedicated biking and walking paths as a part of the regional transportation plan. That makes for better quality of life and also gets some cars off the roads!
715	Trolley to Tijuana airport.
716	Need subways more trains.
717	San Diego is growing and expanding, and needs to improve it's transportation network to keep up.

Number	Do you have any other input you'd like to share?
718	In my view technology is a tool not the goal. Technology such as on-demand services and in the future autonomous neighborhood shuttles look like the would be an excellent tools to shift from cars to transit by connecting people to high-speed trunks routes.
719	We need to work with the city's economic development folks and zoning authorities to encourage more housing density to make rapid transit infrastructure more attainable.
720	Make SANDAG 125 toll road more affordable for frequent users. Like maybe a max per day, we use it a lot and it gets expensive using it multiple times a day.
721	Developing a Trolley line that goes up to UTC and Del Mar will be an amazing addition that will hopefully reduce rush hour congestion on I-5.
722	Do not widen or add freeways.
723	It would be wonderful if the Trolley went to more areas where there is park7ng congestion like beach neighborhoods, Balboa Park, more colleges, etc.
724	Please make San Diego more public transit focused.
725	Make freeway intersections with public streets safer for bicyclists and pedestrians in West Chula Vista. The Eastlake 125 sets a good example for this. The 805/Telegraph intersections are SO dangerous for people walking or on bikes. Bikes don't just disappear so neither should bike lanes!
726	Eliminate car pool lanes, they are a waste. Make them regular lanes.
727	Let's wait until the Connected vehicle world forms before we start including it in our long range planning.
728	How about a bridge over the midway/sports area intersections to enable faster access to 5 and 8 --- and to free the street level for local traffic?
729	Trolley and light rail need to serve the whole county, especially the airport, pacific beach, la jolly, Poway, Eastlake, and Lakeside.
730	Light rail via freeway medians.
731	I'd prefer to use my car less or to even be "car-less."
732	Very important!
733	Encourage means of transportation that don't burn fossil fuels, provide more than one option for transportation for any given area, make sure population density is managed in a way that doesn't lead to congestion.
734	I want to be able to have access to bike paths and green space through the SD region.
735	Many people mention the environmental impact documents as a major delay for projects housing and transit fix it!
736	At major Trolley stations: downtown and old town have small electric golf cart shuttles.
737	I just want to add this is great and that all future plans require always accuracy and smart growth.
738	I have no plans on ever using public transportation. Don't push it on everyone.
739	Inclusion of statistics and information about refugee and asylum-seeking populations is recommended and consideration specifically for the needs of this population are recommended for community health and well being.
740	Our housing and unemployment community I really like to see more houses with patio and small gardens more than huge buildings or apartments houses had a lot impact even on their social lives.
741	Use your funding to change the way we think about getting around the county. More room to park cars on a freeway isn't a great use of those funds.

Number	Do you have any other input you'd like to share?
742	Not considering emerging technologies seems like it's wasting the money we're already spending only to have to spend more money in the future to play "catch up." The fact that we have barely functioning public transit is the first problem, but any forward thinking solutions should be incorporated as much as possible.
743	Me gustaria que el transporte fuera mas accesible. (I would like a more accessible transport.)
744	Please have more bus stations in between the existing bus stations The light system for pedestrians is too fast.
745	More public transportation More chairs and roof cover at the bus stations.
746	Keep the road safe.
747	Please please PLEASE allow us to buy a card and just keep money on it for rides, rather than just a monthly card, like every other city. I take the bus ~ once a week. It isn't worth it to buy a monthly pass, and highly inconvenient to have exact change. I do use the Compass app, but that charges a higher rate than if I used coins. For a moderate user such as myself, the city doesn't do much to encourage me to continue using public transit. Having a Transit card that I can fill up with money, like a Metro Card in NYC or an Orca Card in Seattle, and swipe per ride would benefit moderate users such as myself, and help create a culture around using public transit.
748	Trolleys, buses and trains should be coordinated.
749	I have a bus stop on my road near my home and a train stop outside my office building. Yet it would take up to 2.5 hrs. to use. Driving takes about 45 min.
750	Air quality for those living near high levels of pollution should be a major concern.
751	Since Americans are dumb and like their big SUVs there needs to be incentives to get them to not use them as they do a lot of damage to both the climate and infrastructure.
752	Not all solutions are good. Not all good solutions will work right now but in the near future, they could.
753	I'd really like to see the bus and Trolley systems expanded and include clean energy technology.
754	Growth is going to happen, so do better planning to benefit community quality of life.
755	Emerging tech is only as good as its ability to address current issues with reliability and efficiency. We shouldn't use it for the sake of having newer tech. It should provide a significant improvement to congestion etc. and have been used elsewhere effectively.
756	Solar or magnetic trains.
757	Technology can only help so much when there aren't enough lanes on the highways.
758	Trucks over 6 wheels in the right two lanes only!
759	With the advent on 5g internet in our midst. It would be good if we could be at the forefront of this evolution.
760	We need more protected bike lanes and street repairs/maintenance on roads that are considered "bicycle friendly".
761	Seems that traffic signals and metered onramps could use tuning. Consider maybe "smart" signals or an active monitoring and adjustment program. Metered ramps alter people's commuting habits but aren't updated as flow changes.
762	It is my belief that Safe walking and biking ways would help to relief transportation problems for some population.
763	Cars will be the death of us :) The 5 can only hold so many people.
764	Don't turn San Diego into LA.
765	Efficient cross border commence.

Number	Do you have any other input you'd like to share?
766	The blue line extension to UTC will be the last of the four major spokes of the Trolley system. Now we need to implement the first and second rings.
767	Do better.
768	I'm not sure what emerging technologies could do to improve neighborhoods. Cost is also a factor and I do not want to see taxes going up to beef up budgets and payroll.
769	I live in a mobile home Anita St., between Broadway and 4th Ave. And I would like to have a speed bumps put in because cars don't respect the speed limit and there is a lot of noise on Anita St. late at night.
770	There is too much emphasis on bike lanes, considering the low usage.
771	Yes, I think California should make high speed rail corridors available to emerging technologies like Hyperloop. The plan was to have a public-private partnership -- California should stick to the plan. California should offer land grants for hyperloop like those given to railroads in 1860.
772	More frequent COASTER service.
773	I've used transit in Eastern European countries. All I needed was a transit map to get anywhere across town in under an hour. There was no need to check schedules or worry about missing connections - there was a Trolley, metro, or bus every 5 minutes. This needs to be our future, not more freeways.
774	Widen the 5 freeway.
775	Good job on pushing forward the Blue line extension. If only the opposition could step outside their bubbles and see that mass transit benefits society as a whole.
776	Technology can and should be used to better use [in low cost ways] our existing transportation facilities. traffic circles v signalized Intersections to flow traffic and not create drag racing.
777	Electric bikes paired with good bike paths could go along way with traffic easing.
778	Please fix the roads! Too many potholes and cracks.
779	I can't wait for driverless cars! I want to see more studies of bicycle infrastructure. Which, given my research will prove that bicycle infrastructure with education leads to healthier society.
780	Mass transit like BART needs to be expanded in San Diego area.
781	With the law of supply and demand, Emerging technologies will drive cost too high, because they are of limited availability. Do not experiment in this arena with public funds.
782	Ride share autonomous vehicles that connect to transit lines.
783	1) When school is out traffic is okay. SANDAG should fund school busses. Parents are adding miles of congestion to get there children to school. School buses would reduce this. Transportation is not a part of an educators mission so school funds should not be wasted to bring busses back. It's a transportation issue. This would be a quick and easy solution for SANDAG. 2) Traffic solutions start with housing issues. Build affordable homes near jobs.
784	The streets are a mess!
785	Self-driving cars will be here sooner than you think.
786	We need less cars in the future and instead better public transportation, better walking and cycling options that are safe and not integrated with car travel.
787	State/county government has gone on record as stating that they're trying to make it more "painful" for residents to commute in their own vehicles, preferring that they travel by mass transit. Until reliable -- and frequent -- mass transit begins serving Julian, Ramona and San Diego Country Estates, that will never happen.
788	Connect the airport and rental center with an automated people mover from Washington St Trolley stop.

Number	Do you have any other input you'd like to share?
789	Please emphasize the purchase and preservation of East County open space.
790	I think it is really important to look into connected and autonomous vehicles. They are the way we will be transporting in the upcoming years and they are also increasing travel options for the elderly, disabled, and the blind. These are people with limited options who struggle to find jobs because of transport.
791	Technology should be considered as a means to an end. Its use should be proven and then widely implemented. The privacy of citizens should be considered first when implementing new technology, and as little information about residents and commuters should be collected as possible while still meeting the requirements of the plan.
792	Greater public and governmental emphasis on reducing ICE vehicles would be helpful.
793	We should have rail transit of some sort alongside every freeway in the county.
794	Would like to see conditions improve in the neighborhood, better look and cleaner feel.
795	Emerging technologies investment needs to be considered with caution as they may not, over the short term (10-30 yrs.) turn out like wished or planned for a variety of reasons!
796	Our road repair is disgraceful. University Avenue has long open gashes in the road each way. Side community streets have chunks coming out of the surfaces. Even patched areas don't last through one rainy season....and how often are we having rain. Homeless camps are everywhere and trash is allowed to pile up. I will not be popular for saying that in order to receive free cell phones, perhaps those who are able could participate in community clean-up. When receiving government assistance many years ago, I had to show community service to get food for my kids. When there is no "buy in" by individuals and there is no charity given back by those who are on the receiving end, entitlement mentality flourishes in some groups. Their children, if they have them, are watching. By the same token, veterans deserve our help. They often sacrificed more than we can understand.
797	If the emerging technologies can bring the cost of housing down and result in more economically viable transit options than I would support them.
798	Don't focus on "technologies" they're cool but the humans we have need to be focused on more.
799	Congestion could be improved with an investment in driver culture and behavior. Congestion is most impacted by disparity of speeds, frequent lanes changes, and aggressive driving. Go beyond the technology - innovation could include dedicated through lanes for longer O/D trips. We've fallen in love with gigabytes and electronics - maybe time to think about cultural guidance to drivers that goes beyond "slow down or move over for workers."
800	I rode the green line Trolley last month at night in Fashion Valley and noticed how dirty it was. There were a lot of homeless people sleeping in it.
801	Parking spaces are rationed out for development projects without the needed transit options to make the lack viable. Make this city a viable place to live without a car.
802	Many people want to use public transit as long as it's easy and effective. Making public transit reliable and usable will increase ridership. Trams that run locally and look cool will attract riders. Adding surf board racks like bike racks and making riding the bus cook will help.
803	Whenever possible physical barriers should be between cars and bikes. If we want non bikers to bike we need to make it safe and boring. As long as cars speed past them most people won't bike. And making biking and mass transit smooth and fast gets people out of cars which clears up the roads and is good for everyone.
804	The Trolleys need to be more bicycle friendly.

Number	Do you have any other input you'd like to share?
805	Creo que esto nos da un cambio general para que todos tengan que modernizar al ritmo de cambiar. (I believe that this gives us a general idea of the change it involves so that everyone has to modernize themselves)
806	En el condado de San Diego, se nos parece que existen muchas oportunidades de promover el caminar y andar en bici en combinacion con el transporte masivo- de forma intermodal. Seria interesante aprovechar de estas oportunidades que tambien puedan impactar positivamente a la calidad de vida de todos los residentes. (In San Diego County we believe that there are many opportunities to promote walking and cycling connecting with public transportation in a intermodal fashion. It would be interesting to take advantage of these oportunities that have a positive impact on the quality of life of residents.)
807	Las ciudades distintos dispersas y desconectadas van en detrimento de los comunidades y producciones. (Disperse and disconnected cities infringe communities and their production)
808	The Trolley has imported crime from downtown into the east county. They need to be better policed.
809	Make San Diego more environmentally friendly.
810	I would like to see embedded Electric Vehicle (EV) charging systems in the HOV lane of the freeways. Increasing the range of EV's , while driving, would promote the use of more EV's, especially the EV's with a shorter range. Think of it as charge while you are driving. Personally, I will not drive my EV from Chula Vista to any North County area without worrying about getting stranded. The farthest round-trip I will attempt is UTC mall or the San Diego Airport otherwise I must drive a fuel burning automobile in a non HOV lane. Ideally, the technology could be installed in new under construction and future lanes first, without having to tear up existing roads, then existing roads/lanes at a later time. San Diego can be a leader of using technology to help fight pollution while increasing HOV lane use, and helping EV range fright. I added links on this idea in the previous comment section (above). Qualcomm and Amazon has an interest in this idea as well. https://news.stanford.edu/2017/06/14/big-advance-wireless-charging-moving-electric-cars/
811	Be considerate of the people and the economic status of our country. There are people who are in need and they need to be considered as well. Economic gain for big corporations only helps the rich, lets better our poor communities. Lets also take into account the children that are growing up in this society and how these technological advances will affect them not only in their daily life but also in their relationships.
812	Monorails, self driving cars, public charging stations, bike and car sharing.
813	Thinking long term is the key.
814	If Germany can build an Autobahn and have minimal accidents and traffic jams we should be able to do the same.
815	Thanks for the survey.
816	Bad people use public transportation to move about the city. It's a problem that needs to be dealt with.
817	We need more buses going to University City along where there is lots of senior housing.
818	My biggest criticism is that the airport needs to be more accessible. To get to the airport from the north, you have to pass it and transfer downtown, which is crazy!!
819	A train/Trolley between downtown and North County inland would be a great idea.
820	I don't know what you mean by emerging technologies.

Number	Do you have any other input you'd like to share?
821	Teach MTS drivers the ADA regulations. I have a wide wheelchair, and I have to walk it on the bus. Several have refused me service because of this. I suffer from degenerative disk disorder and sever arthritis in my knees and hips, and can only walk short distances. I know the drivers are in the wrong. I've also been refused because the driver didn't want to ask able bodied people to move out of disabled seating. I drove transit for 10 years.
822	Get off gas. Quit butchering trees! San Diego needs WAY more shade trees. It is getting hot here. We need shade. Plant more natives. Preserve native areas. Build infill rather than destroying habitat. I do not care about affordable housing. Build up and quit spreading out.
823	Why is there "limited funding"? City council members, reps, etc., should be advocating for more. Is it part of the gas tax or is that just for infra?
824	Please make San Diego a real city with actual public transportation options and a leader in clean building.
825	Looking forward to UCSD and UTC transit stations opening. Would like to see spur to Carmel Valley.
826	More bike paths, please.
827	Make using ride-share programs, like Uber and Lyft, easier.
828	Keep the community involved in the decision making so people don't look out their windows and see a freeway going through their backyard!
829	Affordable housing close to bus and Trolleys. Trolley systemwide in the county.
830	There are few new developments worth noting.
831	Making larger freeways does not solve the problem. Need more bicycle routes and less vehicle flow from Mexico.
832	The 125 is close to being at capacity in just a few more years Why do they not plan ahead and build it for more lanes???? But if they want more usage now they should get a lot more creative on toll packages. Such as offering a monthly unlimited or discounts for SDSU or Southwest students Finally, stop building sprawling office parks that are not near public transportation centers. Look at Sorrento Valley and Kearny Mesa. What possible fix is there? I'm smart and you should listen to me I have some good ideas. I have a lot of time sitting in traffic to think about all this.
833	Please, please improve public transit. This is the easiest climate in the world to wait for buses and ride bikes, yet our limited options compel most of us to keep our cars.
834	Build rapid transit- not roads.
835	More Trolley lines and locations/destinations would be nice. Safe and more well marked bike paths to safely get from one part of town to another would be ideal.
836	Give me a million dollars.
837	More and more people will be unable to afford cars in the future, like myself. Public transportation is the future. Safety, a clean environment, and available times/routes are important, not speed. Not a fan of the bullet train.
838	Providing transportation connections between the new Trolley stations and local colleges will be useful.
839	Limited available funds are be more efficiently applied to existing technologies that can still greatly benefit our city. Let other cities spend their resources to be on the bleeding edge and to serve as beta testers.
840	Think about how our children will be getting around.
841	Thanks for all the hard work!
842	Stop tolls in Rt.125, so it won't be expensive to use it.
843	Make street's safer for pedestrians and other forms of transportation i.e. bicyclist etc.

Number	Do you have any other input you'd like to share?
844	I am not sure what is meant by "emerging technologies" - Lyft? Hyperloop? If rideshares and bikeshares are the main point of that reference, these should be considered. Bike sharing should increase ridership of transit. Rideshares compete with transit, do not support the economically disadvantaged, and should be discouraged from proliferating as much as possible with regulations. The worst drivers on the roads are invariably Uber and Lyft drivers, and they are making traffic congestion substantially worse.
845	Hard for people to give up their cars. If connected cars are in the future, we should plan for it with infrastructure projects in the works.
846	Disincentivize cars by tax or toll while increasing public transportation coverage and frequency. Driving, particularly alone in a combustion engine vehicle, is a privilege, not a right.
847	We should grow our community in areas that are already existing. We should try to prevent sprawl, in that it would negatively impact the environment. It is more expensive to build outwards as well, as more infrastructure is needed to be build to supply new communities.
848	Biking in San Diego is far more dangerous and unpleasant than it could otherwise be (and is in many other cities). The publicly subsidized sprawl and car culture is my least favorite part about living in San Diego and my family's main reason for considering a move elsewhere.
849	I was robbed at a Trolley station. This is the kind of thing that discourages people from using transit.
850	Expand the Trolley, even more! Efficient bus lines.
851	Trains are great if they could get you to where you needed to go. More train tracks please.
852	Look at Japan and other successful commuting countries and learn from them for public transit.
853	Bike lanes. Please!
854	Please consider how many San Diegans travel from the South Bay and city center up to Mira Mesa/Sorrento Valley and know that a robust Trolley network north must be a priority or traffic congestion will continue down its current unbearable trajectory.
855	Love the Trolley! Need more routes. Also the 125 toll. Tolls are a way to build new roads, less congestion, and add an option for some people.
856	As the population ages we should consider more pick ups at residence homes taking them to shopping or doctors. It's very bureaucratic and sporadic to have the services now. Also, bike lanes should be made away from traffic lanes. In Germany most bicycle lanes are off the highway.
857	I've actually been pleased with all the people I see using the for hire scooters that have popped up around town. It seems like a great way to get more cars off the streets.
858	I would caution away from technologies like Uber and Lyft - the data suggests this manner of transport actually INCREASES vat and gag. In addition, this is promoting a very low wage job, increasing economic inequality in our region. Good transit, walking, and biking will never go out of style. But yes, please incorporate technology (that does not rely on gag emitting cars) into the plan that would enhance transit, walking, and biking.
859	More public transit system.
860	The shared, autonomous vehicle services can transform our transit even faster, if we encourage its use. These services will change the volume of single owner cars and the parking needed for them, freeing up space for safe pedestrian and bike transit.
861	Mass transit please.
862	We have to consider the environmental impacts of all of these choices. It's a beautiful city that is being poisoned by cars.
863	Fix the roads.

Number	Do you have any other input you'd like to share?
864	I think the trend towards automated cars will be the wave of the future and people will be less likely to own their own car or, in the case of families, will own less cars. It will make more sense to simply call for a automated car to take you to the store, movies out to dinner, then to own a car which remains parked in your driveway most of the time. With less privately owned vehicles, there should be less traffic and less need for more freeway construction. I am amazed how far we have progressed technologically in the last 50 years. I expect that we will see exponentially more technological growth in the next 50 and SANDAG needs to be more forward thinking for the long term, not just the short term.
865	All the technologies to reduce congestion, shorten commutes and improve air quality already exist and are implemented somewhere else in the world. It is a matter of making public transport, walking and cycling infrastructure good enough that people would rather not drive by themselves but instead take the bus or cycle.
866	Police are some of the worst offenders about not yielding to pedestrians.
867	Less traffic.
868	Metrics used by SANDAG on traffic impacts in technical studies need updates. Vehicle miles traveled (VMT) shouldn't entirely replace formulas for traffic generation . In modern luxury large homes, the estimated 2 cars/unit/day is a grossly low assumption that will cause traffic impacts to be underestimated. In north SD inland areas (along I-15 corridor), steep topography and extremely warm climate conditions, combined with distance from residences to Village centers reduces likelihood that affluent homeowners will abandon vehicles, or modify behavior to walk, run, or bike to from homes to Village centers, especially during hottest days with heat advisories, when extreme health risks require extra precaution, and proper 'self care'. Health impacts are often disregarded, in the 'new narratives' prepared in marking and sales outreach brochures, videos, etc. Not realistic, or healthy, or smart.
869	Gondolas could be a great transportation option for certain locations where topography is a challenge for bikes/pedestrians and where there is high potential use by both tourists and local residents, e.g. Balboa Park to downtown waterfront or Mission Valley to Hillcrest.
870	Autonomous vehicles will make freeway widenings obsolete. They will also likely increase VMT, and potentially GHG emissions. This is why SANDAG has to shift more funding to public transit. It's a smart, forward-looking investment in the future.
871	There is concrete to help reduce flooding. asphalt to reduce heat (white as opposed to black).
872	Stop expensive trollies and create a dedicated lane bus system. Stop expanding freeways. Remove ramp meters that back up traffic into neighborhoods!!
873	Does it really matter what I as an individual say? A: no. SANDAG has made up it's mind years ago how the transportation $ are going to be spent. They throw out a few cookies to the drivers out there and spend most of the money on their priorities. That being forcing more drivers into public transportation.
874	5G will be a big part of all future transportation technologies. Connectivity will be important for that and will allow the city to monetize on transportation by delivering services while providing transportation services.
875	Transportation alone is not going to solve this problem: we need to dramatically rethink zoning laws. More wealthy desirable neighborhoods are immune from the changes that gentrification bring, but it's time they have to do their fair share of adjusting. With the recent failure of SB 827, I am a bit let down, but I'm not discouraged.
876	Better traffic light control east/west depending on time of day.

Number	Do you have any other input you'd like to share?
877	Dropping a transit station into a car-oriented area without the connections designed to allow pedestrians to safely walk to and from is a major tragic issue being ignored by SANDAG and leaving cities holding the bag. SHAME ON YOU ALL! STOP BUILDING EXPENSIVE & SLOW TROLLIES and improve the bus network.
878	Pacific Beach Station should be called that. People go to neighborhoods, they don't go to streets. Especially visitors from outside the area...If you must add Balboa to the station name, it should be Pacific Beach/Balboa Station...folks start big/wide and then zero in...that's how you read a map...You start at the state, then city, then neighborhood, then street, then address.
879	I would advise you to look at other big cities with streamlined transit, especially Singapore, Vancouver, and Paris!
880	Less cars more busses. Come up with a plan to fix congestion on freeways.
881	Develop more public transportation options and encourage more ride sharing options.
882	Trains should go everywhere in San Diego. Cars transportation is miserable already. It'll be worse in 5 years. Change now.
883	Please install a Trolley stop at amphitheater in Chula Vista.
884	Transportation needs to redesigned to focus on mass transit with less reliance on freeways.
885	To expand on the above question about emerging and future technologies: yes there is no reason why EVERY major local roadway does not have it's traffic lights timed to ease and hasten the flow of traffic. It also uses less gas. That alone will improve congestion and put some cents back into drivers' pockets.
886	Need defensible alternative analyses and proof selected network best meets goals feasibly.
887	The human needs to be the priority. Every decision being made by SANDAG should include the question: Will this decision benefit or burden the human? If it is a burden, how can we improve? In my work I am aligned with Smart Cities, though cities are not smart if they do not integrate the human. There are appropriate places for technology that make is easier for the human. For example, an excellent, efficient payment system, systems scheduling, operational systems, and so on.
888	Autonomous cars won't save us.
889	Trolley should be expanded.
890	Emerging technologies will have longer life and be more efficient , although more expensive initially and careful consideration to not choose risky tech that may not last.
891	Please consider fixing the Trolley crossing at 65th St. Current condition is appalling with many potholes and failing asphalt that results in painful crossing for buses, cops, cars, trucks etc.).
892	I would like to see more alternatives for transportation other than owning a car such as buses, "lift" vehicles, and in the future driverless cars in urban areas like SD. I know some of this exists now, but there's room for more growth.
893	Focusing growth around current Transit and commute patterns does not account for how communities will change as remote work becomes the norm.
894	Usually government and transportation need run in opposite direction, take advantage of car company Ideas and leave out the fast rail idea that nobody except Union's wants.
895	As far as transportation, I see TV commercials about smart cities & smart traffic. Those systems are clearly not deployed in the region.

Number	Do you have any other input you'd like to share?
896	We have heard, INFILL, shortage of homes. We don't even have enough parking on most streets and we want to build more in the backyards of existing homes to house people, where are these cars going to park. Heard bedroom is not 8X10 no closet and two adults and infant in room. This is crazy, there aren't enough room in the schools, traffic is crazy now. Let's get the roads, then the housing.
897	Use technologies that work. The COASTER is a totally under utilized asset. The trains should keep running south on a revitalized freight corridor that currently sits abandoned.
898	Please match the bus times and COASTER times with the ferry arriving at the Broadway pier better during commuting hours to make alternative transportation less inconvenient. The ferry leaves at 5:55 am, 6:30 am and 7:20 am at Broadway pier and arrives at 2:35 pm, 3:45 pm and 4:45 pm for afternoon commuters.
899	I'm as old as the Trolley and I've been a lot of my life wishing it were vastly more useable than it is. While it is very difficult to squeeze it into already developed areas, I find myself disappointed that I have to now wait until I'm at retirement age just to have it go where I need it to go. It's disappointing to have to spend 3-4 times longer to go somewhere just because I want to take the bus/Trolley instead of driving. I hate having to risk my life just to get groceries on my bike. This city seems to have done everything to make me feel unwelcome despite living here my entire life.
900	Se que esta encuesta es en ingles y espero que mi comentario en español sea tenido en cuenta. Un gran numero de personas de origen hispano se moviliza en nueatro sistema de transporte. Amo este condado y gracias por su servicio. (I know this survey is in English but I hope mi comment is valued. A great number of hispanic people use public transportation. I love this County and thank you for the service)
901	If citizens would invest the same money into transportation system as they do their own cars we could pay for these improvements. Keep San Diego small, but make it a beautiful place to live.
902	Look at Chicago or Madrid. Trains make a city a great place to live and work. We need a real train system.
903	Don't just focus of vehicle modes of transportation. Widening freeways is not a solution. Creating alternative routes and safe options is key to preserving the personality of our community and moving our community forward as an innovative region in the country.
904	Transit is key, let's expand the transit network to keep San Diego the world class city that it is, and provide options for our expanding economic base.
905	Please also ensure that long term, sustainable environmental considerations are top priority.
906	More people riding bicycles is a really good thing.
907	San Diego transit is terrible.
908	Unless we are going back in time, future technologies must be considered. electric metro commuters and long distance fast trains. Driver-less cars. Traffic light signals managed by real time sensors.
909	Slow down the traffic in the city.
910	See previous comments.
911	Dockless bikes need to be regulated.
912	Fix our roads.
913	Better overall stations/stops as far as comfort ability and access. More safety features such as cameras at all stops, lighting, etc.
914	Boring project.

Number	Do you have any other input you'd like to share?
915	More machines for swiping my COASTER Pass. At the Santa Fe depot they are only located at the east side of the tracks. None are placed on the West side which is inconvenient when already walking 15 minutes away & adds more time to commute. If you're in a rush and don't swipe and get on train, the conductors want to cite you even though you have a current valid monthly pass. That really puts a bad face on someone who is doing their part reducing traffic congestion and using mass transit.
916	Your transit enforcement need to take a more aggressive approach with patrons. I've been on the Trolley several times and not been asked to show proof of a fare. The amount of insane and thuggish people using mass transit makes the common commuter feel uneasy.
917	I know they are busy the police and public works people but when I was working for the city of Escondido we would as a courtesy call in potholes ,street lights out etc. I think San Diego could start doing this and it would be a better city.
918	I recently attended an event during which there was a discussion about recreational biking vs. biking for transportation. It was a bit of a light bulb moment for me in that I had never really considered it. While I think bike lanes promote opportunities for healthy recreation, I think they are much less impactful as a transportation alternative. Also, I would share that I believe transit could be more viable in the future if the rider experience is taken into consideration and designed with that in mind. I frequently travel internationally and use public transit while visiting residents, not as a tourist, but alongside them. The experience is much different and it makes it a more attractive option than what is typical in our region.
919	Let's make public transportation user friendly. Interface with existing resources such as Google maps for trip planning. Right now it's hard to determine walking routes and the nearest transit options when planning trips.
920	Put the Trolley underground. Make the stations so people actually pay.
921	What do you mean by future technologies? I always thought the high speed rail should of started from SD to LA. It might have only affected part of the state but that is needed now. Whether we like it or not SO CAL is becoming one and we need to join it together. Its not feasible to expand that freeway but high speed rail would do the trick. I think the bike and scooter programs could be effective.
922	Express Bus Systems/Rail lines that run all night, since I work in a hospital I have to drive as I work the nightshift and there isn't any transportation alternatives, no car/van pools, no buses, no trains.
923	Make the transportation network safe for all.
924	It would be interesting to see if a light rail along the 15 corridor is possible. With the expansion on the 805/5 side, I would be curious to see if that alleviates some congestion.
925	Improve traffic congestion!!
926	Yes, stop making the freeways bigger and start thinking long term by improving public transportation.
927	Please contact me if you'd like further input. I would very much like to sit down with your team and give feedback.
928	Road repair.
929	Good luck, this is a tough issue that I hope we can progress on in the future.
930	San Diego is a growing hub of international and high-tech trade as well as recreation. Our public transportation, from street conditions to mass transit, needs to reflect this.

Number	Do you have any other input you'd like to share?
931	The reason that cars are more efficient than public transportation is that most of us carry things - laptops, groceries, merchandise from one place to another. It is really difficult to carry anything of size on a bus and when you do, you inconvenience the person sitting next to you. Plus, traveling on public transportation takes so much longer and there is no place to go to the bathroom during a commute that is typically more than 90 to 120 minutes long. Also, public transportation has severe safety issues for vulnerable citizens like women and seniors.
932	I don't know enough about technology but hope it helps prevent crashes with increases in distracted driving and drug impaired driving.
933	Roads in SD are a mess, they need to be looked at. Carpools with timed arrival / departure intervals (such as having companies start or delay their start time by 15 minutes) in Sorrento Valley should be explored as a shirt term option.
934	We need more ADA options for people in wheelchairs. We wait for lifts for hours sometimes and ride share such as Lyft to Uber cannot accommodate wheelchairs.
935	In much need of better bus lines or simply public transportation for our youth especially to have a safe way to get to school, work, extracurricular activities, etc.
936	Uber/carpool lanes.
937	Get creative. Trolley down center of freeway?
938	It is critical that the city take immediate measures to prohibit additional office/education/healthcare spaces from being erected in the aforementioned over-populated areas until and unless a sustainable traffic congestion relief plan gets underway and is successful. Tens of thousands of citizens travel to and from these overpopulated areas each and every day to go to/from work. Quality of life continues to degrade due to even longer commute times, terrible road conditions and frequent accidents. Families and communities suffer and the environment suffers from the heavy emissions. The city needs to shift priorities to a sustainable traffic congestion relief solution.
939	Entire entertainment communities could prosper if the Trolley and/or COASTER (plus anything else) went into and OUT OF them on a regular, realistic basis. By realistic, I mean, they need to have outgoing options at midnight, 1am, 2am and 3am.
940	Mucha tecnologia esta volviendo a la poblacion muy inutiles (So much technology is making the community lazy)
941	Que la tecnologia es muy buena pero poco a poco que esta acavando con muchas empleos hoy en die un estudiante consulta a google. En el futuro eliminando maestros. (Technology is very good but it has slowly eliminated many jobs, many of them as teachers.)
942	Quisiera mantenimiento de las calles de Vista, es la area de CAran Rd. y Galaxy Rd en Vista, CA. Las calles estan en condiciones peligrosas para nuestros estudiantes que van caminando a la escuela. Ocupamos banqueta (I would like clean streets on Vista, Caran Rd. and Galaxy Rd. area. Streets have become dangerous for our studends on their way to schoool. We need sidewalks.)
943	No violencia con los sobrnos que dios los cuidezitos bendiga con vida y trabajo y ninos mejores educacion y mas proteccion migras y policias. (Less violence, with work and education children will be safer. More protection for law enforcement.)
944	Fix paratransit.
945	There is a disconnect between the North County Transit and MTS about Ramona. They have to work together for the 50,000 people in this area!
946	siempre practicar la amabilidad (Always practice politeness.)

Number	Do you have any other input you'd like to share?
947	Safety transportation.
948	Better seating for passengers.
949	I'm all for high speed rail. The COASTER is awesome for costal but something is needed for inland. Also, if the roads were closed for years to build the new courthouse, why did you wait until it was open to build the new station?
950	Que la tecnologia esta muy bien y puede alludar a nuevas generaciones (That technology helps future generations.)
951	Self driving cars are a stupid idea and don't solve any problems. Fewer cars are the answers, not different types of drivers.
952	1) route planning needs to be focused on. 2) Efficiency 3) Input from community.
953	El plan regional es muy importante lo que hoy siento que se enfoca mucho en la ciudad de san diego deben tomar en cuenta la forma de vida las area norte del condado (rural, suburban) (The Regional Plan is very important, I believe it focuses on the City of San Diego and there is no focus on the north county area.)
954	I am open for questions.
955	Pues me gusta moderada y pues quisiera saber mas. (I like it in a moderate level, I would like to know more.)
956	Stop the waste on the bullet train.
957	Es buena la tecnologia pero me gustaria que las ninos menores de 15 anos no tubieran tanta tecnologia porque pierden los juegos naturales no artificiales como antes. (Technology is good but I would like that teenagers had more access to parks and recreational activities.)
958	San Marcos Blvd/Palomar commutes
959	Hoy en dia transportacion publica ayuda a mucha gente. (Public transportation helps many people.)
960	People would be more inclined to take the Trolley if it went faster. It takes 3 times as long to get anywhere with it than car. Even in heavy traffic times. The speed (or lack of it) is unacceptable. Other Cities mass transit is much more efficient and quick (regardless of whether its elevated or underground).
961	I work with individuals with disabilities and our clients and staff with disabilities have a difficult time getting to DOR office next to San Marcos DMV from coastal and Escondido areas. There is a need for better transportation in North County.
962	Necesitamos la aceleracion del COASTER y SPRINTER. Debe ser un prepuesto para a conducir en los prox mos 5 anos. (We need a faster COASTER and SPRINTER.
963	Thank you for this outreach and education opportunity.
964	Porque al paso que vamos la tecnologia nos va a traspasar. (The path of technology is going to surpass us.)
965	Que to evolucion para de toda la poblacion y tener comunidades seguras y sin micdos de adedor caminando o y biciclceta. (That the population evolves equally, have safer communities and without fear if you have to walk or bike.)
966	Que tan seguro es la tecnologia en una falla de internet o un apagon de electricidad, ataques ciberneticos. (How safe is technology on power outage or cyber atacks.)
967	Transportation options for senior citizens.
968	The 961 bus route for San Diego MTS is important! More hours needed.

Number	Do you have any other input you'd like to share?
969	We are growing and need better public transportation of all types (not more just for cars).
970	I would like to see blue line hours of operation and safety to be expanded to make cross border travel more accessible to students.
971	I think emerging technologies should be studied from a policy perspective so they reduce the amount of driving we have to do and make things safer.
972	Invest in more rapid public transit to make it more worthwhile for more people to use. More roads and wider freeways only impact the environment more and cause more working people sitting in traffic. The sustainable solution is to offer more effective public transit in concentrated parts of San Diego residents' daily commutes!
973	Link Southwest San Diego communities to National city, downtown, and rest of San Diego. Bike lanes in these communities.
974	Remember about life spans are getting longer take into account that many healthy elders have active lives spans use they experience and knowledge to help in the planning. Get a Seniors group to be a part of planning for the future, with a cross section of different ethnicities.
975	The test on I-15 using magnets allowed cars to be packed together all at the same speed - whatever happened after that?
976	Please invest in infrastructure that will help us feel safe if we choose to lead a healthy and sustainable lifestyle by commuting actively and using public transit. Please invest in facilities these behaviors also by improving transit (more connectivity) and more affordability.
977	Keep doing what you are doing! It's being noticed! https://peopleforbikes.org/blog/americas-best-places-bikes-new-system-rates-480-u-s-cities/.
978	To additionally curbside the needs of Southeast San Diego community, Normal city, City Heights, linking transportation bus lines, bike lines.
979	Transit lanes/systems that are separated from normal traffic lanes so that they are not impacted by congestion.
980	24 hour transportation now!
981	If you don't plan for certain areas because you think the want isn't there based on traffic you'd be wrong. If the system in place was more frequent it would draw more people in, having to wait longer than 15 minutes will deter anyone that wants to use the system. People have places they need to be and relying on a system that is more often late than punctual doesn't do anything to relieve congestion. If you rely on multiple transfers to get where you need to be, and one bus is late then you're late for the next one. If that bus is late then you could potentially be waiting too long to make the Trolley that would've been on time. A 90 minute commute could end up being a 150 minute commute. That could cost jobs and livelihoods, all because the system is unreliable, because the system does not take everyone into consideration.
982	Please do something to relieve the already congested freeways. San Diego County's population is growing, in spite of the rising costs of housing and living in our region which is NOT becoming sustainable for many families.
983	I think bike lanes should be considered for e-bikes and other emerging e assist technologies.
984	Center road bus lanes are an accident waiting to happen. Money is being spent on a rapid transit system the South Bay community does not want nor plan to use.
985	Whatever it takes!
986	SANDAG's leadership is short sighted and isolated. They need to figure out how to work with Hasan Ikhrata in SCAG who delivers projects and coordinates billions of investments in the six other counties except of course San Diego...which is falling behind being relevant with mobility.

Number	Do you have any other input you'd like to share?
987	Think for the future, act now.
988	Please take on the NIMBYs. Transit expansion will never work without sufficient density near transit stops.
989	It seems like San Diego city streets are not maintained in an equitable manner??
990	Traffic has become unbearable and life diminishing. A fully functioning train and Trolley system, running all day around the clock is now required. The situation has become dangerous.
991	It seems as though mass transit is looked upon as a way for lower-income people to get around rather than making it work for reducing traffic. Almost everyone that lives in north county going to Sorrento Valley gave up since MTS decided to cut service to RB and provide standing room only.
992	Same as previous please extend Trolley to midnight downtown to Santee.
993	No just the congestion is awful.
994	Car sharing and autonomous vehicles will affect the need for public transportation.
995	It seems the South Bay gets a bus to downtown that most students wont use but everyone else in north county get a new Trolley line to their campus. Seems to be unequitable between north and south county.
996	Automated people mover systems make getting around convenient, with a minimal impact to the area. I would love to see them used county-wide.
997	I've heard of city WIFI and the concept of a smart city interests me. I feel like we're inevitably going in that direction and way, I feel like it makes sense to have SD be a leader in that wave.
998	I would like to be able to take the Trolley to the airport. I would like to be able to get all day senior pass. Currently the only option for seniors is to buy one way paper tickets, which is pretty annoying, especially on the way back from Padre games when there can be a line for tickets. One more thing, 52 needs to be widened over riverbed near Mast to at least three lanes. I cannot believe 52 was widened without including the bridges.
999	Find a way to fast track roads that need to be completed for public safety. The neighborhood of Vista Pacifica is underserved in part to an uncompleted road to the south. The heavy traffic of the amphitheater impacts their commute. Better planning for heavy traffic needs to happen.
1000	I would like to see further expansion of light rail products like what we're seeing near UCSD.
1001	SANDAG once was quoted as saying "Californians love their cars." I disagree! The oil companies love Californians. This state was built during the oil and auto boom and those two industries did things to ensure cars would be the mainstay of California transportation. You have an ever increasing massive population here and you resort to old fashioned methods of moving people. Come on SANDAG! Do your job! Be creative and innovative and find new methods of transporting people and reducing environmental impacts!
1002	Focus on South Bay.
1003	The areas around heritage and the Vista Pacifica community need to be looked at. San Diego and Chula Vista need to work together to fix the congestion.
1004	Find solutions for where the highest rate of incidents are happening before throwing away money on building more. Fix the core of the problem before starting new ones.
1005	My commute from Chula Vista to Sorrento Valley has become an absolute nightmare. SANDAG is doing nothing to fix this while Chula Vista area continues to grow in population.
1006	I would like to see more - cleaner energy options available throughout our cities. Community choice energy is a great start...electricity is only as clean as from where it comes! So more public transportation is good, but it should also be 'cleaner'! Bike lanes and safe walking areas...but this is not an option for everyone who needs to commute.

Number	Do you have any other input you'd like to share?
1007	Bikes and public transportation have the capacity to make San Diego much more livable again. I hate trying to go south on 5 or 805 in the evening. Time to fix this thing! Car pool pickup locations in Sorrento Valley in order to use carpool lanes is one possibly helpful idea.
1008	Call me for more amazing ideas (281-xxx-xxxx).
1009	Large employers should be incentivized to get employees to ride share or use public transportation.
1010	More efficient charging stations for electric cars.
1011	Hyperloop.
1012	Smart cars will not address the issue of congestion (well, perhaps it will a little, but not much). We need to focus on mass transit options that are build along, and encourage, high-density live AND work corridors. Work on a Trolley up the 805 to Sorrento Valley should already be under construction, and the Trolley to UCSD/UTC should also be extended to Sorrento Valley.
1013	Pacific Beach needs better access north and east, and not just the new Trolley, but also more 'grid' service.
1014	Self driving cars are great for the future, but we need more Trolley access now.
1015	Trolley or new technology COASTER like line up the 15. Smart bus or hit bus to pick up larger # commuters on the fly (within reason).
1016	Look into having the city ready for using hyperloop technology in the future. Especially for connecting to LA, Vegas and the Bay Area.
1017	It looks like we are about to waste a tremendous amount of limited funding on pet projects like converting Pershing Ave into dedicated bike lanes that only the most conditioned bike rides can use based upon the terrain. This is ridiculous and will increase the back-up of traffic and pollution in North Park!
1018	I think plans are being put into place to make SD look eco-friendly, bike friendly etc. regardless of true impact on community.
1019	Run the Trolley up and down the 805 to connect with areas like North Park, City Heights etc. to areas like UTC and Sorrento. Without this the plans add density to uptown will fail due to the need for personal transport.
1020	Protected bike lanes. More incentive to carpool. More incentive for businesses to incentivize carpooling and alternative forms of transportation.
1021	More small parks, gardens, trees needed More community involved in trash, clean up and recycling.
1022	If by "emerging and future technologies" you mean autonomous vehicles, then not at all. Planning for pie-in-the-sky technology is silly.
1023	Use of renewable energy.
1024	There are companies in San Diego that you might take advantage of for a pro bono consultation. One of these is Kiran Consulting Group who for over 20 years now has serviced clients to analyze and improve the flow of people and vehicles in all aspects of their operations. www.kiranconsultinggroup.com
1025	I think that more people would use the public transit system in San Diego if it ran more frequently, was cleaner, and safer. Family members and friends have told me the same thing.

Number	Do you have any other input you'd like to share?
1026	With the invention of ride-share services (Lyft, Uber), there is a decreasing need to expand roads. The ongoing construction of additional automobile-based transportation options is short-sighted. SANDAG (and, by extension, MTS) needs to take a long, long view of transit and the development of the City and County infrastructure to move away from fossil fuel-based conveyances and towards electricity. Why does San Diego still lack electric buses? Transdev should be told to purchase the vehicles as a "cost of business" if they want to continue to be the service provider.
1027	I feel that as people's lives become busier & busier, it's less likely that HOV lanes will be utilized to their full potential. Please consider converting HOV lanes to regular interstate & freeway lanes.
1028	Bikes!!!!! Make this city bike friendly. Compared to almost every city in Europe we are a joke.
1029	Public transportation in SD sucks. Not efficient or reliable for most people.
1030	What emerging technologies? You ask a question about emerging technologies but don't tell what they are...self driving cars, Trolleys?
1031	Why don't you have a serious ride share program with technology that incentivizes commuters to carpool in private vehicles? Uber has proven and popularized the concept. Your App must be at that level of user friendliness.
1032	Where emerging technologies can make a significant difference, they should be used. They should not be used just because they are a new way to do some particular thing.
1033	Emerging technologies should be looked at as a tool to help accomplish the other goals, but not designing around emerging technologies as the goal.
1034	I could do a lot of work without getting on the freeway if there was technology that improved the ability for teams to meet virtually. Current technology for this has severe limitations. Poor audio and video quality, difficulty seeing all the participants.
1035	One or two late night routes for the trains and buses. Can't even stay in Oceanside past sunset in summer on a week night if you need the SPRINTER eastbound.
1036	Yes, the transit station on El Cajon boulevard is empty ., it takes too long to take a bus anywhere north ., we need a Trolley to go to the beach.
1037	Are San Diego East County residents a concern for SANDAG?
1038	As we urbanize neighborhoods like North Park and our former middle class loses access to luxuries like cars and homes, consider making it easier for us to access our workplaces in the cheaper north industrial areas like San Diego tech center, Mira mesa, Poway, rancho Bernard where we can't afford to live.
1039	Stop overdevelopment! Stop wasting money on the Trolley- build bus lanes from Old Town to UTC instead. Stop taking road space for bike lanes.
1040	The streets of downtown San Diego are full of garbage and sick, homeless people. There is something fundamentally wrong with a society that cannot provide for the basic needs of its people. We need to consider humanity first and the "bottom line" second.
1041	The bus system needs some time of protocol when a bus on the same route is running behind schedule as many times, I have seen buses on the same route back to back and this simply doesn't make sense. If one is behind schedule the other one should try to make up the time that the other one has lost by not stopping for the next few bus stops and maybe alerting riders who are on the bus stop waiting on the bus's screen that another one is coming along and this one is trying to make up the time that the other has lost.
1042	We now have ability to purchase off the shelf battery powered buses, cars, and refuse collection vehicles. We could encourage circulating transit with on call capacity to a transit hub, battery powered. We could add frequent bus, light rail, or Trolley service along the main corridors of current commutes.

Number	Do you have any other input you'd like to share?
1043	Please consider anything that can be done to get rid of all the dockless bikes and scooters that are being left all over the city.
1044	Increasing bike lanes to help separate cars, bikes and pedestrians. Each mode is safest when not subjected to the other. Get bikes and scooters off sidewalks.
1045	It would be good to have more public transit options, shorter commute times and better bicycle trails (especially to large employers such as UCSD).
1046	San Diego is at a fork in the road; we could catch up to the technology and forward thinking improvements of other cities or continue to haphazardly slap roads and developments wherever a developer can scrape them together without serious thought for the long term implications on the city. I want to see San Diego take its place among the best and healthiest places to live where transportation is exciting and full of options rather than a daily struggle. I want to be proud of my city but right now I feel like it's lost its way. More bike lanes, waking paths, easy flexible public transportation (Santa Barbara's Trolleys and bike paths, San Francisco's rail cars and Bart) that help everyone take advantage of the beauty and diversity of San Diego.
1047	Smoother flowing streets and freeways for personal cars, shared cars, and commercial vehicles a must. More bike lanes, but not at the expense of streets, would improve the bike safety and use. Safer sidewalks by eliminating obstructions, bikes and scooters. More safe walkways. Safe walkways and sidewalks must be a part of the plan. So things like sidewalk maintenance, lighting, and fewer but safe crosswalks are also needed.
1048	I wonder about new technologies ? What's I'll be available ?
1049	Building more freeway lanes only creates more congestion.
1050	Why isn't 52 67 have at least 3 lanes the entire way? Bottlenecking is the worst for highways. You knew thousands of new homes were going in so why build a tiny highway not able to hold the future cars. What a joke and what a major pain in the butt it is for commuters. 52 was the best thing at the time but immediately that became congested and how many years has it been? You are asking now? This place is no longer a place to settle down for the rest of my life, time to move out and find another Santee in the u0 and 80's.
1051	Minimal environmental impact should be a top priority. Looking at technology from other parts of the world who prioritize the environment should be considered.
1052	The advance of the life-integral smart phone is an example of how quickly technology can be incorporated into daily transportation options. We do not want to be bleeding edge but we do want to be part of the change makers.
1053	It's imperative that the Trolley system connects to our airport and continues to plan new lines into our existing communities/neighborhoods.
1054	I-15 traffic is really really bad on weekdays -- why not have a regional rail line along a similar route?
1055	San Diego once proposed a railway from the Temecula Valley area all the way to the Mexican Border. That would have been such a wonderful plan to implement. What the heck happened?
1056	Thank you for considering the whole county.
1057	I am the mother of a millennial. Cars are taking a back seat for this demographic group because many do not have high disposable income.
1058	Following the lead of the Netherlands would be good.
1059	Hyperloop.
1060	I don't think Uber/Lyft is going to dramatically change car ownership levels as claimed by some.
1061	More and better public transportation is needed.

Number	Do you have any other input you'd like to share?
1062	Don't allow growth unless the developer can provide funds to minimize traffic. We are building and building without thought of traffic impact to the community.
1063	The working poor do not have consistent access to smart devices and it's egregious to charge $2 for not having a transit card. You are taxing poor people for being poor. There are not Vons and Albertsons in poor communities. The working poor work every day, including Sunday, and work overnight and late shifts and bus routes should be available 24 hours a day.
1064	GPAs should not be allowed. Defeats the purpose of central planning.
1065	I'm excited about the potential of smart roads to alert authorities to v accidents it animals and give real time feedback to drivers.
1066	There are a lot of people who would take the trains if they felt safe. The COASTER and Metrolink are safe but I won't leave my car in a SPRINTER station. Also, there are no cops enforcing traffic laws and Homeless people are walking around the middle of the streets just waiting to be hit.
1067	Just do it right, please. Like, for real.
1068	The stigma of bus riding needs to be overcome with smart marketing campaigns. The Trolley promised for Otay Ranch is now a bus. That's a huge disappointment. The construction is overkill for a bus. It's not a fair trade off.
1069	Technologies need to be weighed for their usefulness vs cost until proven so not overly invested in short term tech advances.
1070	If you are looking ahead to 2050. You have to eliminate automobiles from the picture entirely.
1071	Just to consider as many aspects and options as possible while making these decisions.
1072	Before billions of dollars are spent on widening our freeways why isn't there light rail systems down the middle of those lanes? I absolutely hate the widening on Interstate 5 in Del Mar. The biggest waste of money ever!
1073	Companies need to become more serious about locating employment centers near the areas where people live.
1074	Bike safety. Bike safety. More homes near Sorrento Valley where the tech jobs are.
1075	I love public transit and regularly walk, bikeshare, bus, FRED or scooter my way around the center of town from my Bankers Hill home.
1076	There should be the option to upgrade since we can't be sure which technologies will be adopted.
1077	Stop using North County money in East County and fix highway 78.
1078	If the Regional Plan can change the zoning in areas of already higher population density compared to suburbs, then there may be a chance to have enough ridership to and from these areas with new developments that emphasize mixed use.
1079	Yes, the COASTER trains are old and dirty. Since it goes along the coast and there are many tourists who use this form of transportation, I'm sure they would like to be able to see out of the windows. It would also be nice to have designated areas for suitcases so they don't take up seating space.

Number	Do you have any other input you'd like to share?
1080	The fact is that people choose to live in an environment that best suits their family formation, lifestyle and needs. This focus that all future housing must be in transit oriented, urban infill type projects will deny a large segment of our population housing that they desire (single family) - this will continue to force them into Riverside County to obtain housing and continue to negatively impact the freeway congestion. Places like Murrieta are advertising the sale of single family homes in San Diego - we are not giving our citizens a choice. Many people who work in San Diego, use the streets and roads, and services LIVE elsewhere - taking their tax dollars with them. The notion of "reducing auto use" by implementing Vehicle Miles Travelled will punish our working families and our service providers even more. There should be a balance of transit improvement along with investment in our existing freeways and interchanges to provide more capacity and flow.
1081	Improve Sorrento Valley COASTER station. Northbound platform is too narrow, there is no protection from weather elements, no Compass Card readers. It doesn't make sense to have all the amenities on the southbound side when most of the commuters are waiting on the platform to go North.
1082	Solar energy on new buildings and vehicles that use electricity and use of easy access to transportation information on smart phones.
1083	Please do something now, our quality of life along I-15 is destroyed and we want our rural streets back!
1084	With the new Trolley line to UCSD, I think if you can build lines to connect the beach and the airport you'd have the most essential routes covered.
1085	Help protect bicyclists from aggressive drivers. Give us some protection (flexible plastic cones dividing bike lanes from the driving lanes).
1086	Build the houses where the jobs are. Honor GP 2020.
1087	Our entire region is choking on itself with the number of people living here, yet we continue to build and ignore the drought. There is no "rush hour" anymore(it's all day long). Going anywhere in our county takes a long time. We need viable options to personal transportation.
1088	The bike lanes are being used for recreation not commuting. You have to have your head in the sand to think differently.
1089	Encourage hiring people in / from San Diego in our county. People from riverside commute to work causing major traffic problems on sub par roads. Long distance commutes should be discouraged by businesses. Employees doing these Hugh commutes have a terrible quality of life.
1090	Put the climate first, and then relieve congestion along I-15 and I-5 with rapid transit and smart growth.
1091	Please leave space for habitats. focus on more transit options please.
1092	You can be boldly progressive now, so let's get to work.
1093	Reboot the mats infrastructure from top to bottom.
1094	I would like to see technology help us solve the problems of congestion in the area.
1095	Quit building so much, and plan new communities with the requirement that they fit within capacity limits of existing infrastructure. Del Mar Heights new development is a prime example of one more development that is just going to snarl traffic even more. Same for 4 development projects being railroaded through for north east county. This stuff needs to stop - the current approach is ruining everyone's quality of life!!
1096	I'm not quite sure what you mean by emerging technologies, but let's not focus on gondolas and scooters. Let's get some buses running and some more frequent trains.

Number	Do you have any other input you'd like to share?
1097	Let's work within the budgets we have, and not introduce more taxes and bonds/debt to the state. We're already one of the most expensive states as far as affordability.
1098	Affordable, non fossil fuel public transportation options, asap.
1099	"Reality of a limited budget"... Please. If you wanted the money to be there, it would. Adjust your priorities.
1100	I would like to see suicide prevention fencing placed on the Coronado Bay Bridge from one end to the other. Signs don't work!
1101	San Diego Lilac development is bad news.
1102	In Europe, all neighborhoods have easy access to small grocers, post offices, and other necessities. If cities are more walkable and less polluted, there is less congestion and traffic. More clean, accessible public transport and less endless expansion of the I-5.
1103	ALL of our streets and roads are in deplorable condition and need to be fixed! What are we paying taxes for?!?!?
1104	First impressions!!!
1105	Sadly, I think you are in the investors' pocket and say ok to communities before there are adequate roads to accommodate. We feel the quality of life in San Diego has slipped greatly in the past 5 years. City of San Diego roads are a joke, our freeways are always jammed.
1106	See above on train/COASTER costs.
1107	Everything I have seen suggests that making mass transit free is the best way to change habits, improve the environment and maximize equality. In addition, I would like to see COASTER hours going into the late evening in order to promote the regional arts.
1108	Yes, stop mass producing track homes out in the fringes, e.g. Escondido, Valley Center.. and pretend that is a good thing. It just makes transit and a whole lot of other things horrible.
1109	Low income people should be subsidized, like seniors who don't necessarily need the subsidy. Increase options for paying for transit to avoid tickets, e.g. use transit cards to pay for trips on credit until payday. Poor people should not be jailed or incur obscene fines for nonpayment of tickets.
1110	Don't narrow roads to appease the bike lobby. Give us the roads we already pay for. Our gas taxes are the highest in the country - so nobody believes that there are limited funds.
1111	Our freeways in the northern corridor are in great need of improvements. I am concerned that SANDAG may not have the funds to complete the projects myself and my neighbors have been counting on. Cars on our freeways are only increasing, not decreasing. It's important to have sound barriers for the surrounding parks and homes as well as protective safety barriers which are non-existent in some areas in Carlsbad. We are also hoping for an upgraded entry into our beautiful city with which SANDAG and City funds have been earmarked. With the shortage of homes and the increase in population, we must protect the quality of life in the northern corridor and in my opinion that means beautifying our city gateway, protecting surrounding neighborhoods from traffic noise and increasing smooth traffic flow.
1112	Emergency services needs to tie in with transit district for moving people in emergencies.
1113	Regional climate action plan demands transportation planners place less emphasis on easing single passenger automobile/truck congestion in favor of increasing use of mass transit. Improving freeways by expanding capacity only continues to encourage the use of single passenger gasoline vehicles and is contrary to the policy goals of the regional climate action plan. Instead, SANDAG should work to create a robust multi-modal transit network that incentivizes, encourages, and makes possible alternative transportation routes between the region's major residential centers and employment centers.

Number	Do you have any other input you'd like to share?
1114	SANDAG is failing our region's economy and the environment by prioritizing the communities in north county over the south.
1115	Model after The Netherlands: one card for all public transport access. Connect airports/train stations/Trolleys/buses.
1116	More frequent transportation along the Coast. A similar system at least two corridors in the East counties. North - South. More transit centers for connecting more frequently to more around Carlsbad for instance. If I don't have a car, getting my life necessities becomes very narrow and my options extremely limited... and that is assuming I do not have a disability - as it is with today's configuration. I realize some cities have a more convenient hub but Carlsbad does not!!
1117	I've only been a resident 4 months (retired from East Coast), but heard/read nothing of council of governments addressing county issues regularly.
1118	Sorrento Valley station needs to have coverage on both sides, tapping polls and better speakers on both sides. Also the brush needs to be cleaned up because it attracts mosquitoes that bites people standing/sitting near track.
1119	The Trolley is insufficient and much more costly to build than express rails in the middle of the freeway. You can easily connect people to the normal bus system running on streets with a express rail. In South America they have extended buses that move rapidly through the freeway while traffic on freeways are stopped. These are 3rd world countries that have much better public transportation than San Diego.
1120	Dedicated funding sources is needed to get us out of this hole. Many promises were made. and votes for fees to fund improvements have failed in the past due to mistrust. Dedicated funding with transparent accountability is a must.
1121	Please do something about the scooters and bikes being thrown away like trash, used by drunk people, without helmets and in the dark. Someone will get killed sooner or later.
1122	I've heard the pie in the sky forecasts of how wonderful driver-less cars will be and the opportunities that will be open to the owners. This would include the ability to use your driver-less car as a taxi while you are at work and schedule it to pick you up at the end of the day. The only gain, I see, in these scenario is a reduction in parking space. The amount of traffic would be the same. People going from point A to point B in single vehicles.
1123	Pour the money into public transport and buying up as much solar potentiation as possible.
1124	Everyone should be engaged in civic and community responsibility and every community should have the opportunity to prosper and take pride in this magnificent city we live in.
1125	New developments in modes of transportation (driverless cars, high speed and other rail, and modes that are still on the drawing board) have to be taken into account in the near term and (most importantly) the long term. Existing modes of transportation, however, have to be the primary consideration in planning short term transportation improvement and development.
1126	The importance for integration of technology for electric and hydrogen powered transport, including automated/self-driving truck transport, cannot be understated.
1127	Carpool lane permits for sale via carbon offset credits.
1128	Cities that have successful public transportation (NYC, Chicago, London, etc.) have extensive light rail lines. We need to expand ours now before the city expands much more and we don't have the real estate to do it.
1129	Trains. Fast ones.
1130	Greater accessibility and assistance for those with disabilities, including developmental disabilities.

Number	Do you have any other input you'd like to share?
1131	There needs to be a much better effort to coordinate complementary or even competing projects within the county. For example, there was the Caltrans bicycle freeway and the coastal rail trail projects that could've been combined in many areas to provide more funding for better solutions. There needs to be more focus on pedestrian and bicycle accessibility across the railroad, as well as considering rail along with I-15.
1132	SANDAG & developers officials think the Trolley system is the answer to everything, no one is going to use their cars when they can take the Trolley! That is so false. Unfortunately the Trolley does not take people to all the places they want to go, people do not want to take the bus or spend money on Uber/Lyft when they can drive their own car.
1133	Not sure what you mean by "emerging technologies"? I like that MTS issues rechargeable cards & an app, and it would be great if we had electric buses!
1134	Anticipate more autonomous vehicles, so be able to dedicate lanes to them.
1135	We need higher density along transit routes and within the urban core
1136	SANDAG needs to focus on the needs of South San Diego County instead of North County. Or at least be more equitable unhide you just to the dollars and put the dollars or you can move more people. I would also like for toll road 125 to be free.
1137	By the time you install any cutting technology it will be obsolete.
1138	We need affordable housing and statewide rent control, yesterday.
1139	Stop building new roads - they don't solve congestion and don't generate wealth.
1140	Electric vehicles are not enough to reduce emissions because if everyone has one, there will still be congestion. Need better mass transit.
1141	Hyperloop will solve both transportation and economic problems.
1142	More people need to understand SANDAG's mission. I attended the community outreach event in Vista last week and found it very informative. Not sure the predominantly Spanish language attendees got much out of it. I realize you can only do so much.
1143	Future tech will take years to become common, and will fail before it passes. Forcing it on people is the BEST way to make it fail and become rejected. It's not even affordable.
1144	I would like to live in a community where one could have a pleasant walk in the neighborhood.
1145	I think this is a great idea to start planning for the future of San Diego transportation, and I hope that these plans alleviate travel stresses rather than adding to them. I would also like us to keep in mind why many of us love San Diego - nature and the ocean! So let's preserve those while forming our future solutions. Thanks!
1146	We should have a broad diversity of employment and industry to offset economic downturns and we also should focus on quality of life instead of only monetary profits.
1147	Climate change will increase natural disasters, including weather extremes, these risks must be included in planning.
1148	Currently I drive from North Park to Carlsbad 4 days a week for work. I would love to take the COASTER from old town to Carlsbad - poinsettia stop, and then the Breeze to my office. Travel time would be similar as bad traffic days and it would likely be cheaper. However, The current system only has connections twice in the morning from the COASTER to the breeze (and the opposite in the afternoon). I currently have to work 9 or 10 hour days, and the lack of an additional bus connection means I cannot take public transportation. I'm specifically talking about Breeze lines 444 and 445. As scheduled, someone could not work 9 hour days, and even working an 8.5 hour day would be VERY difficult. Adding additional bus connections would allow greater flexibility for those that do work standard 8 hour days, and would also allow individuals like myself to take public transportation rather than driving 60 miles a day.

Number	Do you have any other input you'd like to share?
1149	Good luck herding all the "cats" in SD county.
1150	No more pay toll roads! All people regardless of economic condition should be able to travel the public highways without restrictions!
1151	Stop trying to get people out of their cars. Your job is not to engineer society, but serve the people.
1152	Thank you for all you do!!
1153	Smart systems using various forms of machine learning will be more efficient to a certain extent. But it can't solve density problems and the over population path we are on.
1154	Tell Sacramento to stop trying to force San Diego to build more housing. We do not need the density, nor can we accommodate it.
1155	Strategic planning that considers how to better leverage new and emerging technologies with an eye towards more responsible stewardship of public tax revenue is really the underlying need and prevalent weakness in government. Be better stewards and intelligent planners, not ATMs for donors.
1156	Too many bike lanes- not enough of the population uses alternative transportation. It wastes precious real estate. We lose too many parking spaces & road expansion opportunities. Bikers do not follow road signs; skate through stop signs. They're a moving vehicle that needs to follow the law plus it helps drivers see them & respond accordingly.
1157	Transit and alternative modes of transportation including dedicated bike lanes and safe inviting walkable streets should be the priority and point of emphasis in the RTP update.
1158	There are many countries that have implemented technology in both transit and solar. I think we need to duplicate systems that do both.
1159	Please plan for a future where San Diegans can transport themselves without cars (if desired). I would love to be able to visit music venues and bars and sports (and all entertainment) without using a car!
1160	Unfortunately for the most part people do not live near where they work and public transportation can not fill the gap, the metro area sprawls far beyond a manageable area.
1161	Make smart decisions.
1162	Following the county growth plan instead of allowing developers to over develop in areas without infrastructure is key to easing traffic issues in rural areas.
1163	Mixed land use - move the jobs to within easy bicycling distance of housing. No isolated housing without employment adjacent or intermingled.
1164	Resist the urge to put in concrete walkways, use cobbles, dirt, or something more natural . So many injuries are caused to people's joints from hard, flat, concrete sidewalks. It makes people irritable to hurt from walking on flat hard concrete all the time.
1165	Encourage employers to promote telework.
1166	Yes, I have a three page list of specific long range transportation and development planning issues, along with many maintenance and lack of repair issues that I will be sending via email. Most of my comments relate to North San Diego County and what seems to be a preference by SANDAG and CALTRANS to overweight improvements that surround the areas where the agencies are headquartered and underweight connections within the Northerly portion of the County and to the megalopolis North of the County. My profession is as an Architect and Planner and I've been a resident of Oceanside for the last 31 years. I've been a part time bicycle commuter for nearly 40 years and have commuted by car, train (for about 9 years) and bicycle. My employment has been in San Diego City, Carlsbad, San Marcos, Oceanside and three cities in Orange County for the past 31 years.
1167	Don't ruin small quaint communities.

Number	Do you have any other input you'd like to share?
1168	Please make it easy to get to different parts of town on public transit. Many of us would much prefer to use it but there are too many connections involved to make it worth the time.
1169	I'm sick of Environmentalists trying to grab money under the auspice of "going green". Serve the car-driving community and stop catering to special interests.
1170	Stop planning transit for middle class and rich white people!! They aren't going to ride the bus/take Trolley to work. They feel superior to that especially after they buy their hybrids and electric cars. Invest into the system where poor and working class people live and get them to where they need to go! And bus fares are freaking expensive...$2.75 a ride? Really? $5 a day round trip? That's the cost of a meal to a poor and working class person. Lower the fares!! Make it accessible to us!!!
1171	Please study impact and plan for driverless car and car sharing. It's future is coming fast.
1172	It is pretty self explanatory that we have to move forward in technology and not stagnant.
1173	The Rapid lines are great, so are super loop. However I was disappointed to see the super loop line stops upgraded again within the last ten years, when other bus stops are seriously lacking (no shade/wind breaks, no benches/poor condition benches) throughout the City/county of San Diego.
1174	It should be about balance and not caving to either extremes.
1175	Please. Consider other forms of congestion relief in East Chula Vista. There are too many stoplights on side streets. There are several stretches of East Palomar where there are three stoplights in less than 1/4 of a mile.
1176	More environmental friendly ways of expanding our roads.
1177	Deal with the homeless on the streets and the begging on every street corner. It's out of control and impossible to avoid.
1178	Study light rails such as Amsterdam. These small trains can be implemented here.
1179	I recently purchased an Ebike to commute. It is very dangerous on most roads.
1180	Please deal with transportation issues based on actual need and not what bureaucrats wish it to be.
1181	The emergence of AV will take time and will continue to add to congestion on surface streets and highways.
1182	Investments should result in immediate benefits to citizens. The Multiple Species Conservation Program (MSCP) has addressed the majority of issues related to habitat protection. While we need to address global climate change, it should be done at state, national and global levels as these local investments not result in a tangible benefits to citizens (such as better educational and job opportunities, safer streets for all modes of mobility, and adequate and affordable housing).
1183	Stop pushing Trolleys and bike lanes on us. Fix and expand roads and provide better bus routes.
1184	SANDAG needs to implement more projects like Mid-coast but do it in a much more efficient manor.
1185	I think having the Trolley go further north into UCSD and UTC is great but how will COASTER/train commuters utilize this? What is the connection?
1186	Don't make us drive. It's bad for everybody. Give us another way to get around.
1187	Less traffic lights on highway 76 , traffic rams from 76 to I-5 78 to I-5 both ways.
1188	I love the Trolley. It would be nice if it reached more places.
1189	Traffic lights should be responsive to traffic conditions.

Number	Do you have any other input you'd like to share?
1190	I think before you consider future technologies (e.g. self driving cars) you need to fix the existing problems. Stop reacting to problems caused by poor development planning and instead take a proactive and smart planning approach on a city wide scale. Stop approving large developments that have no local infrastructure improvements; stop development in a vacuum and instead incorporate potential effects on surrounding communities and the region as a whole. Stop approving massive high density developments that maximize developer profits while providing no localized amenities or upgraded infrastructure. For example the massive housing developments in Mission Valley are only going to make a bad problem much worse. There are serious traffic bottlenecks that need to be resolved now.
1191	Infrastructure needs repair everywhere, from the roadways to Balboa Park, etc.
1192	Invest in an efficient mass transit infrastructure.
1193	Too many stop lights. Too many trucks. They are still building like crazy in the South Bay and developers are delusional if they think the jobs will magically appear here. Or they're just greedy and liars.
1194	Reduce traffic.
1195	Expand the bike trails.
1196	There is virtually no public transportation in 92065/Ramona. So much money spent on mass transit that doesn't help most of us.
1197	Please put in the concrete barrier on highway 67 by Mt. Woodson.
1198	Superconductive magnetic lines raise them, eventually demolish the 80-lane concrete monsters, attire can return east of I-t Trolley good, used to run down my street when my mom was a kid Educate all the drivers who don't know how to turn right without first swerving left, and other such evidences of complete cluelessness.
1199	Way too much time and work has been spent on the idea that future technologies will save us in the future. Meanwhile we have not implemented many of the transportation systems and aides that have proven to work all over the world. Yes technologies will change and they may be of great help in years to come. But let's fix what is wrong now and build systems that we know work. Just look at what takes place during a Padre Game or major holiday. The roads are jammed, there is not enough parking and those using the Trolley get in and out much faster for the downtown. We can have it working like that every rush hour if we rally develop a robust transit system with the technologies we have now.
1200	Mira Mesa boulevard should have an elevated, automated 24x7 people mover from the COASTER station in Sorrento Valley to the I-15.
1201	Thanks.
1202	I want to know where the road you are thinking about extending from Hanson Lane.
1203	Keep Ramona from building too many new apartments and homes. We need to stay small.
1204	The roads and congestion in San Diego is beyond a disgrace! We need more freeways and a real train with at least 100 stops county wide. But nothing will ever get done.
1205	Put a train down he middle of I-15 and I-5 and quit adding lanes.
1206	Focus on green European cities like Stuttgart, Hamburg, Munich. They have miles of safe bike trails, great, efficient train systems, and roundabouts instead of traffic lights. Maybe look at what is already working in counties like Germany.
1207	Fix Highway 67 once and for all. We've had you put us off and delay for too many years with false promises and stolen taxes for TransNet. Stop cheating us and do the damn job of upgrading our Hwy 67 please. I will never vote for another TransNet increase as SANDAG has lied and stolen from us too many times.

Number	Do you have any other input you'd like to share?
1208	I have heard much talk about the elimination of cars in the near future - people will take Uber or Lyft, ride bikes, etc. that would be great if it was convenient, safe, and affordable for all, but that just isn't the case for those of us who live outside of the downtown areas. We will have to continue to drive our cars for some time because there are no other good options available in many areas of the region. We need to plan for both cars and future technologies - additionally, you must consider current income levels and when these new technologies including electric cars will become affordable to a large segment of the population.
1209	Technologies might tweak but aren't going to change the fundamentals of urban transportation.
1210	Get more cars off the road.
1211	California is a leader in renewable energy. Let's support this by installing chargers, continuing to incentivize renewable energy vehicle use, providing clean energy rail options, and prioritizing bicycle travel to train stations and local destinations. Continually adding more freeway lanes is not the answer, and is a blight on our landscape, air quality, and ecosystem. Related to this, on my recent trip to Canada I saw some highly effective and aesthetically pleasing wildlife bridges over highways. Thank you!
1212	Roads in and out of Ramona need to be improved. More housing is going in with no planning for the increased traffic. The intersection at Hwy 67 and Dye Road was a small start, but more needs to be done.
1213	Technology is a great addition to communities. However, people should still be prioritized when designing communities. In the open house, I observed that technology is highly focused on cars and still propagating the idea of being dependent on cars.
1214	Layout communities for total access by walking or biking.
1215	Driving personal vehicles does not seem sustainable long term.
1216	Expand light rail and commuter rail such as COASTER.
1217	Work more with Caltrans and local cities for highway and access road synergy Everyone has their own agenda.
1218	I would like a transportation card that I can pay a monthly fee and be able to ride the public transportation and ride bike shares (that can solve my first and last miles). I would like the card to be connected to my phone via app and actually be user friendly. I would like to see public transportation arrival times, be able to easily add money into my account without waiting 3 days to use the amount, and be able to see money amount on my screen in real time.
1219	Make our city more efficient and affordable and provide more tech employment.
1220	Autonomous cars are an attractive concept. But how does that reduce vehicle traffic? Of course we all want brighter bigger faster newer, But there are perfectly good available technologies that could be more quickly implemented â€“ street cars for one.
1221	Need more public outreach and engagement with broader audience, not just the downtown influencers but communities throughout the region, in multiple languages.
1222	Autonomous roads. Even though the technology is here, I see all transportation projects still using old fashioned technology. The time to implement autonomous is at new construction and rehab stage.
1223	We need to roll out smart traffic signals faster: the costs of wasted time, wasted fuel and pollution from unnecessary idling would be staggering if anyone tried to add it all up.

Number	Do you have any other input you'd like to share?
1224	Electric transit in town would really clean up the place and solar and wind energy could provide the energy we need. However, the majority of the Ramona population is very pro fossil fuel and internal combustion. That would be very difficult to change. There was a question, later in this survey, asking about how often do you take bus or rail but bus or rail is not offered where I live.
1225	I prefer using mass transit. You need to work the bike shares and scooters into any plans.
1226	Reduce the trucks on the roads, how can we make trucks less polluting? Can we use trains more?
1227	Yes -- when you are elderly, ill, and can no longer afford a car, what are you supposed to do? More of us will be in this situation as time goes by. The ACCESS System should be increased to facilitate our living situations. There are not enough SROs or old age homes to accommodate all of us.
1228	When building bike facilities, make them dedicated facilities to bikes for transportation. By creating MUP's (Mixed Use Paths), the utility of bike paths are diminished by casual strollers, dog walkers, joggers and runners and other such impediments to quick transit from point A to point B. The Rose Canyon Bike Path, North County Coastal Rail Trail, San Diego River Trail, Bay Shore Bikeway and the like have all been commingled as recreational facilities. Dedicated, protected bike paths on network wide, arterial roads are more useful and needed badly for active commuting. It's difficult but necessary for future growth in urban density and growth in bike commuting. E-bikes, bike share and personal bike transportation will grow exponentially and should be planned for and accommodated. Bikes around transit stations: - do a much better job in planning and providing for bike commuters including access to and from stations and bike parking & storage at transit stations. Also plan to accommodate more bikes on Trolley and buses for multi-modal commuting. Provide bike parking corrals (some with charging stations) in communities for bike share and personal bike lockup. Include all public facilities like transit stations, libraries, schools, recreation centers, beaches and parks, business districts, gov't buildings like post offices and other high volume facilities. Encourage employers to support bike commuting with bike storage, charging for e-bikes, showers/lockers and credits for reduction of freeway congestion and GHG. Utilize SDBikeCommuter.com discussion threads to glean ideas on various topics related to Active Bike Transportation.
1229	More alternatives naturally reduce congestion. Building more freeways won't.
1230	Mas rutas conectando a la ciudad. (More routes connecting to the city.)
1231	Hay informacion sobre el transporte publico. (Information on public transportation.)
1232	Me gustaria usar el transporte publico si fuera mas frecuente y mas accesible. (Frequent and accesible public transportation.)
1233	el transporte publico es muy importante. (Public transportation is very important.)
1234	El transporte publico. (Public transportation.)
1235	Necesitamos que hayan mas rutas mas buses y que pasen mas rapido y tambien por el medio ambiente necesitamos mas arboles. (We need more bus routes and with more frequency, for the environment we need more trees.)
1236	I wish the Trolley intersected with more bus routes, especially at the high-volume hubs.

Number	Do you have any other input you'd like to share?
1237	Que arreglen calles. (Fix the streets.)
1238	Trolleys in more directions would entice me to ride.
1239	Quality transportation is needed for an aging population.
1240	Driverless okay but missing the boat when it comes to Hyperloop. That is the future.
1241	Cuando llueve no ay ? (When it rains?.)
1242	Some stops and transit centers should be "walked" or "rolled" and reviewed by disabled passengers who can notice and point out potential hazards and other difficulties - before they are opened for public use if possible. The new "centerline" stops for the 235 are good example.
1243	More zero emissions mass transit!
1244	More traffic patrol during commuter hours.
1245	Raise gas taxes to pay for more public transit. Our environment cannot take more air pollution, noise, use of fossil fuels.
1246	Transfers on buses should not cost an entire second fare.
1247	Bicycles should not be allowed on roads without shoulders or bike lanes. It's not safe. Especially on narrow mountain roads where there are blind curves.
1248	En la comunidad hay mucha necesidad de transporte publico por el lugar donde viven. (In the community there is a need for public transportation.)
1249	Que haya mas choferes mas concientes y amables con las personas, especialmente con las personas mayores. (More capable, friendly and conscious drivers, specially with the elderly.)
1250	La frecuencia del transporte publico. (Frequency on public transport.)
1251	Stop widening freeways, transform empty lots to housing, increase transit efficiency and frequency and plan for autonomous vehicles and a culture where people don't own cars but still use them.
1252	Itemizing future budgets, with fund control would be appropriate.
1253	When Ramona is built out, it will be home to over 100,000. There is currently 40k to 50k living here now, and Hwy 67 is unable to adequately handle the 15k+ daily trips it now has to support. It is critical that Hwy 67 is completed as 4 lanes from Lakeside to Ramona before it is completely gridlocked during commute times.