

Board of Directors

November 16, 2018

Action Requested: **Information**

San Diego Forward: The 2019-2050 Regional Plan – Network Concepts Outreach Update

Overview

Comprehensive outreach efforts are being undertaken as part of the development of San Diego Forward: The 2019–2050 Regional Plan.

Throughout October 2018, SANDAG heard from thousands of people through a Board workshop, an open house and subregional community conversations, community-based organization outreach events, a survey, and social media.¹ Additionally, subregional ambassadors helped encourage engagement in their respective communities, including promoting the community conversations, open house, and survey participation, as well as coordinating outreach through a variety of third-party stakeholder groups (e.g., business and community associations, professional organizations and associations, and planning groups).

Fiscal Impact:

Outreach efforts for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) are funded through Overall Work Program Elements No. 3102000 and 3102002 in the FY 2019 Program Budget.

Schedule/Scope Impact:

The Board of Directors will be asked to select a preferred transportation network scenario in early 2019, which will serve as the basis for the draft 2019 Regional Plan and its environmental document.

Key Considerations

Feedback from the October 12, 2018, Board of Directors workshop highlighted:

- the importance of infrastructure investments to improve and expand transit options, specifically the inclusion of the Purple Line as a Trolley route
- the need to improve travel on several highway corridors
- strong interest in a regional network of smart signals; lower transit fares; active transportation management; infrastructure to support connected vehicles, automated vehicles, and electric vehicle charging; and shared mobility and mobility hubs

Notes from the Board workshop are included in Attachment 1. The Transportation Committee also provided input at its October 19, 2018, meeting, emphasizing the importance of defining the regional vision and then deciding how to achieve it. Committee members expressed interest in a scenario that includes all *TransNet* projects, infrastructure improvements to reduce congestion in areas where new housing development is planned, and a request to review the phasing of skyway projects to serve Sorrento Valley and Pacific Beach.

In addition, the Regional Planning Committee provided input at its November 2, 2018, meeting, including a request for continued contrasts between transportation networks moving forward, a focus on policy areas under SANDAG control, acknowledgement of subregional differences, choices in getting people to jobs more efficiently, notation of *TransNet* projects not included, and a focus on meeting greenhouse gas emissions reduction targets from the state.

¹ CBO outreach events were held in English, Spanish, Tagalog, Vietnamese, Arabic, and Swahili.

A summary of public input is provided in Attachment 2 and detailed comments received from the public are included in Attachment 3. Transportation needs and desired solutions varied between subregions. Frequently heard comments from public outreach events included:

- the need for improved and efficient access to jobs and other destinations via all modes of transportation, reduced congestion, and more transit and active transportation options
- support for a variety of transportation projects and the desire for their near-term implementation, including airport and border transportation
- support for deploying smart signals regionwide, lower transit fares, and infrastructure to support electric vehicle charging and connected and automated vehicles
- the importance of developing network scenarios that meet California Senate Bill 375 (Steinberg, 2008) greenhouse gas targets and provide for an efficient and equitable transportation system
- the need for affordable housing in the region and the importance of infrastructure investments in areas with future housing growth
- support for projects that facilitate goods movement and job creation

Next Steps

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

Kim Kawada, Chief Deputy Executive Director

Key Staff Contacts: Elizabeth Cox, (619) 699-1937, elizabeth.cox@sandag.org
Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Attachments: 1. 2019 Regional Plan Network Concepts: Input from SANDAG Board of Directors Workshop
2. 2019 Regional Plan Network Concepts: Summary of Public Input
3. 2019 Regional Plan Network Concepts: Written Comments

San Diego Forward: The 2019-2050 Regional Plan – Network Concepts October 12, 2018, Input from SANDAG Board of Directors Workshop

As part of the San Diego Forward The 2019-2050 Regional Plan (2019 Regional Plan) development process, the Board of Directors directed staff to develop distinct transportation networks that focus on congestion relief, reduced delay, and sustainability goals—specifically, California Senate Bill 375 (Steinberg, 2008) greenhouse gas emissions (GHG) reduction targets. To start the conversation, staff developed three distinct network concepts and evaluated how these different combinations of projects, programs, and policies would perform. These network concepts were developed to generate discussion and are not intended as network scenarios to be selected for the 2019 Regional Plan. On October 12, 2018, the Board of Directors participated in a workshop and provided input on projects included in the concepts and on policies, programs, and technologies that could be emphasized in the draft transportation networks that will be developed this winter.

Board members were seated at three tables (blue, green, and yellow) and provided feedback about three discussion questions:

1. What components of the network concepts are most important for inclusion in the draft network scenarios to be developed for review this winter?
2. What program and technology investments should be considered in the 2019 Regional Plan?
3. What potential policies should be considered in the 2019 Regional Plan?

A number of themes were heard at the Board workshop discussion tables:

- The need for improved mobility throughout the region and to job centers and key destinations.
- Managing the transportation system better to improve efficiency and best use our existing and future infrastructure, through technology options such as smart signals, infrastructure to support connected and automated vehicles, and active transportation management.
- Transit: input was received about the need for infrastructure investments to improve and expand transit options in the region including additional COASTER, *Rapid*, and Trolley routes and service. Some participants noted support for the Purple Line as a Trolley, while others noted the flexibility that *Rapid* services can provide in adjusting to future population growth and changing technologies. Some stated concerns that a large amount of funding is spent on transit to move a small percent of people.
- Highways: many comments noted the need to improve travel on several highway corridors including the northern and southern portions of Interstates 5 (I-5) and 15 and State Routes (SR) 52, 67, 78, and 94.

Detailed notes from the Board workshop discussion tables are included in subsequent pages of this document.

Policy, Program, and Technology Dot Exercise

Board members were asked to provide input on policies, programs, and technologies to emphasize in draft network scenarios developed later this winter. Board members received 12 green dots to indicate areas that should be emphasized and 2 yellow dots to indicate areas where they had the most caution regarding a strategy (see Table 1).

Table 1: Dot Exercise Results		
MOBILITY MANAGEMENT PROGRAMS	Green Dots	Yellow Dots
Vanpool and carpool programs	3	13
Shared Mobility and Mobility Hubs	19	0
Enhanced Electric Vehicle (EV) charging program	21	0
FUTURE TECHNOLOGIES		
Connected Infrastructure	22	1
Active Transportation Management	31	0
Smart City initiatives (Smart Signals)	41	0
POTENTIAL POLICIES		
Apply Congestion Pricing on all Managed Lanes	17	0
Tolling on all Managed Lanes	15	6
Mileage-based user fees	17	19
Parking fees (on-street and at job centers)	12	2
Lower transit fares (for all riders and/or more specific applications such as youth opportunity passes)	32	1

Question 1: Network Components

What do you like about the network concepts? What would you change?

Blue Table

Facilitator: Jim Linthicum

- 2035 timing concern - need to coordinate with 2028 housing needs
- Need to match performance with projects
- Lack of light rail is a concern: Purple Line and airport
- Orange Line Trolley frequency enhancements plus grade separations
- Addressing efficiency needs throughout the system
- Addressing congestion is a priority
- Earlier Blue Line Trolley grade separations
- *Rapid* and light rail connectivity
- Express Trolley (third track)
- SR 78 and I-15 improvements
- A third of total funding should go to North County
- SR 78 Managed Lanes, I-5 to I-15 Managed Lanes by 2028
- Align grade separations with development (existing and future)
- Address interregional congestion: I-15 North, I-5 north of Oceanside
- SR 67 safety and congestion
- SR 78 "ends" and connectors

Green Table

Facilitator: Muggs Stoll

- Think about moving people in different ways
- South Bay – more *Rapid* bus, Trolley services and quicker services
- More freeway lanes may not solve congestion problems
- I-5 North County Corridor
- Los Angeles to San Diego Rail Corridor Agency
- East-west traffic in North County
- Impacts on local streets
- Heavy truck operating hours and no trucks in fast lanes during peak times
- Cars from Temecula and Murrieta use SR 78
- Spending a lot of revenue on transit and moving small percentage of people
- Want SR 67 project in scenarios – safety concerns

- Planning for long term but things could change (disruptions – example of parking garage at airport and then rideshare services came in)
- *Rapid* bus provides more agility to change as needed in future
- Purple Line as *Rapid* can serve same need at lower cost and sooner
- People moving to South Riverside for less expensive houses impacts local roads in North County Inland
- Look at job centers and providing access
- Transit harder to use in rural/suburban areas
- Need more housing
- Different solutions may be needed in different parts of region
- Purple Line needed as light rail
- SR 94 congestion has increased
- Jobs/housing balance
- Manage infrastructure better
- Look how school hour shifts could influence congestion

Yellow Table

Facilitator: Ray Traynor

- Need to evaluate the SANDAG mission and if what we are proposing meets that
- What we've done in the past hasn't worked. Redefine transit- no longer fixed, include microtransit as a point to point mode – not feeder. Transit travel time an issue - not competitive
- Add cost per commuter for each concept (Mid-Coast as an example), both capital and operating cost
- Need to focus on the future impacts of technology - Uber/Lyft, etc., zero emission vehicle charging infrastructure
- Transit doesn't work in North County. Need another lane on SR-78, both connectors and middle. SPRINTER doesn't go where people want to go
- I-5 very important
- Add Purple Line light rail. College students/younger people want transit and light rail
- Autonomous vehicles can be traffic inducing. Need to have shared autonomous
- Need shared lanes on South I-5
- Highway 75 expansion
- Make transit more accessible, increase security, increase safety
- Transit feels safe for those that use it
- Add complementary facilities (restrooms) for Trolley
- Prioritize flyover connection from I-5 to I-8 near Sea World Drive. Increased housing in Midway area

- Comparison of ridership between Trolley and *Rapid* services. Need to consider all costs – right-of-way, environment domain, capital, labor, environmental process. Focus of differences between Purple Line rail vs. *Rapid*
- Missing highway connectors SR 94 to SR 125 not in any concepts
- No more light rail. No Purple Line. Too expensive
- Purple Line very important
- Limited amount of funding to achieve big results
- *Rapid* is good. Expand services/frequencies on existing light rail lines
- Express Trolley during peaks
- Highway tolling is a good way to reduce demand
- Reservations on light rail investments because of shift in technology

Question 2: Mobility Management and Technology

Which strategies do you think are worth considering? Are there any strategies that you are reluctant to use?

Blue Table

Facilitator: Jim Linthicum

- Scaling of transit with land use
- Smart signals to address congestion
- Electric vehicle (EV) incentives
- Address social equity and evaluate GHG emissions
- Reduce congestion
- Integrate land use

Green Table

Facilitator: Muggs Stoll

- Smart signals – can be applied quickly, move traffic/people more efficiently, can talk to each other across cities
- Integration of different system signals needed – local roads, Caltrans (highway), transit (rail)
- Future opportunity to use EVs for vanpools
- Encourage EV adoption to compensate for increased GHG that could come from smart signals or other things that reduce congestion and increase driving
- Smart signals help improve reliability
- Possible to sell transponders that would reduce delay at intersections, ramp meters, or High Occupancy Vehicle connectors
- Need smart signal at I-805/Imperial Ave.

Yellow Table

Facilitator: Ray Traynor

- Smart signals need to be implemented. Reduces travel time
- Subsidize rideshare/ microtransit as feeders to transit
- Neighborhood vanpools should be considered ("schoolpools")
- Consider doing a pilot over five years to illustrate impacts of programs
- Spend money on proven systems
- Spend money on EV chargers. Quick chargers. Concerns about electric grid – can it accommodate demand
- EV infrastructure for buses
- Different pricing may be appropriate in different jurisdictions
- Microtransit integrated "seamless integration of services"
- Focus on network that serves the most people across the region
- Transit Signal Priority/Signal improvements have huge benefits
- How do we accommodate where innovation is taking us? Pilot with existing transportation network companies (TNC)s. Subsidize/incentivize TNCs
- TNCs allow freedom of travel
- Rideshare will be cheaper in the long run
- Tap into the data
- Current vanpools are not that effective, transfer resources to another system
- Can't compete with private sector
- MTS ridership down and rideshare up. Study the relationship between them and trends/opportunities

Question 3: Potential Policies

Which strategies do you think are worth considering? Are there any strategies that you are reluctant to use?

Blue Table

Facilitator: Jim Linthicum

- Reduce transit fares but concern with how we afford those subsidies
- Parking fee locations are important
- Vehicle Miles Traveled (VMT) fee may need to be considered; support and opposition voiced
- Use policies to enhance travel choice
- Concern with continuation of status quo
- Addressing distance traveled due to lack of affordable housing

Green Table

Facilitator: Muggs Stoll

- Like smart signals – helps reduce delay, can be implemented now and would help with autonomous vehicles in the future
- Mileage based user fee is difficult to implement, hard to imagine doing this in our region
- For people who travel a lot or work outside of county, mileage-based fee would have a big negative impact
- Encourage job growth to areas south of I-8 and east of I-805, partner with chambers of commerce to coordinate
- Mileage fees do exist (gas tax) and should be used to help address social equity issues. Could fund transit, and help build affordable housing near jobs
- Parking fees biggest bang for buck for reducing GHG – VMT
- Parking fees change behavior – more transit use (South Bay example)
- Behavior is governed by how much things cost
- North County Transit District – lack of parking at transit stops is a challenge
- *Rapid* buses serving new areas are needed
- Lower transit fares at peak times
- Free transit not always enough to get people to use it (Federal employee example)

Yellow Table

Facilitator: Ray Traynor

- Lower fares to increase transit ridership
- Compare impacts of increased transit ridership versus freeway expansion
- Behaviors changed through incentives not sticks
- Reimagine how to use revenues. Incentivize TNCs instead of transit to move more people
- Rethink parking
- Connect policies to SANDAG goals and mission
- Reducing VMT not necessarily efficient
- Congestion pricing is valuable
- Parking fees don't affect VMT, behavior is "supply and demand"
- Each option impacts low-income and frustrates high-income people. Not fair, everyone pays the same
- Encourage technology innovations and not government regulation
- Reduce transit fares
- Raise revenues and reduce transit cost



San Diego
FORWARD
The Regional Plan | 2019–2050



2019 Regional Plan Transportation Network Concepts

We Heard You!

We appreciate the vital input and ideas received throughout October 2018. Residents across the San Diego region provided input on three network concepts for the 2019 Regional Plan at our open house, community conversations, through an interactive survey, emails, letters, voice mails, and at SANDAG Board and policy committee meetings. The network concepts were a starting point for SANDAG to hear from residents and communities across the San Diego region. This input will be used to develop the transportation network scenarios, which will be available for review and input in early 2019.



More than **3,600**
surveys completed



More than **6,000**
unique SDForward.com
visitors



Nearly **2,500**
comments
received



More than **5,800**
social media
engagements



More than **1,200** people
attended our open house,
six subregional community
conversations, and more than 30
workshops hosted by Community
Based Organizations

SUMMARY OF PUBLIC INPUT

Diverse input was received from individuals across the region about their travel needs and concerns. Transportation needs and desired solutions varied between subregions. Frequently heard comments included:

- Improved and efficient access to jobs and other destinations via all modes of transportation, reduced congestion, and more transit and active transportation options
- Support for a variety of transportation projects as well as the desire for projects to be completed sooner, including:
 - » More *Rapid* transit, the Purple Line as a Trolley, and rail corridor enhancements, such as stabilization of the Del Mar bluffs
 - » Improvements on State Routes 52, 67, 78, and I-5 North Coast Corridor
 - » Airport and border transportation
- Safe opportunities for biking and walking
- Technology and policies to support the transportation network: regionwide deployment of smart signals, lower transit fares, and investments in infrastructure to support electric vehicle charging and connected and automated vehicles
- Importance of meeting SB 375 greenhouse gas targets
- Provision of an efficient and equitable transportation system
- Need for affordable housing in the region; make infrastructure investments in areas with future housing growth
- Support for projects that facilitate goods movement and job creation

For more information about the 2019 Regional Plan, visit SDForward.com



SANDAGregion



SANDAG

#SDForward

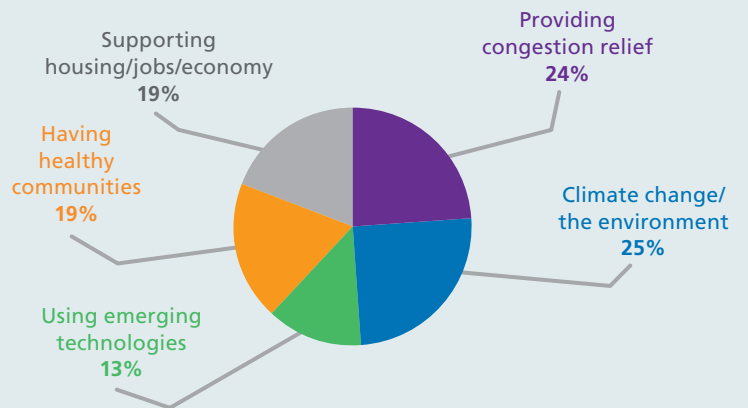
Input from Community Conversations

Community conversation attendees were invited to participate in an interactive survey. People across San Diego County, from Oceanside to San Ysidro and Ramona to San Diego, identified where they live and where they travel most often. Comments were also collected about what respondents found appealing about each of the three network concepts.

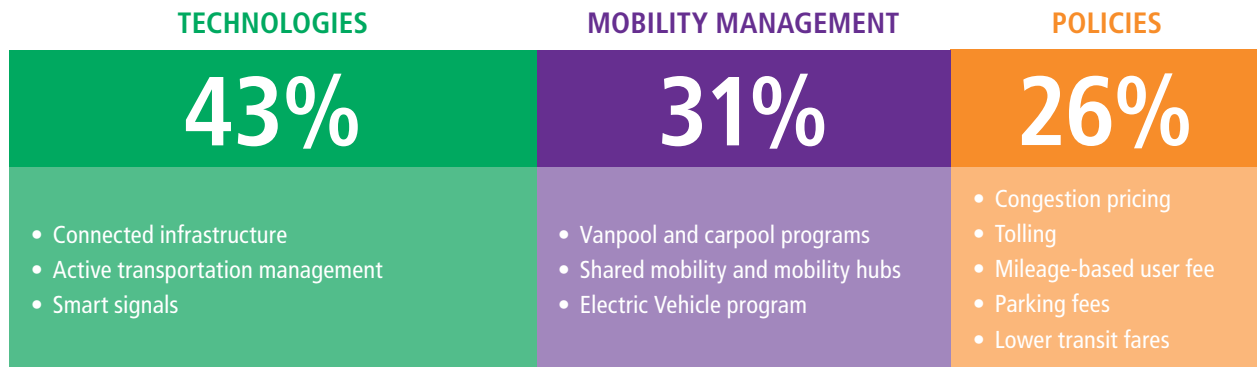
What are your priorities for our region's future transportation system?

Across the six community conversations, attendees identified the following priorities for our future transportation system as well as the top three technologies, programs, and policies they would like to see in the draft scenarios:

Selections based on multiple responses

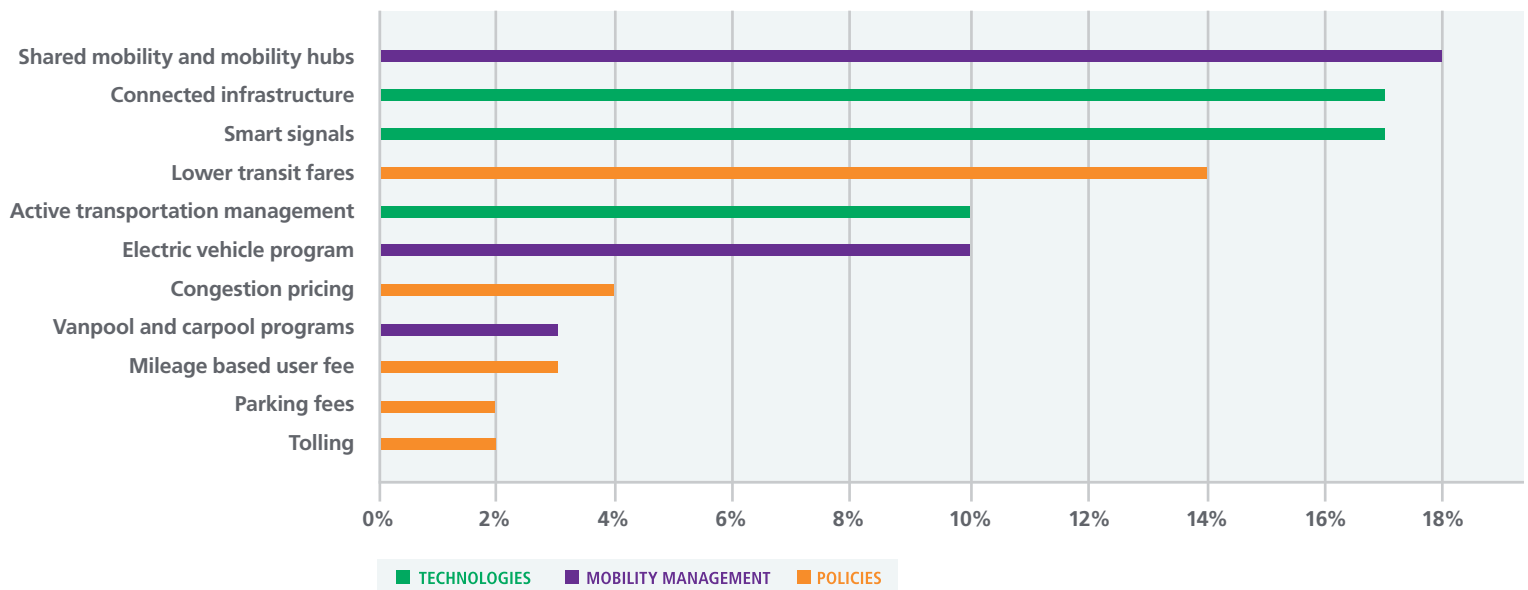


What kind of strategies appeal most to you?



Values are rounded to the nearest percent

What technology, program, or policy would you like to see in the draft scenarios?



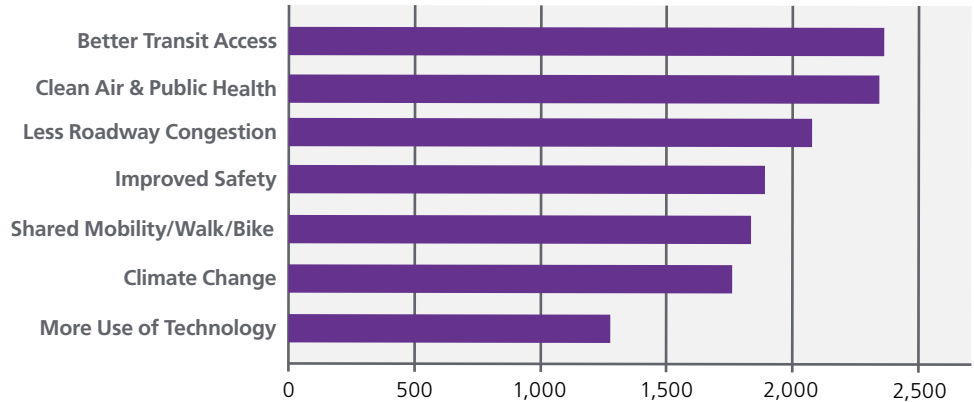
For more information about the 2019 Regional Plan, visit [SDForward.com](https://www.sandag.org/SDForward)

Network Concepts Survey Results

Residents across the San Diego region provided input on transportation priorities, network concepts, and tradeoffs through an interactive survey.

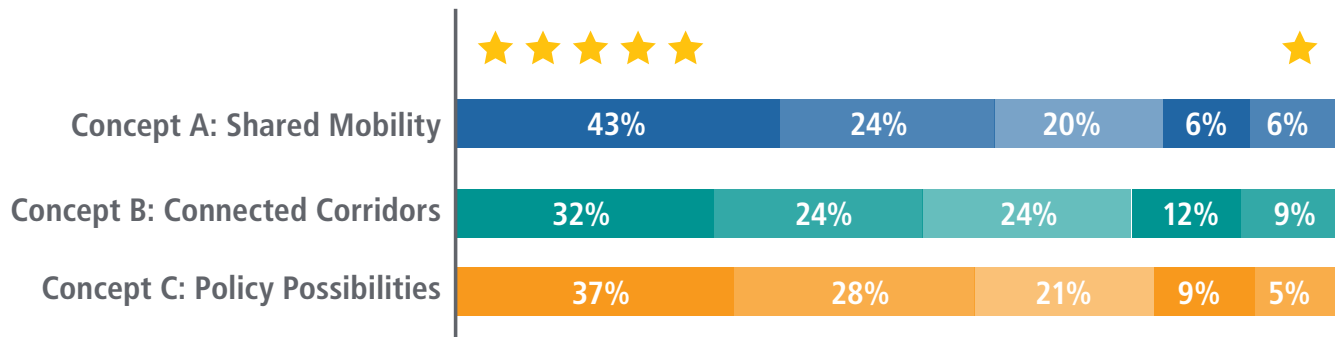
PRIORITIES

Transportation priorities were identified through public input in spring 2018. To see how the network concepts perform, survey respondents were asked to rank their top five transportation priorities. The following chart displays the number of times survey respondents ranked these priorities in their top five:



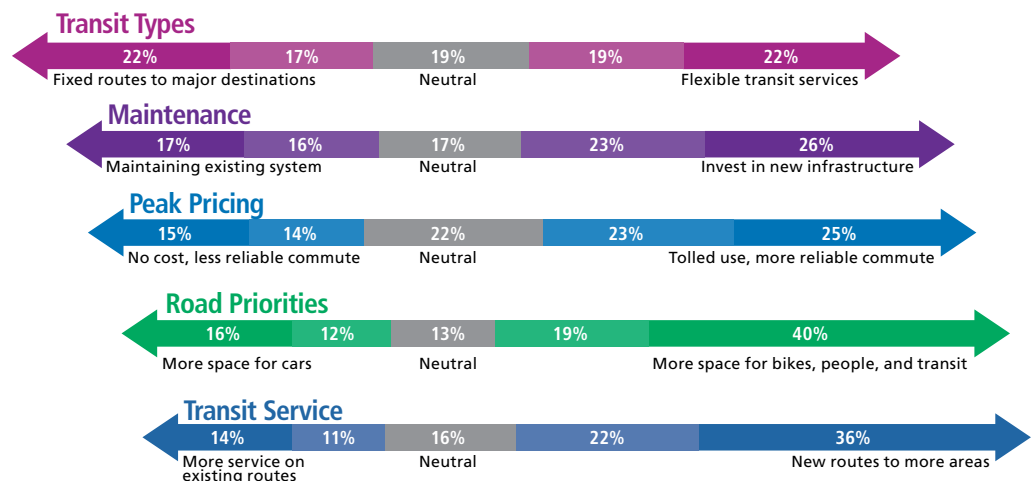
NETWORK CONCEPT RATINGS

Using priorities identified in spring 2018, three network concepts were developed to show distinction between projects, programs, technologies, and policies. Survey respondents were asked to rate each concept on a scale of one to five stars.



TRADEOFFS

Transportation improvements can address our travel needs in different ways. Our needs and preferences are shaped by individual circumstances (i.e., age, income, location, etc.) and respondents across the San Diego region indicated varied preferences for the following tradeoffs:



Note: Updates were made in December 2018 to correct a labeling error on one of the graphics originally published in November 2018.

For more information about the 2019 Regional Plan, visit SDForward.com

Agenda Item 11 — Attachment 3:

**2019 Regional Plan Network Concepts:
Written Comments**

The full document in electronic format can be downloaded at
sandag.org/index.asp?meetingid=4797&fuseaction=meetings.detail.

A reference copy will be available at the meeting. For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.

Attachment 3 Table of Contents

a. Comment Letters Received.....	2
b. Emails Received.....	116
c. Online Survey Comments.....	141
d. Network Concepts Open House and Community Conversations Comment Cards.....	265
e. Network Concepts Community Conversations Mentimeter Comments.....	280

June 8, 2018

Jessica Gonzalez
Associate Public Communications Officer
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Subject: Request to meet to discuss 'San Diego Forward: The Regional Plan'

Dear Ms. Gonzalez,

California Construction & Industrial Materials Association (CalCIMA) appreciates that 'San Diego Forward: The Regional Plan' provides a single vision for the San Diego region and an implementation program to make the vision a reality. Accordingly, CalCIMA and our members that operate in the San Diego region, kindly request to meet with you during the second half of July 2018 to discuss current and future extraction of the diverse mineral resources present within the SANDAG region, and its' importance to the region's economy and the success of regional transportation projects.

CalCIMA is a statewide trade association representing construction and industrial materials producers in California. Our members supply the minerals that build our state's infrastructure, including public roads, rail, and water projects; help build our homes, schools and hospitals; assist in growing crops and feeding livestock; and play a key role in manufacturing wall board, roofing shingles, paint, low energy light bulbs, and battery technology for electric cars and windmills.

Our association would look forward to working with SANDAG to achieve collective goals that encourage land use and growth patterns that complement our transportation investment. I look forward to receiving your feedback. Please contact me at (951) 941-7981 or at sseivright@calcima.org with any questions or comments.

Sincerely,



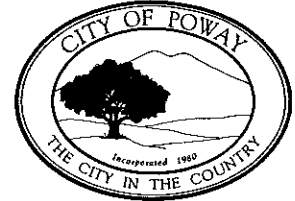
Suzanne Seivright
Director of Local Government Affairs

CalCIMA
1029 J Street, Suite 420
Sacramento, CA 95814
Phone: 916 554-1000
Fax: 916 554-1042
www.calcima.org
www.distancematters.org

Regional Office:
3890 Orange Street, #167
Riverside, CA 92501-9998
Phone: 951 941-7981

STEVE VAUS, Mayor
JOHN MULLIN, Deputy Mayor
CAYLIN FRANK, Councilmember
DAVE GROSCH, Councilmember
BARRY LEONARD, Councilmember

CITY OF POWAY



September 28, 2018

Terry Sinnott, Board Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Highway 67 road improvements

Dear Chair Sinnott:

As SANDAG updates its Regional Plan for 2019 – 2050, the City of Poway strongly encourages that road improvements to Highway 67 are high on the list of priority projects.

The City of Poway participates in an ongoing cooperative effort through mutual aid agreements among various law enforcement agencies, helping to ensure an effective and organized response to a wide range of emergencies. Highway 67 is relied upon as the only way to an emergency in the Ramona community.

Since January 1, 2018, through September 23, 2018, Poway's Fire Department has responded to 51 emergency incidents along, and/or utilizing the Highway 67 corridor. Among those responses are: 22 traffic collisions, 11 medical emergencies, 7 vehicle fires, and 3 open space rescues. Highway 67 has also been used by Poway firefighters to respond to mutual aid incidents throughout the east county including Alpine, Julian, Lakeside, Ramona, Santee and Warner Springs.

Highway improvements would not only make it easier for residents to get to safety in the case of an emergency, but would enhance the ability of the City of Poway and other agencies to safely assist the Ramona community in a timely manner with personnel, equipment, and other materials in times of emergency or crisis.

I hope the Board will note Poway's solid support of road improvements for Highway 67.

Sincerely,

Steve Vaus
Mayor

c: Members of the Poway City Council
Ramona Community Planning Group



RAMONA COMMUNITY PLANNING GROUP

15873 HWY 67, RAMONA, CALIFORNIA 92065

Phone: (760)445-8545

Dan Scherer
Chair

October 2, 2018

Torry Brean
Vice-Chair

Kristi Mansolf
Secretary

San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101

Jim Cooper

RE: HWY 67 ROAD IMPROVEMENTS

Scotty Ensign

Chris Holloway

Frank Lucio

Casey Lynch

Robin Joy Maxson

The Ramona Community Planning Group (RCPG) joins with other Federal, State and County government entities to serve the people of Ramona by addressing issues impacting our community. For several decades now, the largest issue we face is the inability of Hwy 67 to safely and effectively manage the traffic flow into and out of Ramona. There are three areas of concern: safety, traffic flow, restricted evacuation.

Donna Myers

Elio Noyas

David Ross

Paul Stykel

Dan Summers

Richard Tomlinson

Safety is our foremost concern. Last year, a member of the RCPG did a thirty-year study of accidents occurring on Hwy 67 in the curve between Rock House Road and Cloudy Moon Drive. The study revealed 58 collisions, of which 9 were head-on. There were 12 fatalities, 51 patients transported, 20 of whom were sent to trauma centers. One person was paralyzed, and 1 person burned to death. The study was submitted to Caltrans by the RCPG in an effort to get a permanent concrete median installed in that 1640 ft. curve to prevent head-on collisions. The request was denied because the Highway Safety Monitoring Program (HSIP) had not identified this segment of Hwy 67 for investigation. In the meantime, Caltrans did install no-skid asphalt and channelizers in the curve, which we took as partial recognition of the problem. In addition to the above curve, there are many

October 2, 2018

Hwy 67 Road Improvements

other sections of Hwy 67 between Ramona and Poway Road that have frequent serious and often fatal collisions. We assert that these safety issues require the addition of new lanes for mitigation and not just non-skid asphalt and channelizers.

Ramona's increasing population has absolutely outgrown the present configuration of Hwy 67 and with the new housing developments of Montecito Ranch (417 homes) and Cummings Ranch (125) already approved, the problem will only get worse. Long lines of commuters form every morning leaving Ramona and every afternoon on their return. Rural communities generally do not experience traffic jams unless their roadways are inadequate. Although we appreciate that Caltrans has made some recent improvements, the issues are not resolved. The real solution of adding new lanes to the highway was scheduled by Caltrans in 1988, thirty years ago.

A third issue of concern is impaired evacuation. In the fires of 2003 and 2007, the authorities issued mandatory evacuation orders to thousands of Ramona residents who were in the path of the fires. When they reached Hwy 67, they experienced enormous traffic jams that lasted for several hours, not once, but twice. The mandatory evacuations stalled, with many people unable to leave the danger area and the Ramona community evacuation plan had failed.

This is not news to Caltrans or Ramona. Plans for Caltrans to widen Hwy 67 have been in the works since 1988 but have always been postponed. The fact that Caltrans had scheduled the widening thirty years ago is recognition that a problem exists. Further postponement is dangerous.

The San Diego Forward Regional Plan adopted in October of 2015 addresses Hwy 67 improvements between Dye Road in Ramona and Gold Bar Lane in Lakeside sometime between 2036 and 2050. The Regional Plan is currently being updated for the period 2019 – 2050. Now is the time to amend that plan to prioritize additional lanes to Hwy 67 between Ramona and Poway.

The undersigned elected officials from Federal, State, and County government, who represent portions of Hwy 67 that run through Ramona, along with the Ramona Community Planning Group and citizens of Ramona, are demanding that the Hwy 67 issue be given the priority its failing status requires and Ramona taxpayers deserve. In so doing, we make the assertion that problems identified, researched, and scheduled for resolution back in 1988 should not be delayed any further.

October 2, 2018

Hwy 67 Road Improvements

Please note we have included newspaper articles appearing in the Ramona Sentinel about Hwy 67 over the past 30 years.

Thank you for your consideration,



DAN SCHERER, Chair
Ramona Community Planning Group

Endorsed by:



Congressman Duncan Hunter



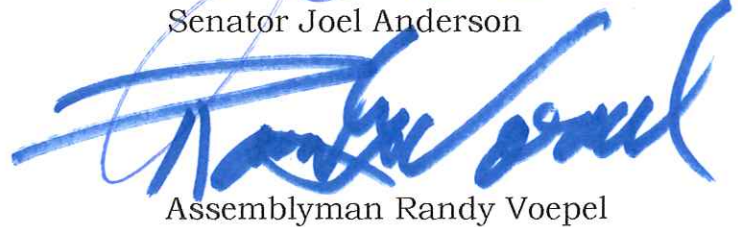
Assemblyman Brian Jones



County Supervisor Diane Jacob



Senator Joel Anderson



Assemblyman Randy Voepel



Poway Mayor Steve Vaus



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

October 11, 2018

To: Chairperson Terry Sinnott, SANDAG Board of Directors

CC: SANDAG Board of Directors; Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Phil Trom, Senior Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: 2019 Regional Plan Network Concepts

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing with preliminary comments on the release of the 2019 Regional Plan Network Concepts.

These Network Concepts represent an important first step toward ensuring that the elected officials on the SANDAG board are able to determine the priorities for our region's transportation future.

Circulate San Diego requested in 2017¹ and 2018² that SANDAG prepare different transportation scenarios, and the SANDAG board directed staff to do so. These Network Concepts are the result of that board direction.

Moreover, the staff report explains that the Network Concepts use flexible funds available to SANDAG to finance different priorities. SANDAG has previously resisted conceding the level of flexibility available to it, as Circulate San Diego detailed in our 2015 report "TransNet Today."³ These Network Concepts represent a welcome change in approach and candor by SANDAG.

¹ Circulate San Diego, Policy Letter: Development of Revenue Constrained Network Scenarios and Network Performance Measures (October 25, 2017), available at http://www.circulatesd.org/letter_development_of_revenue_constrained_network_scenarios_and_network_performance_measures.

² Circulate San Diego, Policy Letter: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan (April 12, 2018), available at http://www.circulatesd.org/letter_development_of_efficient_people_moving_transportation_scenarios_for_the_2019_regional_plan.

³ Circulate San Diego and Transform California, Transnet Today (July 15, 2015), available at <http://www.circulatesd.org/transnettoday>.

Circulate thanks staff for ensuring that the Board has the option of supporting a scenario that advances and prioritizes transit projects. We also appreciate that staff recognized the likely need to amend TransNet in response to changing transportation needs and technology.

Upon review of the network concepts, Circulate San Diego recommends that the Board consider requesting that transit projects be advanced beyond what is proposed in the Shared Mobility concept and that planning for the Purple Line be incorporated into the future transportation network scenario.

1. Transportation network scenarios must further advance transit more than the adopted project timelines in the 2015 Regional Plan.

The SANDAG Board should consider recommending staff prepare a Shared Mobility scenario that advances more transit projects beyond their current project timelines in the 2015 Regional Plan. The proposed Shared Mobility concept does advance transit in comparison to the Connected Corridors concept, and it does advance 12 projects from their current timeline in the 2015 Regional Plan. However, seven transit projects are delayed, resulting in only a net of five transit projects advanced. The Connected Corridors option pushes transit projects even farther back in time than the adopted Regional Plan, which is clearly a step backwards.

We agree with the decision to prioritize Rapid transit over more expensive new rail projects, which will allow more transit projects to be implemented quicker and at a lower cost. Also, new and expensive rail projects likely need a new ballot measure to actually build, so they can be re-incorporated into the Regional Plan, and advanced, as a part of a future MTS ballot measure.

However, the Board should consider requesting more and faster implementation of lower cost transit projects in the Shared Mobility concept.

2. SANDAG must plan for the future Purple Line in the Regional Plan, not eliminate it entirely.

In order to maintain a pipeline of future transit infrastructure projects, SANDAG must plan for large transit projects such as the Purple Line, even if it does not foresee having the funding opportunity to construct the project in the immediate future. If SANDAG does not begin the planning and early design stages of the Purple Line, the project will never be shovel-ready and eligible for major federal and state grants that could bring in billions of dollars to the local economy. The Board should consider recommending that planning for the Purple Line be included in all scenarios. Making the Purple Line eligible for grants may also require formally including it in the Regional Plan, even if it is programmed for the later periods of the plan. As suggested above, the Purple Line could be accelerated through an MTS ballot measure.

3. Performance measures show that the future Shared Mobility scenario should be improved to move the needle on improving transit travel time.

The performance measure results from the three proposed network concepts demonstrate that the Shared Mobility concept, as proposed, is only providing marginal improvements to San Diegans. The metrics show that there is minimal difference between the Shared Mobility concept and the Connected Corridors concept: driving alone and carpooling to work take virtually the same amount of time between the two scenarios on average, while transit is two minutes faster in the Shared Mobility concept than in the Connected Corridors concept.

The average peak-period travel time to work performance measure demonstrates that the Shared Mobility concept is superior overall in terms of average peak-period travel time to work, however it still shows that transit takes over double the amount of time than driving to work. At that travel time, few San Diegans will choose to take transit over driving if they have the ability to drive. Meanwhile, those unable to drive because of disability or lack of access to a car will spend over double the time commuting to work than those who have the choice. The Shared Mobility concept can improve transit times by further advancing transit projects.

4. The Policy Possibilities concept should not distract from more substantive efforts SANDAG has the direct authority to implement.

The Policy Possibilities concept is being described as the only concept that can reach SB 375 targets. This concept includes a variety of policy tools that may rebalance travelers' decisions on using a car, transit, or other modes. It is true that SANDAG cannot be expected to solve the entirety of the region's greenhouse gas targets through project phasing alone, and many such policies are appropriate to build into the Regional Plan.

However, the bulk of the proposed policies are speculative, or must be implemented by other agencies. SANDAG cannot use these policies as a fig leaf to put off more substantive efforts that SANDAG can directly affect, like the phasing of transit projects. SANDAG should adopt more aggressive transit project phasing that maximizes greenhouse gas savings, and to minimize its reliance on speculative policies.

Moreover, the Policy Possibilities concept will result in an astounding 16.7 percent increase in income consumed by transportation costs for low-income San Diegans, compared to only a 5.8 percent increase for non low-income San Diegans. This is an unacceptable trade-off and the policy tools should be reexamined to avoid this inequitable result.

5. Conclusion.

SANDAG's Network Concepts should do more to advance transit phasing. SANDAG should not depend so greatly on other jurisdictions' actions, nor should programs negatively impact low-income San Diegans, as is the case in the Policy Possibilities concept.

In order to truly move San Diego forward and provide mobility choices for all San Diegans, we recommend that the SANDAG Board of Directors direct staff to further advance transit projects in the Shared Mobility concept and include planning for the Purple Line when developing the transportation network scenarios.

Thank you for your consideration.



Maya Rosas
Director of Policy
Circulate San Diego

Attachment A: Letter: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan – April 12, 2018



San Diego East County Economic Development Council

October 29, 2018

Board of Directors
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, California 92101

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

Dear SANDAG Board of Directors:

Given the goals of three Network Concepts put forth in the 2019 Update to the CA Forward Regional Transportation Plan (RTP) -- Shared Mobility, Connected Corridors, and Policy Possibilities – East County EDC is writing you to request consideration for transportation projects that will support the movement of goods and services and improve the quality of life for residents who commute through and to the East County subregion.

San Diego East County has a population of 480,462 people in the urban core areas. Its residents contribute to regional transportation tax revenues that SANDAG manages. The East sub-region includes the cities of La Mesa, Lemon Grove, El Cajon, and Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, many citizens who live further east-- in rural communities like Campo, Boulevard, and Ramona -- require transportation routes to commute daily and escape seasonal fires.

East County has its share of transit and active transportation vectors. The Green Line links Santee to downtown San Diego. The Orange Line connects El Cajon, La Mesa, and Lemon Grove to San Diego's downtown as well. There are MTS Bus Services for the East County Region and a Bus Transit Center located in the City of El Cajon. (There are, however, existing challenges for the first/last mile at all of these transit hubs.) East County boasts many existing bike lanes and trails that crisscross the region. What the East County lacks: effective, efficient, connections by freeway and highway that improve truck and car travel times.

The East County subregion desperately needs improvements to the freeway and highway system, especially at key choke points that make commute times substantially longer and result in reduced productivity. The East County Region is home to some significant employment centers including the first tri-jurisdiction Special Use Center, around the Gillespie Field Airport, ever to be designated on the SANDAG Smart Growth Concept Map. This industrial area, that includes the Cities of El Cajon and Santee and County unincorporated land -- along with other employment centers in Lakeside, Lemon Grove, Spring Valley and La Mesa -- require access for workers as well to support the movement of goods and services.

127 East Lexington Avenue
El Cajon, CA 92020
P. (619) 258-3670
www.eastcountyedc.org



San Diego East County Economic Development Council

In May 2016, at East County EDC's request, SANDAG conducted a study entitled, *East County: Where We Live, Where We Work*. That study showed that fully 73 percent of East County's working residents leave the East County subregion, each Monday to Friday, to travel elsewhere to work. That jobs-housing imbalance is the worst in San Diego County. East County EDC, under separate cover, intends to request that SANDAG support an effort to understand what types of transportation and other infrastructure investment could spur the growth of employment centers where people already live, thereby reducing Vehicle Miles Traveled (VMTs), increasing economic productivity and goods movement, and vastly improve quality of life.

The San Diego East County Economic Development Council, along with the San Diego East County Chamber of Commerce and our local community Chambers, strongly recommend completing most of the projects currently under consideration in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping commuters through transit and highways to reach their work locations. East County EDC supports, and recommends, the following projects be completed, in order of priority:

1. SR 54 from I-5 to SR 125 -- Add lanes
2. SR125 – SR94 Connector for South to East interchange
3. SR125 improvement SR54 to I-8 -- Add lanes
4. SR67 Lane expansion from Maplevue Street to Dye Road
5. I-8 add 2 lanes between 2nd Street and Los Coches Road
6. SR94 to Avocado add two lanes

We request that SANDAG seriously consider including all these projects in the San Diego Forward Plan. Please consider this request on behalf of the more than 6,000 businesses and 480,462 residents that East County EDC as well as East County's Regional and local Chambers, local government officials, and regional SANDAG Board Members.

If you have any questions or need additional information about our support of this project, please call me at (619) 258-3670 or email jo-marie.diamond@eastcountyedc.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Jo Marie Diamond".

Jo Marie Diamond
President and CEO

127 East Lexington Avenue
El Cajon, CA 92020
P. (619) 258-3670
www.eastcountyedc.org



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

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

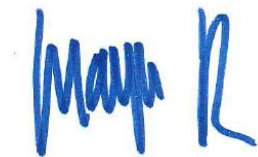
(b) Planning phase for the Purple Trolley line

(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		

October 11, 2018

Kim Kawada
Chief Deputy Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Regional Plan Network Concepts, (Item No. 2, October 12, 2018 Board of Directors Agenda)

Dear Ms. Kawada,

This letter provides initial comments and questions regarding the network concepts developed by SANDAG staff for the 2019 Regional Transportation Plan, currently underway.

The City of San Diego agrees with SANDAG staff that policies, programs, and technologies are major factors in achieving statewide per capita greenhouse gas reduction targets. However, ensuring the 2019 Regional Transportation Plan adequately prioritizes investments in capital infrastructure which effectively and equitably promote transit, biking, and walking trips is critical to the City being able to realize its Climate Action Plan goals, reduce vehicle miles traveled (VMT), and support our transportation strategies.

The City of San Diego has updated several community plans and is undergoing major planning efforts to concentrate new housing and job growth near Transit Priority Areas (TPAs), consistent with the intent of SB 375. The network concepts developed for the October 12, 2018, Board of Directors meeting provide a good starting framework, but more information is needed to ensure the planned projects will provide adequate transportation choices to support our complementary planning efforts, emerging mobility options, and state mandates.

The City requests that SANDAG staff provide updated project level costs to allow for an informed public discussion over regional transportation priorities given limited resources. Additionally, while SANDAG staff has presented three distinct network concepts, at this stage, two of them do not meet the state mandated per capita greenhouse gas reduction targets of 19%. As the staff receives input and develops network scenarios for Board consideration, the City requests that all future networks, at minimum, achieve these reduction targets.

Based on the information currently available, the City has concerns regarding the removal of several light-rail transit (LRT) projects in the adopted 2015 Regional Plan, specifically the Purple Line Trolley extension, from all three scenarios currently under review. The Purple Line is an important planned improvement to both the City and the region. It is a critical component

of many of the City's community plan updates, both approved and in process, so that the City of San Diego can continue to accommodate most of the region's housing and population growth. The Purple Line covers three of the City's largest employment centers with a current combined total of over 319,000 employees. The Mission Valley Community Plan update alone proposes adding capacity for over 29,000 new residential units, which can only be added if the necessary infrastructure investments are also planned. The Kearny Mesa Community Plan Update proposes adding capacity for over 20,000 new residential units and approximately 16,000 additional jobs. The University Community Plan Update was just initiated but will also likely add significant additional residential units and employment.

Maintaining the Purple Line as a high-functioning transit corridor is essential for citywide and regional goals as well. It implements the City's General Plan City of Villages Strategy and Climate Action Plan by providing the necessary infrastructure to support additional growth within TPAs and reduction of greenhouse gases to achieve state climate goals.

The information currently available to the City is insufficient to determine whether non-LRT concepts could meet the needs for the region's expected growth, and comparative details on costs, ridership, VMT, and mode shift are necessary for the Board, member agencies, and the public to provide input on an appropriate transit alternative. We therefore request that SANDAG provide the following additional information:

- More information on the improvements, plans, and programs that would directly replace the implementation of the Purple Line as LRT. This should be a focused and detailed illustrative and narrative description.
- A comparison of potential alignments, connections, capacity, and frequencies of a Rapid Bus alternative with the Purple Line Trolley, including any differences in resulting TPA boundaries (as defined by both SB 375 and SB 743).
- A comparison of potential ridership, mode shift, VMT reduction, and GHG reduction for a Rapid Bus alternative to the Purple Line Trolley.
- Comparison of right-of-way and land acquisition needed for a Rapid Bus alternative with the Purple Line Trolley.
- Preliminary cost information comparing the Purple Line Trolley with non-LRT alternatives. This should include a comparison of capital and operational costs, and information regarding projects that would be funded with cost savings from removing the Purple Line as LRT.
- Preliminary timing and phasing information comparing the Purple Line Trolley with non-LRT alternatives, including the potential for segmentation of LRT and/or other programs that could be implemented in a near-term (2025 and 2035) condition.

- Information regarding consistency of non-LRT concepts with the Urban Area Transit Strategy.
- Analysis of the ability for a Rapid Bus alternative to provide a near-term solution that could be converted to an LRT in the future as ridership develops and funding becomes available, and any information available on the cost and construction timing of that conversion.
- Comparison of environmental review and approval process between a Purple Line Rapid with a Purple Line Trolley.

We appreciate the significant work performed by SANDAG staff to develop the three concepts and the comparison of different policy approaches. We look forward to any additional information that SANDAG can provide to help inform City of San Diego decision-makers as draft network scenarios are developed for Board consideration.

Sincerely,



Mike Hansen
Director, Planning Department

MH/lc

cc: Aimee Faucett, Chief of Staff, Mayor Kevin Faulconer
Almis Udrys, Deputy Chief of Staff Innovation and Innovation, Mayor Kevin Faulconer
Patrick Bouteller, Director of Government Affairs, Mayor Kevin Faulconer
David Graham, Deputy Chief Operating Officer

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0075
(916) 319-2075
FAX (916) 319-2175

DISTRICT OFFICE
350 W. 5TH AVENUE, SUITE 110
ESCONDIDO, CA 92025
(760) 480-7570
FAX (760) 480-7516

E-MAIL
Assemblymember.Waldron@assembly.ca.gov

Assembly California Legislature



MARIE WALDRON
REPUBLICAN FLOOR LEADER
ASSEMBLYMEMBER, SEVENTY-FIFTH DISTRICT

COMMITTEES
VICE CHAIR: LOCAL GOVERNMENT
VICE CHAIR: ARTS, ENTERTAINMENT,
SPORTS, TOURISM, AND INTERNET MEDIA
GOVERNMENTAL ORGANIZATION
HEALTH
RULES

October 12, 2018

Hon. Terry Sinnott, Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Constituent input regarding I-15 congestion in North San Diego County

Dear Chairman Sinnott:

I am writing this letter on behalf of my constituents, thousands of whom drive the I-15 freeway between Escondido and the Riverside County line. I am enclosing with this letter a petition, signed by 175 residents of the rural Rainbow community, which has been heavily impacted by traffic overflow from I-15. I am also enclosing dozens of emails and letters I have received from other constituents asking that major steps be implemented to ease I-15 congestion in North San Diego County.

Much work is underway on highway improvements in southwest Riverside County, and those projects will have a major impact on I-15 traffic in San Diego County. However, thousands of new homes are under construction or planned in the Fallbrook and Bonsall areas. The County of San Diego has just approved a new development of over 2,000 homes north of Escondido. Very soon, the San Diego County section of I-15 will be heavily impacted by this ongoing growth, adding to existing congestion.

It is my hope that the enclosed comments from hundreds of my constituents who are impacted by I-15 traffic on a daily basis will be considered as SANDAG begins the process of updating its Regional Plan in 2019. Our economic well-being and our quality of life depend upon the free flow of traffic on our region's only major north/south transportation corridor.

Your consideration of our concerns is respectfully requested. If you have any questions about this letter, please feel free to contact me at 760-480-7570.

Sincerely,

A handwritten signature in blue ink that reads "Marie Waldron".

Marie Waldron
Assemblymember, 75th District

Cc: Michele Sheehan, Association for the Rainbow Community

MacDougall, Kristy

From: Michele Sheehan <michelesheehan1@gmail.com>
Sent: Monday, July 16, 2018 6:57 PM
To: Assemblymember Waldron
Subject: Traffic Issues in Rainbow and along the I-15 Corridor
Attachments: TP1stSet.zip

Please see attached petition and signatures. Due to the nature of our rural community, collecting these signatures has been very time consuming. I will continue to collect them and submit them to your office in hopes you and your team will take on our safety and community concerns. We are seeking a solution to the daily impact on our residents here in Rainbow.

Thank you in advance for your time.

Please see attached.

Michele Sheehan
Secretary of ARC (Association for the Rainbow Community)
2nd Grade Teacher
Mom and Grandma
Rainbow Resident of 17 years

To: Supervisor Bill Horn and all other San Diego County Supervisors
Assemblywoman Marie Waldron
Senator Joel Anderson
San Diego/Imperial CalTrans Director, Laurie Berman

RE: Petition to seek solutions to the I-15 traffic in North San Diego County.

We, the undersigned residents of the community of Rainbow, do hereby petition our San Diego County and State of California representatives to seek solutions to the traffic problems that are adversely affecting our community.

The problems:

- The commuter-jammed I-15 freeway has caused the Rainbow community and once-quiet streets to overflow with hostile and frustrated drivers.
- Our limited egress is being blocked by commuters, which would make an emergency evacuation impossible.
- Safety issues abound, especially for our children, many of whom attend Vallecitos Elementary School. There has been an increase in traffic collisions due to speeding, impatient drivers passing illegally and poor intersection visibility.
- Our quality of life is being affected by poor air quality and increased noise levels (loud engines, squealing tires, horns, extremely loud music, etc.)

What we have done:

- Our community group, ARC (Association for the Rainbow Community) has been focused on this issue for the last two years. We have contacted various people from TAC at the SD County Offices to CALTRANS and SANDAG. Several of us have personally written repeatedly to Bill Horn's office requesting action be taken, to no avail.
- We have solicited news reports, including the report by Abby Alford with Channel 8 News last summer at a residence near Vallecitos Elementary School.

The time has come for drastic and immediate action. We need to expedite a carpool/Fastrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

What we propose:

- SANDAG/Transnet I-15 plans be amended to add a carpool/FasTrak lane in each direction from the 78-15 interchange north to the Riverside County line.
- All our representatives write to encourage WRCOG to continue these lanes through Temecula/Murrieta
- Create resident-only rush-hour traffic laws on a State and Local level that can be enacted and enforced by CHP (with GPS tracking, this is a problem in many other communities) in the community of Rainbow.
- Our elected officials take this problem seriously and come up with solutions.

Signed:

Name

Address

Michele Sheehan  5307 5th Street

KEVIN SHEEHAN  5307 5TH ST.

ERIC DAAL  5307 5TH ST.

(1-3)

To: Supervisor Bill Horn and all other San Diego County Supervisors
Assemblywoman Marie Waldron
Senator Joel Anderson
San Diego/Imperial CalTrans Director, Laurie Berman

RE: Petition to seek solutions to the I-15 traffic in North San Diego County.

We, the undersigned residents of the community of Rainbow, do hereby petition our San Diego County and State of California representatives to seek solutions to the traffic problems that are adversely affecting our community.

The problems:

- The commuter-jammed I-15 freeway has caused the Rainbow community and once-quiet streets to overflow with hostile and frustrated drivers.
- Our limited egress is being blocked by commuters, which would make an emergency evacuation impossible.
- Safety issues abound, especially for our children, many of whom attend Vallecitos Elementary School. There has been an increase in traffic collisions due to speeding, impatient drivers passing illegally and poor intersection visibility.
- Our quality of life is being affected by poor air quality and increased noise levels (loud engines, squealing tires, horns, extremely loud music, etc.)

What we have done:

- Our community group, ARC (Association for the Rainbow Community) has been focused on this issue for the last two years. We have contacted various people from TAC at the SD County Offices to CALTRANS and SANDAG. I have personally written repeatedly to Bill Horn's office requesting action be taken, to no avail.
- We have solicited news reports, including the report by Abby Alford with Channel 8 News last summer at a residence near Valecitos Elementary School.

The time has come for drastic and immediate action. We need to expedite a carpool/Fastrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

What we propose:

- SANDAG/Transnet I-15 plans be amended to add a carpool/FastTrak lane in each direction from the 78-15 interchange north to the Riverside County line.
- Add a traffic light at the intersection of Old 395 and Rainbow Glen Blvd.
- All our representatives write to encourage WRCOG to continue these lanes through Temecula/Murrieta
- Create resident-only rush-hour traffic laws on a State and Local level that can be enacted and enforced by CHP (with GPS tracking, this is a problem in many other communities)
- Our elected officials take this problem seriously and come up with solutions.

Signed:

NAME

Address

(Donna Thompson)
Donna Thompson

4747 Oak Crest Rd #5, Fallbrook CA

(Bruce Thompson)
B. Thompson

11

Bruce W. R.

4747 OAK CREST RD #3 FALLBROOK CA.

Brenda R. R.

4747 Oak Crest Rd. #10, Fallbrook, CA

(4-7)

Name

Address

~~Frank Castell~~	
FRANK R. CASTELLAN	5234 5TH STREET, FALLBROOK, CA
ALICIA CUÉLLAR	2423 Rainbow Valley Blvd Fallbrook CA
Manuel Castellar	2423 Rainbow Valley Blvd Fallbrook CA
Juana Rivera	1865 Rice Canyon rd. Fallbrook CA
Reina Avalos	2595 Rainbow valley Blvd Fallbrook CA
Dona Adams	6263 Rainbow Heights Rd Fallbrook 92028
Erasmo Morales	6435 Rainbow Heights 92028
christine & Ryan Sharkey	1630 Rice Cyn Rd, Rainbow
Maria Martinez	5588 Rainbow creek Rd. 92028
Maria Chavez	2055 Camino Ramiro 92028
Amelia Hernandez	1905 camino Rainbow
mario Garcia	2658 Huffstatter 92028
Racquel AVALOS	1044 Rice Canyon 92028
Sandra Ortiz	2023 Rice Canyon rd. 92028
Isabel Ibarra	1370 Rice Canyon W. 92028
Erica Rivera	9202 Huntley Rd, Fallbrook 92028
Ms. Sarah Kirk	301 Rainbow Crest R 92028

(8-25)

NAME

Address

Juan A. Ortiz	5490 Rainbow Heights Rd.
Marisela Leon	2226 HUFFSTATLER ST
Teena Elder	6489 Rainbow Hts Rd.
Pat Eastman	6497 Rainbow Hts Rd.
Bill Eastman	6497 RH Rd.
Eric Will	1864 Camino Rainbow
Robert Williamson	1864 Camino Rainbow
Adela Ruiz	~~(144)~~ 5347 5th ST
NORMA DENNY	5342 FIFTH ST
Dany Denny	" " " "
Edgar E. Ranton	5347 5th ST Fallbrook
José Casillas	5th & Rainbow Valley
Maria Casillas	5th & Rainbow Valley
Juan Alegria	2415 Rainbow Valley
Israel Alegria	" "
Phyllis C. C. C.	2423 Rainbow Boulevard
Marino Quintro	2421 Rainbow Boulevard
Consuelo Quintro	2421 Rainbow Boulevard

(26-43)

NAME

Address

Jonnie Flanagan	932 Rainbow Crest Rd 92028
Kyril Flanagan	932 Rainbow Crest Rd. 92028
Widow Tangh Victoria Tangh	2872 Rainbow Valley Blvd.
Pat Zerkowich	4815 5 th Ave. Rainbow 92028
Robert M Storck	1980 Van Loden Fallbrook CA 92028
James P Just	2302 Hulse Ln 92028
Donald B Elder	6489 Rainbow Heights Rd. 92028
Joe Ferrance	5337 5th St. Rainbow CA 92028
	5337 5 TH ST. RAINBOW CA 92028
	" "
	5357 5 TH ST. RAINBOW CA 92028
Dirkoyga Mack	712 Rainbow Crest Rd, Rainbow
William Welsh	2415 Rainbow Valley Blvd
Julian Cisneros Jr	5490 Rainbow Heights rd.
Jelly P	5493 Rainbow Heights Rd
James Forester	5493 Rainbow Heights Rd
Kimberly Silola	1976 Camino Rainbow
Kimberly Cate	2772 Rainbow Valley Blvd.
Maranda Burniske	2135 Rainbow ^{Valley #B} CA 92028

(44-62)

NAME

Address

~~Paula~~

5542 Rainbow Heights Rd

maria f ortiz

2210 Rainbow Glen Rd.

Laura & Rob

2210 Rainbow Glen Rd

PAUL GEORGANTAS

1156 RICE CANYON

christine & Ryan Sharkey

1630 Rice Cyn Rd

Sara Rios

1057 Prieto Rd,

Ernesto Rivera

1865 Rice Canyon

Cassandra Doty

9457 Rainbow Creek Rd.

Michelle LaLonde

1443 Rainbow Valley Blvd

Jake LaLonde

1443 Rainbow Valley Blvd.

~~Paula~~

1443 Rainbow Valley Blvd,

~~Paula~~

1443 Rainbow Valley BLVD

Lefter Donce

4747 OAK CREST RD #71

~~Paula~~

4747 OAK CREST #56

Renee Adams

4747 #71 Oak Crest Rd -

V Dupre

4747 OAK CREST ROAD #57

Bruce W

4747 Oak Crest Rd. #37

Brenda Donohue

4747 Oak Crest Rd. #16

William Coker

4747 OAK CREST RD #43 92028

(63-81)

NAME

Address

miguel ortiz ~~Ortiz~~	9457 Rainbow Creek Rd.
Joanne Stack Attack	6495 Rainbow Hgts Rd
Reina Acalos	
Maria Maneri ~~Maneri~~	903 Canyon hghts Rd
Dianne Johnson ~~Johnson~~	4747 OAK CREST Rd Rainbow
~~Iselle Johnson~~	~~4747 Oak Crest Rd. Rainbow~~
Juana Garcia ~~Juana~~	38942 Jubilee way ~~950 347000 S~~
Randall Wegener ~~Randall~~	4958 Fifth St
Catherine Wegener	4958 5 th St.
Natalia Wegener ~~Natalia~~	4958 5 th St.
Cynthia Quirino	340 Rice Canyon RD #
Alberta Quirino	340 Rice Canyon RD
Rae Lynn Hilbronn ~~Hilbronn~~	1612 Rice Canyon Rd Rainbow
JOAQUIN GARCIA	5490 RAINBOW HEIGHTS RD
Alfredo Maldonado	2039 Rice Canyon Rd
Lynne Kurland	875 Rice Canyon Rd
Lynne Kurland	2606 HUPSTATER ST
Maria Gonzalez	875 RICE CANYON RAINBOW
Maria Ortiz	2210 Rainbow Glen Rd.

(82-100)

NAME

Address

McQuanta	4747 Oak Crest Rd #61
William C. Crocker	4747 OAK CREST RD #42
DeDre	4747 OAK CREST ROAD #97
Steeley W.P. Mac Aulay	4747 OAKCREST ROAD #80 - (31 YEAR SHARE HOLDER)
Margaret Mac Aulay	4747 OAKCREST RD #80 " " "
Deedee Duckett	4747 OAKCREST RD #82
MR./MS. Keith A. Ball	4747 Oak Crest Rd #89
James E. Pinner	4747 OAK CREST RD #85
Robin Lyon	4747 Oak Crest Rd #84
Luzanne Kinner	4747 Oak Crest Rd #50
Madara Rich Maxwell	4747 Oak Crest Rd #58 Fallbrook
Judy Anderson	4747 Oak Crest Rd #25, Fallbrook
Linda Hedrick	4747 OAK CREST RD #10, FALLBROOK
Ray S. Miller	4747 OAK CREST RD #56, FALLBROOK
Eula Ho	4747 OAK CREST RD #71 FALLBROOK, CA
Benji Herrera	4747 Oak Crest Rd #71 - Fallbrook
James Lydon	4747 Oak Crest Rd #71
Sammi E. Garcia	4747 OAK CREST RD #81
A.S.	4747 Oak Crest Rd #79

(101-119)

NAME

Address

Jennifer Hunter	2421 Rainbow Boulevard
Detoro Inguiso	2421 Rainbow Boulevard
DR ARTHUR CHAUSEN	2428 RAINBOW VALLEY BLVD.
Noah J. Hausen	2428 Rainbow Valley Blvd.
ALMA QUINONEZ	5242 5th St. RAINBOW
Cynthia Myers ^{Gynthia Myers}	2788 Rainbow Glen Rd, Fallbrook CA
CURTIS MYERS ^{Curtis Myers}	2788 RAINBOW GLEN RD FALLBROOK CA
Terese Kristensen	4387 Rainbow Vista Dr., Rainbow Ca.
Henrik Kristensen	4387 Rainbow Vista Dr., Rainbow
LORENA GARCIA	1843 CANYON HEIGHTS, Rainbow
AI SALSINGER	4343 Rainbow Vista Rainbow
Vyke SALSINGER	4343 Rainbow Vista RAINBOW
ROBERT WASS	4383 Rainbow Vista Dr Rainbow
IVA WASS	4383 Rainbow Vista Dr Rainbow
MYRTA THYS	4463 Rainbow Vista Dr Rainbow
M T A	4493 Rainbow Vista
Deborah M. Kraft	4493 Rainbow Vista Rd
JANICE KRAFT	4347 Rainbow Vista Dr.
Richard KRAFT	4347 Rainbow Vista Dr. - (120-138)

NAME	Address
Sandra Leatherman (Gonzalez)	4345 Rainbow Vista Dr. 92028
Arthur Gonzalez	4345 Rainbow Vista Dr. 92028
Robert Church	4323 RAINBOW VISTA Dr 92028
Yoko Church	4323 RAINBOW VISTA Dr 92028
Arnando Rivera	1200 Rainbow Valley St
Jose Antonio Rivera	1200 Rainbow Valley St.
Brian / Marybeth Buckles	1239 RV Blvd FB
Janice Wilson	1257 Rainbow Valley Blvd.
MSW	1257 Rainbow Valley Blvd.
Kathy McSorley	7412 (Rainbow) Heights Rd.
CHARLES BRADY	7412 Rainbow Heights Rd
MAILE TRAINER	74120 RAINBOW HEIGHTS RD
NIK TRAINER	74120 RAINBOW HEIGHTS RD
RAUL MORAN	6381 RAINBOW HEIGHTS RD
INBO BESKE	6490 RAINBOW HEIGHT RD
JOAN C. TUCKER	6850 RAINBOW HTS. Road
FLORIAN	6880 RAINBOW HTS RD
Lynne Lomas-Moran	6460 Rainbow Heights Rd 92028 (139-157)

NAME

Address

Terri Arganda

4747 Oak Crest Rd #44

Aime Adams

4747 Oak Crest Rd #59

L. [unclear]
Lynn Reiter

4747 Oak Crest Rd #93

" " " " #46

Lorraine Butcher

4747 Oak Crest Rd #28 Fallbrook

Judith A Jewell

" " #98

Lynn Simpson

4747 Oak Crest Rd. #32 Fallbrook CA

Judy A. Jones

4747 Oak Crest Rd. SP#8

Dee Dee Cline

4747 Oak Crest Rd SP#9

GAYLE BARNETT

4747 " " sp 22

Stella O'Leary

4747 " " sp 48

Brandell Braxton

4747 " #83

~~BRANDY BRAXTON~~ already signed ~~#83~~ 6065

LYNNE MALINOWSKI

7311 Rainbow Hgts Rd

Eli McArthur

6611 RAINBOW HEIGHTS RD.

ABE ESCAMILLA

6842 RAINBOW HILLS RD

Sandra Shapiro

5715 Rainbow Hgts. Rd.

Sandra Shapiro

4805 5th St. Ste 156

James Ace Forester, S-

Fallbrook, CA 92028

Philip Wells

5443 Rainbow Heights Rd
Fallbrook, CA 92028

(158-175)

MacDougall, Kristy

From: beach11@cox.net
Sent: Friday, July 13, 2018 11:42 AM
To: Assemblymember Waldron
Subject: I-15 upgrade

Good Morning,
In response to your interest in upgrading the I-15 due to traffic.

I live off Gopher Canyon and myself and most of the residents in this area would really appreciate your help in fighting the proposed high density developments slated for Bonsall, Strawberry Hill, Dear Springs etc. in lieu of dealing with the freeway. Traffic is so bad now - especially the dangers of driving Gopher Canyon, Twin Oaks etc. that trying to alleviate freeway traffic now will be fruitless if they put in all the developments.

We live in this area to enjoy the rural atmosphere. If we wanted congestion we'd relocate to Temecula . Adding more concrete (houses and freeways) and destroying all the open land will result in another Temecula, LA or Phoenix. It impacts negatively on the environment and there really isn't an upside. Concrete retains heat and that translates into hotter temperatures for longer hours each day. Again, look at the temperatures in Temecula and Phoenix. Taking the open land is very finite, once gone there isn't any turning back.

Also of great importance is the state's current drought situation . The water companies continue to enforce restrictions and there is only so much water available. How can the addition of all those proposed households help the water shortage?

California was once known to the entire country as a state that was truly concerned with the environment. They had foresight and actually implemented what they preached. Sadly now it appears that the politicians greed is taking precedence over common sense as well as the concerns of the people they are suppose to represent.

On a final note, I am not opposed to adding new construction, but it needs to be done responsibly. As one example, the Deer Springs development is zoned for 99 houses, that's feasible, changing it to 2000! is just pure greed and insanity. Think of the devastation and loss of life when the next fire hits this area...

Well, thanks for listening and have a pleasant one.
G Shier

MacDougall, Kristy

From: Greg Doud <gadoud80@gmail.com>
Sent: Monday, July 09, 2018 10:14 AM
To: Assemblymember Waldron
Subject: North County Traffic

First off, I applaud you taking up cause to try to help alleviate our woeful traffic conditions here in the north county. I have had numerous phone call and email exchanges with SANDAG regarding North County General plan, and the only response is wait til 2050. If you read their studies, it suggests traffic by then will double from what it is today, and peak rush our times with as well double making commute times unfathomable. Are they really that insensitive to what's going on?

SANDAG at one time had regular meetings with Riverside County to try to mitigate the traffic issues, but those stopped long ago. Seems SANDAG has selective interest in resolving this issue.

I had several suggestions to them from toll booths, to payroll taxes, to slotted commute times or lane restrictions for big rigs, all of which would either help bring in new revenue, or help ease some of the issues facing the stretch of highway between our north county border and Escondido.

I understand toll booths maybe not ideal, but instituting a payroll tax to help pay for widened lanes, is a reasonable option. If you work in SD County, you pay the road tax. That means folks commuting from Riverside county cannot come here work, and take their payroll back to spend tax dollars in Riverside county alone. They use the roads, and thus, should help pay for them. SD County residents maybe could get a deduction on county property tax for this payroll road tax.

Semis have dramatically increased over the years along this stretch of highway as SD increased in size. Given the topology of this stretch of highway, truckers tend to hinder traffic flow because they go way slower than normal speed climbing hills, and also tend to not be concerned on taking over 2 or even 3 lanes of traffic passing other slower trucks. If some slotted window of usage, or even lane restrictions to single lane were implemented, more usable lanes by normal speed commuters would be possible. I think the speeds of these trucks also are cause of many of the major accidents along this stretch of highway.

My community of Rainbow, having alternate routes into Temecula, is being significantly impacted by all the increased traffic coming south for work. I cannot tell you how horrendous it is that we cannot even leave our area any given day because of all the traffic that feels compelled to leave the freeway to find a shortcut thru our community to points north. We are taxpayers to SD county just like every other resident in the county, and we need some representation and assistance from our county officials to find a way to save our community. It is being devastated by this traffic and appears only to be getting worse.

Any assistance you can provide in helping mitigate this issue and ease the impact on our overly burdened freeways is highly appreciated and would be not forgotten. This stretch of highway used to be a beautiful stretch and reminder you lived in SD county as you returned home from up north, but today, it has become a commuter highway, and is beginning to look at feel like our neighbor counties in traffic, noise and pollution.

sincerely

Greg Doud
9912 Mt Olympus Valley Rd

MacDougall, Kristy

From: Elaine Welty <elainewelty@gmail.com>
Sent: Friday, July 06, 2018 10:41 AM
To: Assemblymember Waldron
Subject: The I-15 Nightmare

Dear Assemblymember Waldron,

I am reaching out to you today to express my concerns regarding traffic on the I-15 north from Escondido to Temecula. As you are aware the addition of lanes to the I-15 north/south has made travel from Escondido to San Diego much more efficient with more lanes for travel. It seems logical that the same upgrade to the I-15 north to Temecula is becoming a necessity!

My aging Mother lives in Temecula and I live in NW Escondido, what should be about a 20 minute drive from my house to hers, takes me over an hour if I leave anytime after 2pm M-F!! It is sad that traffic determines my visits to my Mother. Please share my request with the appropriate government agencies and thank you for supporting our community!!

Warm regards,
Elaine Welty

Stinson, Tom

From: Connie Harris <conlovesbooks@gmail.com>
Sent: Saturday, June 30, 2018 6:53 AM
To: Assemblymember Waldron

Hi Marie!

I read your article about the traffic problems in your District.
I've lived in South Temecula for 24 years. Our home sits on a hill, so I what daily commuters endure as they travel the 1-15 to and from work.

I know you are aware that families who work in San Diego can't live there due to the high cost of housing. They live in Temecula and cities north.

I hope that the solutions to this problem do not not include toll lanes!

Connie Harris
Temecula

Stinson, Tom

From: Stephanie Lamm <baabaateacher@hotmail.com>
Sent: Friday, June 29, 2018 9:26 AM
To: Assemblymember Waldron
Subject: SANDAG and I-15

Dear Assemblymember Waldron,

I am writing in response to your letter in the Fallbrook *Village News* asking for opinions and input about the traffic snarls on I-15. I hope I'm not too late.

I am a Fallbrook resident of 13 years. I am also a speech pathologist employed by the Fallbrook Union Elementary School District. I am lucky to have a 5 minute commute from my home to my job. However, quite a few teachers at my school live in Temecula and Murrieta (one in Lake Elsinore). To ask them to stay after school for an Individualized Education Plan (IEP) meeting or to be on a committee that meets after school is difficult. Most of them try to leave school by 3:00 or else they will be stuck in traffic for an hour. On a Friday, it can take them nearly two hours to get home. And that's when nothing extraordinary happens.

If there is an accident on the 15, Fallbrook and Rainbow are impacted significantly due to people trying to find an alternative route. Fallbrook roads are two lanes, hilly, and winding. Many try to cut through De Luz which is an extremely narrow and dangerous road, especially in the dark. Rainbow will be backed up needlessly as people try Highway 395. I once sat waiting for 20 minutes to go one quarter of a mile at the stop sign at Rainbow Valley.

I know it complicates matters when you have a freeway that crosses county lines. Whose problem is it? San Diego? Riverside? Riverside County keeps approving permits to build more housing along the 215 corridor, but don't realize the majority of those people work in San Diego county.

Thank you for whatever you can do to alleviate this mess.

Best regards,
Stephanie Lamm

Stinson, Tom

From: Anne Sanchez <anneosanchez@gmail.com>
Sent: Friday, June 29, 2018 7:36 AM
To: Assemblymember Waldron
Subject: Re: I-15

Dear Marie Waldron,

I write you concerning the congestion on the I-15; especially between Temecula and Escondido. It is sad to see how long it takes for people to get to work or to get home after a long days work. I am retired, but, I cannot schedule any activities that require me to use that road during peak commuter hours. A thirty minute drive has become one hour.

With continued growth in Riverside County and thousands of new homes approved or under construction in Fallbrook, Bonsall, I-15 is not adequate for current projected traffic.

Please encourage lane expansion on the I-15 North San Diego/SW especially between Temecula and Escondido.. Thank you for bill, AB X14. It is so important that monies collected for road improvements are used as promised.

Anne Sanchez
Escondido, Ca. 92026

Stinson, Tom

From: Thomas Termini <tsterm@gmail.com>
Sent: Wednesday, June 27, 2018 3:30 PM
To: Assemblymember Waldron
Subject: I-15

When I read the paragraph below I ask a question; why every four years to review plans, why wait another year, why put on back burner for another day, and why has this stretch of highway been ignored for over 15+ years. Did someone just think people were going to stop coming to and through Temecula. I heard Temecula council members blame the congestion on the growth in Lake Elsinore and one member tried to convince me money was tight. Really. I have driven thousands of miles throughout California and money did not seem tight. There was construction everywhere. Voices of the state and local elected have not been heard. Now they want to have a multi city discussion to find a solution. Another study. It is clear to me that Temecula is in danger of being a place to live. If one can't get to and from their places of employment safely and in a timely fashion, then Temecula has failed to plan. When I point out safety I am referring to the amount of vehicles traveling at high rates of speed and in close proximity. There are far too many accidents because of the road conditions and volume.

The San Diego Association of Governments (SANDAG) updates its regional plan every four years, with the next update scheduled for 2019. Under current plans, lane expansions to I-15, are on the backburner. Since those plans can be changed **next year** -- now is the time to make our voices heard and make this a priority in our regional planning.

Sent from Mail for Windows 10

Stinson, Tom

From: Lopez, Pam <Pam.Lopez@viasat.com>
Sent: Tuesday, June 26, 2018 4:12 PM
To: Assemblymember Waldron
Subject: Traffic on the I-15 N/S

Dear Ms. Waldron:

I'm writing to you to express my frustration about Interstate 15 North & South. I have lived in Temecula for 22 years and have worked in Carlsbad for 9 years. I have a commute of about 39 miles each way, Monday through Friday. When I first started working in Carlsbad, my commute used to take about 40-50 minutes each way. The commute time increased over the years but in the last two or three, the commute has become exceedingly heavier. I leave Temecula at about 6:00 am and arrive to work at about 7:15-7:30 am; once in a while I get lucky and will get in by 7:00 am. The drive home is awful. I leave the office at 4:30 pm and arrive home anywhere from 5:50 to 6:30 pm; most evenings, it's around 6:20 pm. What is really frustrating is that when I am approximately 10 miles outside of Temecula, the traffic comes to a crawl despite there being no accidents. There's a dreadful bottleneck that occurs after the 76 near Rainbow. When there is an accident, it's even worse.

The commute has become so bad that I've been considering buying a home closer to work to eliminate the freeway commute altogether. I love Temecula and despite the traffic in town, I prefer not to leave Temecula as it has been my home for the past 22 years. However, I see the commute as getting worse. I see lots of homes, a junior college, and perhaps more shopping centers going up on the I-15 corridor, which worries me because to me, every home represents at least 2 more vehicles on the highway.

I have a carpool buddy that I commute with almost every day and that helps with the driving, wear and tear on my/his vehicle, but it does not help in terms of carpool lanes since there are no carpool lanes at all on this portion of the I-15 corridor. I hope that you can levy some carpool lanes/expansion to help relieve traffic.

Thank you kindly.

Sincerely,

Pamela Lopez

MacDougall, Kristy

From: Michelle Jones <dazeeblue@yahoo.com>
Sent: Saturday, June 23, 2018 7:32 AM
To: Assemblymember Waldron
Subject: I-15 Traffic

Dear Assemblywoman Waldron,

My husband just retired after serving 25 years in the US Navy. We bought our first home in Menifee just over 4 years ago. Once he retired, he was excited to not spend hours on the road each day driving to Camp Pendleton. Unfortunately, his new job is even further away.....all the way down the I-15 to San Diego. He has to get up at 3 am to make it to work before the traffic gets out of control and luckily leaves around 1:30 from work.....but still hits traffic once in Temecula. Something needs to be done to help the flow of traffic in Fallbrook and Temecula!

Thank you.

Sincerely,

Michelle Jones

MacDougall, Kristy

From: Philip Brodak <philipbrodak@gmail.com>
Sent: Friday, June 22, 2018 11:35 PM
To: Assemblymember Waldron
Subject: I-15 relief

Hello Assemblywoman Waldron,

As someone who commutes the I-15 corridor between Fallbrook and Temecula, I heartily support construction of more lanes from Deer Springs to the 15-215 split. The recent closure of northbound 15 by a traffic accident really drives home the need for more lanes, preferably carpool lanes that can be increased or decreased on demand, as are the lanes further south on the 15. Please let my voice be heard to your colleagues when the next SANDAG planning meeting is held.

Sincerely,
Philip P Brodak

Sent from my iPhone

MacDougall, Kristy

From: Denise Gibson <mdenisegibson@gmail.com>
Sent: Saturday, June 23, 2018 11:51 AM
To: Assemblymember Waldron
Subject: I-15 Nightmare

I just read your op-ed about traffic on the I-15. I live in Pauma Valley, am retired now and try to avoid the 15 during commuting hours. However, the traffic problems on the 15 bleed over onto other roads and make traffic difficult especially when there are accidents or heavy backups, Friday afternoon/evenings being the worst. I travel quite often on the 76 and on the Pala-Temecula road. Pala road in particular gets heavy traffic through the small community of Pala with Temecula commuters getting off the 15 at the 76 in order to avoid the back up on the 15 and clogging up the roads in Pala. This creates great difficulty for local residents to get around the area. For instance, this past Thursday there was an accident north of Temecula that closed the northbound lanes of the 15 for several hours. By the afternoon traffic was backed up on the 76 going east almost to the 15 freeway and traffic coming through Escondido created a back up on the 76 going west from Pala almost to Reservation Road in Pauma Valley. That was at 5:15, it could have become much worse after that. My son was in class at Mira Costa so I had to contact him to come home a different way, which he wasn't familiar with, still took him over an hour. This situation is becoming intolerable, especially for the small community of Pala, I recommend you contact the Tribal Government for their input on this matter. Being retired we can usually schedule appointments around traffic issues, but not always. Thanks for your attention to the possible widening, adding commuter lanes, etc to the 15 freeway, please continue to share and fight for the widening of this freeway. The problem will remain since housing costs are so much cheaper in Riverside County than in San Diego. When I was working (in Escondido at the Post Office) so many of my co-workers lived in Temecula or Murrieta, this is unlikely to change.

--

Marilyn Gibson

MacDougall, Kristy

From: Daniel Hofshi <dhofshi@gmail.com>
Sent: Saturday, June 23, 2018 10:28 PM
To: Assemblymember Waldron
Subject: I-15 and Other Regional Traffic

Dear Assemblymember Waldron,

Please consider alternative means of transportation to alleviate traffic. Expansion of freeways is a short term fix and will not help in the long term with the increased population densities. We need options like reliable rail and carpool lanes to transport all of the people that commute to the San Diego Region. We need less cars on the road and we have no other means of transportation. Please support upgrading to reliable, consistent mass transit instead of widening roads when addressing SANDAGs updated plan.

Sincerely,

Daniel Hofshi
(760)468-0949

MacDougall, Kristy

From: Jean White <blondyjean@gmail.com>
Sent: Sunday, June 24, 2018 8:26 AM
To: Assemblymember Waldron
Subject: I-15

I live near the I-15 Fwy. With houses being built we need more lanes.....it takes a good hour to go thru Temecula, on the I-15, if we have a fire and there is an accident on the I-15, we will not be able to escape it in Fallbrook. We need an expansion on the fwy.

Please help,

Jean White

Fallbrook, CA.

Sent from Jean's iPad

MacDougall, Kristy

From: Melissa Barnes <melissarbarnes1@gmail.com>
Sent: Saturday, June 23, 2018 8:02 AM
To: Assemblymember Waldron
Subject: I 15 expansion

I saw a write-up on Facebook of the growing concern of the traffic on the I 15. We recently moved to California (specifically Murrieta) from the suburbs of Chicago. I can tell you that after dealing with snow, rain and fog into the city of Chicago, the traffic is much better there than the traffic on the I 15. I can almost guarantee that I see at least one accident on my commute to SD everyday. The road rage is out of control, big trucks are moving into the left hand lanes trying to pass, and my commute usually runs the most from Fallbrook to Temecula. Once I hit Fallbrook heading North, it takes about 45 minutes. For some reason at border patrol/weigh station is where it slows down and then takes the most time to get off at the exit at Winchester - usually 45 minutes.

My family is looking to head to San Diego to live because of the commute. My husband is concerned I could be killed due to this stretch and the accidents and overflow of traffic. I'm a nurse and have decided to carry a first-aid kit. With the traffic, I'm concerned about my safety if I try to help someone. On another safety measure, if we ever have to evacuate. When we had a fire in Murrieta, we were evacuated. There was a fire off of the 15 going south, traffic was stopped and fires in LA. For emergency purposes we need to consider how to evacuate and allow emergency personnel to make it to locations.

Lastly, I would be willing (I'm sure there are others too) to pay for toll roads all the way to the 91.

Please consider changes to the 15!

Kindest Regards,
Melissa Barnes
331-457-3936
MelissaRBarnes1@gmail.com

--
Melissa
melissarbarnes1@gmail.com
636-368-1528

MacDougall, Kristy

From: debra_edingfield@netzero.net
Sent: Sunday, June 24, 2018 1:09 PM
To: Assemblymember Waldron
Subject: I 15 Corridor traffic

I am pleased you are finally dealing with this issue. I have been very upset about San Diego Supervisors ignoring the infrastructure lack in this area while mindlessly approving massive housing projects. The freeway is so bad now, I can't bear to think of the hot mess we will have with all this housing approved. I live in Gopher Canyon and already have to plan my life around the congestion on that road and the I-15.

The last fire disaster really brought this home. I can't fathom what is in the minds of supervisors who approve these developments for tax revenue and IGNORE the obvious problems. The roads are woefully inadequate as are the schools to handle this. Burdening the already maxed out roads is really bordering on stupidity.

I support your working to make SANDAG recognize what a mess they are contributing to. The freeway improvements need to be FIRST before any developments begin. I support your bill, AB X1 14. Common sense should be the rule of law here as well as the Traffic Relief and Road Improvement Act.

Thank you for your attention to this matter and please push hard on this. The quality of life in this part of the county depends on it.

Debra Edingfield

MacDougall, Kristy

From: Kathy Sears <sears-ka@pacbell.net>
Sent: Sunday, June 24, 2018 8:55 AM
To: Assemblymember Waldron
Subject: I 15

Dear Ms. Waldron,

I have lived in Fallbrook for over 30 years. I have watched the growth of the Fallbrook, Bonsall, Pala, Temecula and Murrieta areas with amazement! The roads, including I 15, have not kept up with the growth. The current situation with the I 15 corridor, as we recently witnessed, has put us in a very dangerous situation! I'm not so sure that widening the freeway will resolve the problem either. I'm wondering why there has not been discussion about a train system that would go right down the middle of I 15 from Riverside County down to Mission Valley? The Sprinter in Escondido would connect it to the Coaster in Oceanside. This system would make it possible for more college students to have a way to attend, less the traffic headaches that they deal with. This is just one group of people that would benefit from a train system. We could also discuss pollution problems, accidents, etc.

Please discuss this idea with others. I would love to hear your thoughts and what others have to say.

Thank you for addressing the problem.

Kathy Sears

Sent from my iPhone

MacDougall, Kristy

From: Patricia Borchmann <patriciaborchmann@gmail.com>
Sent: Saturday, June 23, 2018 10:34 PM
To: Assemblymember Waldron
Cc: Christine Nava; Patricia Borchmann
Subject: Request for actual AB X1 14 in entirety - Your legislative bill mandate

In "The Paper", and "The Vista Press", I observed your Weekly Column (06 21 18), "The I-15 Nightmare".

I agree with portions of your column that "The I-15 Nightmare" is a chronic commuter problem, constant gridlock is a daily 'new normal' of misery, which is how I'd describe it.

While you blame "...continued growth in Riverside County, and with thousands of new homes approved or under construction in Fallbrook, Bonsall, etc., I-15 is simply not adequate for current or projected traffic".

What I disagree with and found disturbing (but not surprising), was your refusal (as former Escondido City Council member, SANDAG Member City), or current State Assemblymember, to accept responsibility for excessive growth, uncontrolled development during your term in Escondido when rampant growth was popular. Failure to form or apply growth management by Escondido City Council following adoption of Proposition S, was a collective decision by Council majority, which has cost City taxpayers and public stakeholders dearly, in loss of leisure time, reductions in air quality, increased commute time, and reduced Quality of Life.

The pattern of incremental project approvals for density bonus entitlements, development agreements, fee waivers, and relaxed policy for selective projects was irresponsible, yet here you are in 2018 writing Weekly Columns as Assemblymember Marie Waldron, complaining about uncontrolled growth, unmitigated traffic impacts.

During 2017-18, SANDAG undertook Public Outreach through Surveys to collect feedback for the 4-year update of SD Regional Transportation Plan. I was one of many SD public stakeholders who gladly participated by taking that Survey.

I hope you have an opportunity to view my personal comments, or ask your Aide to provide you with a copy since you won't have time yourself.

I've posted on Facebook Page, and Group Pages of Volunteer organizations seeking Volunteers to join SANDAG's Committee formed to undertake Regional Transportation Plan, and really listening to comments from survey responders.

Thank you for thoughtful consideration.

Please email me if you have questions, or concerns before you formally prepare response.

MacDougall, Kristy

From: Michele Sheehan <michelesheehan1@gmail.com>
Sent: Saturday, June 23, 2018 6:11 AM
To: Assemblymember Waldron
Subject: Rainbow traffic issues

I have been a resident of Rainbow, California for 17 years. I purchased a home here so I could enjoy being near a city but still have that country feeling. I am a schoolteacher who commutes to Escondido on a daily basis.

In these 17 years things have drastically changed. The number of vehicles commuting north and south on the I-15 has reached monstrous levels. Not only is the freeway jammed with commuters, but the peripheral communities and streets are suffering the overflow effects of hostile and frustrated drivers.

I happen to reside on one of the streets used by commuters, and my quality of life inside and outside my home has completely deteriorated. Every day, I cannot leave or access my home without sitting in traffic. Whenever there is an emergency (wild fires, evacuations) we cannot escape and fear for our lives. I also cannot play with my granddaughter in my front yard for fear of traffic speeding and people driving recklessly past my house. Not to mention the noise level from said traffic; squealing tires, horns honking, loud music, etc.

Our community group, ARC (Association for the Rainbow Community) has been focused on this issue for the last two years. We have been contacting various people from TAC at the SD County Offices to CALTRANS and SANDAG. I have personally written repeatedly to Bill Horn's office requesting action be taken, to no avail.

This issue has been recognized by the mayor of Temecula, and we have had news stations report on it as well. Abby Alford with Channel 8 News was here last summer reporting from my front yard.

The time has come for drastic and immediate action. We need to expedite a carpool/Fastrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

I propose:

1. I-15 plans be amended to add a carpool/Fastak lane in each direction from the 78-15 interchange north to Riverside County.
2. Resident only laws, enforcement, and fines during rush hours as determined necessary for peripheral roads and communities along the I-15 corridor previously mentioned.

Thank you for your consideration.

Michele Sheehan

(Working with Donna Thompson on our Rainbow traffic petition, hoping to submit June/July)

MacDougall, Kristy

From: Gil Rodriguez <gil67okok@gmail.com>
Sent: Saturday, June 23, 2018 11:34 PM
To: Assemblymember Waldron
Subject: Traffic relief

As a concerned citizen living in Temecula I have personally seen the traffic explosion over the last 10 years. I do believe we need to add lanes to the 15 North and South and also believe we need to add lanes on the 15 North connector to the 215.

I also work in public transportation and do see a need for public transit systems such as the Sprinter, Trolley, and the Gold, Purple, Blue and a multitude of additional colored train lines in the Los Angeles area.

I would recommend pursuing a transit line connecting the Temescal Valley from Corona (which already has Metrolink service) to Escondido which currently has the Sprinter.

I know that the Sprinter services a number of Universities and may help alleviate traffic congestion. With the new campus opening soon in Fallbrook traffic will only get worse.

These options may open up addition funding sources through States and Federal agencies which may help bring an end to what has truly become a daily nightmare of a drive.

Regards

Gilberto Rodriguez

MacDougall, Kristy

From: Diane Olson <jojo9302005@aol.com>
Sent: Saturday, June 23, 2018 10:35 PM
To: Assemblymember Waldron
Subject: Traffic on I 15

I live in Fallbrook and work in Escondido. I leave at 7 am to go to work it takes me 1-1 15 minutes!!! I get off at center city to get to valley parkway. I am back on freeway by 1-1:30 it takes me 45 minutes-1 hour to get home. I've been doing this commute for 7 years and it drains the life out of me. Don't even get me started about Fallbrook to Temecula that is a mess!!!!

Sent from my iPad

MacDougall, Kristy

From: Pegsterz <pegsterz@aol.com>
Sent: Saturday, June 23, 2018 8:28 AM
To: Assemblymember Waldron
Subject: Traffic

I-15 traffic is horrendous! Living in Fallbrook, we feel trapped from commuting to Temecula because of all the traffic which seems to start earlier every week! From 2:00 pm on it's a mess! We are very concerned with all the homes going in off the 15 as well. Considering each home has at least 2 cars, that will mean thousands more cars on our already clogged roads.

I'm sure you are well aware of these facts. Something needs to be done NOW before the masses get the heck out of CA and the housing market collapses once again.

Peggy Hanne
Fallbrook resident
(760) 468-4437

MacDougall, Kristy

From: blhuss <hussbl@gmail.com>
Sent: Friday, June 22, 2018 11:50 AM
To: Assemblymember Waldron
Subject: I-15 traffic

Hello Assembly Woman Waldron,

On behalf of our family, I would like to ask that you support our plea for action to alleviate the traffic situation on the I-15 from

Temecula and further south. As residents of Rainbow, we are severely impacted by the traffic flow. Commuters from Temecula

are using our valley as a corridor to Old Hwy 395/Rainbow Canyon to escape the freeway. Our streets are crumbling, our children's

safety while traveling to-from school is impacted, speeders endanger us when we try to exit or enter our driveways, they roam the

backstreets and private driveways attempting to circumvent stop and go traffic. We cannot safely receive emergency care if an

accident or sudden illness befalls us. Last night after the semi wreck on the I-15 in Temecula, our fire station got a call and it took them

5 minutes to go 1/4 mile due to the traffic congestion.

Please help us regain our quality of life that we sought when we moved to this quiet valley 26 years ago.

The Huss Family

William, Beverly, Jeff, Lacenda, and Konnor.

This email has been checked for viruses by AVG.
<https://www.avg.com>

Stinson, Tom

From: Mary Welty <marywelty7@gmail.com>
Sent: Friday, June 22, 2018 7:31 AM
To: Assemblymember Waldron
Subject: Need for Improving I-15

I agree that something has to be done about improving I-15 between Escondido and Temecula IMMEDIATELY!!!

Thank you for your commitment to seeing that it gets done!

Mary Welty
45187 Putting Green Ct.
Temecula, CA



Virus-free. www.avast.com

Stinson, Tom

From: Elaine Barlow <ebchick@sbcglobal.net>
Sent: Friday, June 22, 2018 8:18 AM
To: Assemblymember Waldron
Subject: I-15 traffic

I got caught on SATURDAY, June 16th, not a normal commute day. I left Fallbrook around 4:15 PM, planning to get to Costco in Temecula to pick up prescription medicine at the pharmacy. It was after 6:00 PM, when I got there, having to sit in traffic due to an accident. By the time I got there the accident was cleared to the center median near the Santiago over crossing, just south of Rancho California Rd. Thankfully, I did not attempt to go to Temecula and Murrieta on Thursday, which is my usual day to go there for appointments with most of my doctors and my bank, which closed their Fallbrook branch. I am retired and on a limited income and go to Temecula/Murrieta probably once a week. It would be wonderful if they improved the I-15. I remember when it was built in the 1970's. I have lived in Fallbrook and Escondido since 1951! Lots of changes. The Old 395 was the only Highway if you consider the two-way road a highway!! Bloody Gap in Rainbow was notorious for accidents. I fully support ANY legislation to improve I-15 and use Highway taxes for the improvements instead of everything else. Thank you, Elaine Barlow....ebchick@att.net.

Sent from my iPhone

Stinson, Tom

From: S. Tague <saramgilman@gmail.com>
Sent: Thursday, June 21, 2018 2:21 PM
To: Assemblymember Waldron
Subject: Re: I-15 Congestion

Dear Rep. Waldron,

I recently read an op-ed piece that you wrote regarding your bill, X 1 14. While I agree with you on the necessity and urgency of finding solutions to the ubiquitous congestion that is I-15, I think longer-term solutions are necessary. Specifically, I believe mass-transit options are more sustainable and viable, particularly with the exponential growth the region is seeing. Other West Coast metropolises, such as Portland, the Bay Area, and Seattle, have seen great success with mass transit, and Southern California is long-overdue for such relief. Such a forward-thinking, dynamic region that is frequently on the global stage requires similarly forward-thinking solutions. It is time for our region to emerge from the transportation dark ages and into modernity.

Thank you for your time and consideration.

Sara Gilman Tague

Stinson, Tom

From: Ed Gallo <egallo@escondido.org>
Sent: Thursday, June 21, 2018 10:18 AM
To: Stinson, Tom
Subject: Re: In Case You Missed It

this corridor has been a growing problem since, what I call the transfer of wealth that hit the nation in the mid 1990's. Remember the RTC? Housing prices were roughly 25+% lower than Escondido (probably higher % in other areas of SD County) and prompted a huge migration of home ownership to Southern Riverside County. I remember representing a Buyer for a 110 lot approved foreclosed subdivision in Hemet at \$3000/lot 26 of which permits could be pulled the next day. The rest was rough graded. You can see why housing prices were so different than in SDC. The problem was that the jobs were still in SDC creating the need to pave 12 lanes of concrete in I-15 from Escondido south to downtown SD/Sorrento Valley, etc. and from Esco north no change. The County had an opportunity back then to approve a proposal to build a business park similar to the one in RB but was turned down. HP was on board to build another facility there. This would have at least had a good % of the commuter traffic exit in the Bonsall/Fallbrook area at Hwy 76/I-15. In 2001 I was appointed to the I-15 Interregional Partnership, later Co-Chair, where we tackled the housing and work imbalance. SANDAG has the report on some shelf at their HQ. Flying cars may be the answer. 😊

Ed Gallo

From: Stinson, Tom <Tom.Stinson@asm.ca.gov>
Sent: Thursday, June 21, 2018 9:23:07 AM
To: Stinson, Tom
Subject: In Case You Missed It



The I-15 Nightmare

Traveling I-15 in North San Diego/SW Riverside can be a nightmare. The distance between Temecula and Escondido is only a little over 30 miles, but during rush hour the trip can take well over an hour.

<http://valleycenterhappenings.com/17585/318537/a/the-i-15-nightmare>

Tom Stinson

District Communications Director

Minority Floor Leader Assemblymember Marie Waldron, AB⁵⁸75

350 W 5th Avenue #110

Phone: 760-480-7570

Fax: 760-480-7516



Stinson, Tom

From: Wapner, Robyn <Robyn.Wapner@sandag.org>
Sent: Wednesday, June 20, 2018 12:20 PM
To: Stinson, Tom
Subject: Assemblymember Waldron - the I-15 Nightmare

Hi Tom,

Saw this article and wanted to thank you for flagging the Regional Plan!

[Assemblymember Waldron - the I-15 Nightmare](#)

Also wanted to share these links with you - <http://www.sdfoward.com/vision-goals/community-input> and [SDFoward.com/subscribe](http://www.sdfoward.com/subscribe) - these are both great resources for folks to know when and how to engage on the Regional Plan.

Robyn Wapner
Senior Government Relations Analyst

SANDAG
(619) 699-1994
401 B Street, Suite 800, San Diego, CA 92101



[Facebook](#) | [Twitter](#) | [YouTube](#)

MacDougall, Kristy

From: Terri Daniel <terri_daniel1@yahoo.com>
Sent: Wednesday, June 20, 2018 7:43 AM
To: Assemblymember Waldron
Subject: The I'15 Temecula

We moved to Temecula 15 years ago. Due to health reasons, I have to commute to San Diego for numerous doctor visits. I love to go to Carlsbad to the beach, unfortunately the freeway has become so congested that if you do not leave the beach by 1:00 pm you will be in a traffic jam forever. I have to make all my doctor appointments around the traffic in San Diego. We've had numerous accidents near the exit Rancho California Road due to the horrible backup. It has become a nightmare.

Please make the I-15 a top priority in California!!!!

God Bless.

Terri Daniel
California Native

Sent from Yahoo Mail on Android

MacDougall, Kristy

From: Mary Anne Palmer <maryanne5755@icloud.com>
Sent: Wednesday, June 20, 2018 9:04 AM
To: Assemblymember Waldron
Subject: Upgrade 1-15

Please upgrade 1-15!!!! Temecula and surrounding cities need it!
Paul & Mary Anne Palmer

Sent from my iPhone

MacDougall, Kristy

From: Tim Baize <tbaize@gmail.com>
Sent: Tuesday, June 19, 2018 4:17 PM
To: Assemblymember Waldron
Subject: I-15 Traffic

Hello,

Traffic on I-15 between Temecula and Escondido has become a nightmare. Please help!

Thanks,

Tim Baize

MacDougall, Kristy

From: Helen Alexander <hlvpal@gmail.com>
Sent: Monday, June 18, 2018 8:58 AM
To: Assemblymember Waldron
Subject: I 15 traffic

Hi - it is my opinion that some of the problems northbound on I 15 is the I 215 exit. There are 3 northbound lanes on 215 at Murrieta Hot Springs but that is not soon enough. The I 15 northbound right lane ends before Murrieta Hot Springs and could also be an entrance to the 215. That would be 3 lanes for the off ramp to join the 3 lanes on the 215. Also maybe they could put up K rails from Rainbow to Clinton Keith on the fast lane to make it a through lane only - People get in that lane and want off at Winchester or 215, so they stop traffic looking for an opening to get over.

All I know is once you get half way between Winchester & the 215 exit - the traffic seems to thin out a lot.

In Europe and elsewhere - they designate lanes for exits. Maybe they need a Winchester only exit with 2 lanes - and K rails to stop people from other lanes trying to cut over.

For some reason no-one wants to wait in a line - but they prefer to race up a faster lane and then cut everyone off trying to get over. If you isolate the exit lanes - they could not do that.

Thanks

Helen Alexander
28080 Orangegrove Ave
Menifee CA 92584
hlvpal@gmail.com

MacDougall, Kristy

From: Megan <mnowicki68@hotmail.com>
Sent: Monday, June 18, 2018 11:23 AM
To: Assemblymember Waldron
Subject: Funds for I-15 road widening

Ms. Waldron,

Thank you for being an amazing north county representative. I have supported your views and voted for you in the past.

In response for your request for public opinion, I couldn't agree with you more on funds being used as allocated and not being redirected. The problem of traffic congestion on I-15 north will only get worse with new homes going in along the corridor. You have my full support on this issue.

Thank you,

Megan Nowicki
Valley Center resident

Sent from my iPad

Stinson, Tom

From: James R Parke <james.r.parke@aero.org>
Sent: Tuesday, June 19, 2018 2:33 PM
To: Assemblymember Waldron
Subject: I-15

Marie...I have read your OP-ED about I-15 congestion. I was very happy to learn that a seemingly near-term solution to relieve congestion is possible. Hopefully SANDAG will do a better job than the ever disappointing Hwy 76 update.

James R. Parke
4075 Helena Street
Fallbrook, CA 92028-3831

6128409986
Jamesparke1958@gmail.com

Stinson, Tom

From: Lena Good <lenamarietgood@gmail.com>
Sent: Tuesday, June 19, 2018 9:15 AM
To: Assemblymember Waldron
Subject: Expand the 15 fwy

Please expand the 15 fwy, I work in Orange County and what used to be a 65 minute drive is now 2 hours each way. If the counties are going to keep building and selling new homes then it's your job responsibility to make sure we have the roads to travel on, so we can all get to work.

Stinson, Tom

From: Brenda Kemball <bkemball99@gmail.com>
Sent: Tuesday, June 19, 2018 7:42 AM
To: Assemblymember Waldron
Subject: Traffic on the I-15 through north San Diego/Temecula

Additional lanes are a must through the San Diego /Riverside corridor. This short 30 miles stretch takes over a hour most days anytime of day. Then further down the I-15 miles before the 91 freeway is another hour to two hour delay.

Additional housing should be halted throughout San Diego/Riverside until this freeway infrastructure can handle the current traffic issues. This is a very dangerous situation. If we have a major crisis such as an earthquake there are very few alternate routes to escape this area. Visualize everyone trying to escape on roads that cannot safety handle day-to-day traffic. Safety and desire to live in these areas is no longer a draw. You can't leave these areas without planning for 2-3 hour drive through this corridor heading north.

Something needs to happen immediately as well as, stop the new housing developments until this is crisis is resolved.

Sent from my iPhone

Stinson, Tom

From: David Jensen <DJensen@truemfg.com>
Sent: Tuesday, September 18, 2018 7:24 PM
To: Assemblymember Waldron
Subject: I15 traffic

Hello and thank you for taking on this cause. I've lived throughout the I 15 corridor in both San Diego and Riverside counties for the last 33 yrs. The traffic has certainly gotten worse over time but the last 5 years has really gotten my attention. The portion of the interstate between Temecula and Escondido has become horrible as well as the portion between south Lake Elsinore and Corona. Again, I appreciate your efforts but CA state governments choice to not build enough infrastructure through the years has forced many of us hard working tax payers, to consider residency in other states. I'm one of them!

Thank you,

David Jensen
True Residential-Western region
314-307-8033
True-residential.com

When you buy this logo 'True', you've bought a cooler that will perform to your expectations and last essentially as long as you want to use it." — Robert J. Trulaske Sr. (1918-2004)


This e-mail, including any files attached to it, may contain confidential and/or proprietary information of True Manufacturing. If you have received this transmission and you are not the intended recipient, please promptly delete this message and any copies and notify the sender of the delivery error by return email or telephone at (636) 240-2400. True Manufacturing disclaims liability for any unintended disclosure, viruses or other malicious software contained in this e-mail or any attachments to it. True Manufacturing 2001 East Terra Lane O'Fallon, MO 63366 www.truemfg.com

MacDougall, Kristy

From: adnan muklashy <amuklashy@gmail.com>
Sent: Friday, July 20, 2018 11:56 AM
To: Assemblymember Waldron
Subject: Traffic comjuston

To me,the best solution is light rail from San Diego through Escondido-Temecula-Murrieta-Corona include cities in between.

Sent from my iPhone

MacDougall, Kristy

From: Robert Halsted <rhalsted@palacasino.com>
Sent: Saturday, June 30, 2018 9:17 AM
To: Assemblymember Waldron
Subject: I-15

We definitely need more lanes from the 15/215 split, the side streets are being used as ways around the traffic and of course is a safety concern. I drive it daily from Pala to Murrieta and the situation is ridiculous. How can I help more? Is there a website that focuses on this issue?

Thank you, Bob Halsted

Responded 7-17-18



THE CITY OF SAN DIEGO

COUNCILMEMBER CHRISTOPHER WARD

THIRD DISTRICT

October 12, 2018

Mr. Terry Sinnott
Chair, SANDAG Board of Directors
401 B Street, Suite 800
San Diego, CA 92101

RE: 2019 Regional Plan Network Concepts

Chair Sinnott,

Thank you for the opportunity to comment on the San Diego Association of Government's (SANDAG's) proposed network concepts for the 2019 Regional Plan. As the Councilmember of District 3 in the City of San Diego, I represent 173,000 people in the city's most urban and dense neighborhoods. These neighborhoods comprise a concentration of existing transit lines, and are home to numerous planned future lines and connections. District 3 is also home to a number of SANDAG's proposed regional bikeway projects that will improve connections in Uptown, North Park, and Normal Heights.

As SANDAG moves ahead with planning its 2019 Regional Plan, I want to emphasize the importance of transit in District 3 communities. Specifically, increasing frequency in existing transit routes, and planning new routes and connections to ensure a viable alternative to driving is of paramount importance to my constituents. On a policy level, ensuring a connected transit system in the City of San Diego is also critical to meeting the GhG reduction targets outlined in the City's Climate Action Plan.

Today's discussion focuses on SANDAG's three proposed transportation network concepts - including performance evaluations of each - to begin a discussion of the types of projects, programs, and policies that would meet a variety of goals. I appreciate the ongoing work of SANDAG to develop these scenarios, and would like to make the following requests for future scenarios.

- Ensure all future scenarios meet at minimum, the GhG reductions established by CARB. Of the three concepts, only Concept C meets GhG reduction targets established by the California Air Resources Board (CARB). As stated in the staff report, per SB 375, SANDAG's Regional Plan must meet a 19% GhG reduction target for passenger vehicles by 2035. As such, any network scenario produced by SANDAG in the future should meet these targets as a minimum.

- Make investments in transit that will further improve transit commute times. Of the three concepts, Concept C has the best performing travel times to work by transit, yet after build-out of the network transit connections, the projected commute time is improved at best 9 minutes, from 65 minutes to 56 minutes. The same commute time for driving alone is half the time at 28 minutes. This means residents who do not have a car, or are not able to pay fees made available through congestion pricing, will not benefit from more timely choices. I would like to see a network scenario developed that shortens the commute time for transit riders, at least to key job centers, to make it more competitive with driving times.
- Invest in the planning and design of transit projects to leverage state and federal funding. I appreciate SANDAG's efforts to explore technological advances and policies for the network concepts. We have already seen the importance of integrating these policies with project investments on corridors like I-15. I would like to see greater emphasis on network scenarios with investments in on the ground transit projects to better understand which projects will both provide needed service, while also helping the region reach GhG reduction targets. Specifically, I would like to see SANDAG make it a priority to invest in a portfolio of transit projects, beginning with the financing of planning, design, and environmental work, as soon as possible, to position our region to compete for state and federal matching dollars. Regions like Los Angeles are already demonstrating how this can be achieved.
- Expedite important regional transit projects, including the Purple Line trolley project.

On behalf of District 3 residents, I would like to ask that specific projects be expedited into the 2025 time frame. These include:

- San Diego International Airport Intermodal Transit Center and COASTER station. The planning of a reliable transit connection connecting to Lindbergh Field is critical for our region's success. Rather than waiting 20+ years for high speed rail, I would like to see SANDAG study a connection between downtown and the airport.

Other projects I would like expedited, which are critical to the San Diego region include:

- San Ysidro Intermodal Transit Center Phase I. This project is critical to the economic health of our binational region and must be a priority.
- Trolley Blue Line Frequency Enhancements. These enhancements have been discussed for years and they are important to provide better service between the border and downtown.

Specific projects I would like to see expedited, that *are not currently listed* in any of the network concepts include:

- Light rail projects, specifically planning and design for the Purple Line connecting San Ysidro to Kearny Mesa
- Streetcar connecting Hillcrest, Balboa Park, and a Downtown Loop

- Include a scenario that will help the City of San Diego meet its mode share shift goals outlined in the Climate Action Plan. A key strategy in San Diego's Climate Action Plan is to increase the use of mass transit, specifically to reach a transit mode share of 12% by 2020 and 25% by 2035 in Transit Priority Areas. As transportation scenarios are produced in the future, please create at least one scenario that achieves this mode shift within the City's Transit Priority Areas and provide this data for the City. If modeling determines that no revenue constrained scenario can achieve the target mode shift, please provide information on what type of investment would be needed to reach the target.

Thank you again for the opportunity to comment. I look forward to the ability to continue working with SANDAG to bring viable transportation choices to residents of District 3 and the City of San Diego.

Sincerely,



Christopher Ward
Councilmember, District 3

cc: SANDAG Board of Directors
Mayor Kevin Faulconer
Council President Myrtle Cole
Councilmember Lori Zapf
Councilmember Georgette Gomez

October 17th, 2018

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 – SR94** Connector for South to East interchange and improvements recommended in plan
3. **SR67** Lane expansion from Maplevue St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

John Mendoza
President, CEO

Home Wealth Financial & Insurance Services
270 E. Douglas Ave, El Cajon, CA 92020 – 619.434-0011 – www.homewealthfinancial.com



October 17th, 2018

10-23-18P03:04 RCVD

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 – SR94** Connector for South to East interchange and improvements recommended in plan
3. **SR67** Lane expansion from Mapleview St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,


Joe Garzanelli

Keller Williams Realty
Broker of Record/Operating Principle
619-873-2700

t (619)873-2700
f (619)873-2728
kw.com

Keller Williams Realty
1030 Fletcher Parkway
El Cajon, CA 92020

Each Office is Independently Owned and Operated



October 17th, 2018

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 – SR94** Connector for South to East interchange and improvements recommended in plan
3. **SR67** Lane expansion from Maplevue St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

Eric J. Lund

President, CEO

A handwritten signature in blue ink, appearing to read "Eric J. Lund", written over a horizontal line.

San Diego East County Chamber of Commerce

201 S. Magnolia Ave., El Cajon, CA 92020 – 619.440.6161 – www.eastcountychamber.org



Dear SANDAG Board & Staff,

We appreciate your efforts to create more opportunities for community engagement through the plan timeline extension and additional community meetings. The City Heights Built Environment Team is a community group who wants to see a dignified, equitable, efficient, and affordable transportation system in our region.

These are the top priorities that our group has identified and want to see in the SANDAG Network Concepts and Scenarios:

- Greater transit frequencies (7 min on peak, and 10 mins all day in Transit Priority Areas as identified by the City of San Diego)
- Late night (-3 am) and weekend service improvements with 24 hour service in major routes.
- Purple Line as light rail
- Bikeways on major corridors; implement Early Action Projects in Mid-City in the next 3 years.
- Transit affordability (free youth passes until 21, reduced passes for low income people, suspend all fare increases)
- Safe streets for all
- Improve consistency with City Climate Action Plan mode-share target
- Improve consistency with State GHG reduction goals
- Route 550 (625) phased for 2025
- Eliminate I-805 HOV expansion in City Heights
- Extend SR 15 and SR 94 Transit Only Lanes into downtown
- Increase beach access

We believe that these priorities will help reduce commute times, create a healthier environment, and will create a dignified transit system.

Sincerely,

Brian Green Carson

Erik Winter-Villaluz

Eva Luna

Maria Cortez *Maria Cortez*

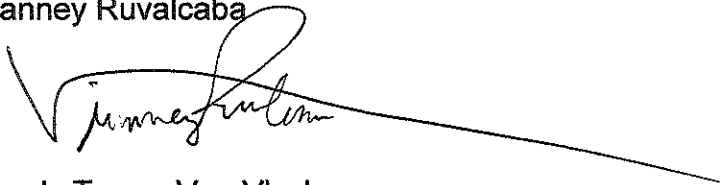
Jacq Le

A stylized, cursive handwritten signature of Jacq Le, featuring a large, looping 'J' and a trailing 'B'.

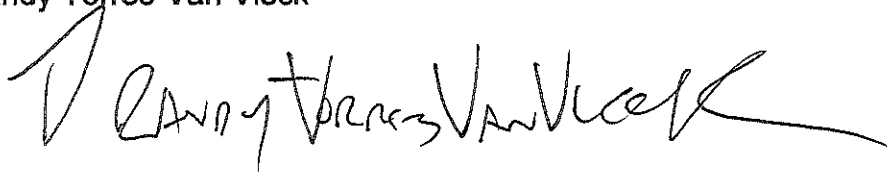
Jair Cortes

A cursive handwritten signature of Jair Cortes, with a long, horizontal flourish extending to the right.

Vianney Ruvalcaba

A cursive handwritten signature of Vianney Ruvalcaba, with a long, horizontal flourish extending to the right.

Randy Torres-Van Vleck

A cursive handwritten signature of Randy Torres-Van Vleck, with a long, horizontal flourish extending to the right.

Roddy Jerome

Ronald Tieken



Service, Selection, Savings Since 1947

10-22-18P03:02 RCVD

Mail to: P.O. Box 579
Lemon Grove, CA 91946-0579

October 18, 2018

Re: San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 – SR94** Connector for South to East interchange and improvements recommended in plan

Corporate Office & Sales Yard

8240 Broadway Lemon Grove, CA 91945 (619) 460-9101 Fax (619) 460-3926 E-mail @rcpblock.com

Chula Vista

75 N. Fourth Ave.
Chula Vista, CA 91910
(619) 474-1516

Santee Sales

8755 Magnolia Ave.
Santee, CA 92071
(619) 448-2240

Escondido

1070 W. Mission Ave.
Escondido, CA 92025
(760) 480-9696

Murrieta

25725 Jefferson Ave.
Murrieta, CA 92562
(951) 677-1489

Encinitas

577 N. Vulcan Ave.
Encinitas, CA 92024
(760) 753-1164

3. **SR67** Lane expansion from Maplevue St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Respectfully,



Kathleen Olsen
Chief Financial Officer

October 18th, 2018

Dear SANDAG,

My name is Kathy. I have a problem getting to the doctor. I wish there was a way for people with disabilities to have better transportation. Private transportation has people who sometimes scream and I feel separated from the rest of the community. I would rather take public transportation where I could get home on time and where I need to go. I wish I could do things, like go to the mall, where I don't have to pay a lot. I just think that pick up times should be better so I don't have to drive all over in order to get home. I leave my day program at 2:15 pm and I don't get home until 4:30 pm. I just want to be home at a normal time. The city bus should also have more stops so I can do more things. It is not fair that we can't do things, like go to the mall. This is where the money for SANDAG should go. Thanks.

Sincerely,

Kathy Roger

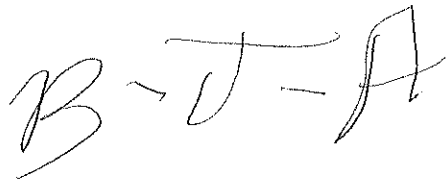
Kathy Roger

October 18th, 2018

Dear SANDAG,

My main concern is that I have to stay on the LIFT bus while it drives all over the city. They have let drivers go and it has caused me to be late to work which I depend on to pay my mortgage. I work from 8:00 am to 2:00 pm but I don't get home until 3:45 pm. More than one time, I have called to see what my pick-up time was and I wasn't even on the roster. Just because I have a disability doesn't mean I don't have the right to get to work on time. I want to go to dances on the weekends in Vista but LIFT doesn't go there. I have to miss out on fun because of terrible transportation. Money should go towards the transportation in North County to avoid many inconvenient shared rides. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'B-A-A', written in a cursive style.

Barbara Archuletta

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely, 

The Arc of San Diego
Arc North County
1336 Rancheros Drive, San Marcos CA 92069
(760) 740-6800

October 19th, 2018

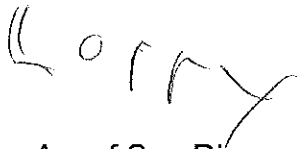
Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

A handwritten signature in black ink that appears to read "Lorry". The signature is stylized with a large "L" and a long, sweeping underline.

The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

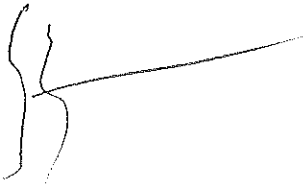
Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'H' or 'B' shape followed by a long horizontal line extending to the right.

The Arc of San Diego
Arc North County
1336 Rancheros Drive, San Marcos CA 92069
(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

Karina

Everybody
has a right for
transportation

The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

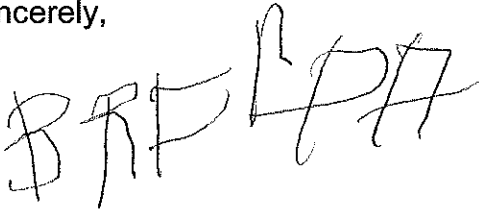
Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "BRF LPA". The letters are stylized and connected, with a large, sweeping "L" and "P".

The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely, 

The Arc of San Diego
Arc North County
1336 Rancheros Drive, San Marcos CA 92069
(760) 740-6800

October 19th, 2018

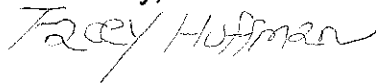
Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,



The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

 (Lisa Wingo)

The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,

BILL SCUDERO

The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely, *PATSY CHavira.*

The Arc of San Diego
Arc North County
1336 Rancheros Drive, San Marcos CA 92069
(760) 740-6800

October 19th, 2018

Dear SANDAG,

We are a group of people who have disabilities and attend the Arc of San Diego in North County. We have decided to write to you regarding transportation. As a group, we have come up with a list of issues that we have about transportation in San Diego:

- Reliability—many of us rely on LIFT as our transportation. They are often late and we are on the bus for up to 2 or 3 hours at a time. We don't have another option for transportation.
- Lack of freedom—we are not able to do the things we want because we have to rely on LIFT which is late almost 100% of the time. We spend a lot of our time on the bus rather than at our activity.
- Wheelchair access—it can be difficult for people in wheelchairs to get picked up due to lack of wheelchair ramps in the area.
- Leaving us stranded—there have been times where LIFT drivers have been early and attempted to leave us because we weren't ready to go. This is not our problem.
- Lack of flexible pickup locations—LIFT will sometimes refuse to pick us up in certain locations. They need a specific address. What if we want to go to Oceanside Pier? This keeps us from accessing the community like anyone else.
- Weather dependent—if it is raining, the buses are usually late. If someone drives a car, they don't have to wait around for a ride because of the weather.

These are huge issues for people with disabilities and our voices need to be heard. Please consider these enormous problems when determining a place for this transportation plan. We have enough bike paths. We need options to be able to live like anyone else. Thank you.

Sincerely,



The Arc of San Diego

Arc North County

1336 Rancheros Drive, San Marcos CA 92069

(760) 740-6800

My name is Tiffany Lau. I ~~am~~ do not ride the lift or the city bus, but I am sticking up for the people that do. I think that the bus routes should be on time and not too late so people can get where they want to go at times. Like to work doctors appointments and other stuff. I think that's its only fair that they can get around without a problem.

Written by: Tiffany Joanne Lau



CITY OF SANTEE

MAYOR
John W. Minto

CITY COUNCIL
Ronn Hall
Stephen Houlahan
Brian W. Jones
Rob McNelis

October 19, 2018

To the SANDAG Transportation Committee and
SANDAG Board of Directors

Residents, businesses, emergency personnel and educational institutions deal with traffic delays throughout San Diego County on a daily basis, but few rival the impacts of conditions on Highway 52. It is common and expected for daily traffic reports to highlight the delays, backups and accidents associated with this transportation corridor. Over 480,000 people live in San Diego's East County, many thousands more in South County, the mountain and desert communities, and other communities throughout the southern Colorado River basin. A vast majority of these people use the highway 52 corridor to travel to Central and North County and destinations further north. For some this is the only corridor that may be available without traveling miles out of their way to reach their destination.

As SANDAG reviews the San Diego Forward: 2019-2050 Regional Plan-Projects and Transportation Network Concepts, the City of Santee encourages support for improvements to Highway 52 as soon as possible. This corridor desperately needs improvements. A recent SANDAG report shows that more than 70% of the traffic on Highway 52 is not associated with either an origination or destination in the City of Santee, but our local streets incur enormous impacts from delays on the freeway. It is not unheard of for vehicles only a short distance from the freeway to wait between 30 and 45 minutes on surface streets just to reach an on-ramp. Local schools are impacted, businesses are modifying operating hours, emergency personnel have limited access during high commute traffic, and thousands of vehicles are idling on the freeway and local streets.

The City has initiated a Highway 52 Coalition with various east county stakeholders to pursue improvements to the freeway. Local funds are currently being paid to Caltrans to plan, design, and complete environmental work on such phased improvements that would greatly affect the region. Support for accelerating these improvements through the San Diego Forward Plan would assist in making these needed improvements for goods movement, fire evacuation routes, air quality improvements, a more beneficial business environment, and increased quality of life for thousands of residents.

Thank you for the opportunity to provide comments on the San Diego Forward: 2019-2050 Regional Plan- Projects and Transportation Network Concepts. We look forward to your support for improvements to Highway 52.

Sincerely,

MARLENE D. BEST
City Manager

October 19, 2018

10-22-18P03:02 RCVD

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

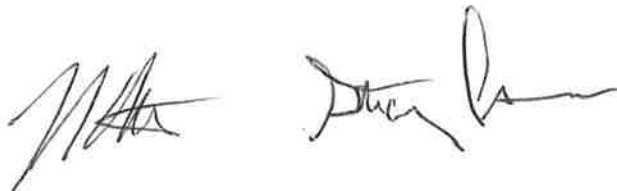
The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 – SR94** Connector for South to East interchange and improvements recommended in plan
3. **SR67** Lane expansion from Maplevue St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

Mike & Stacy Atkinson
East county residents since 1981



5239 Alzada Dr
La Mesa CA 91941



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

October 31, 2018

To: SANDAG Board of Directors

From: Chair Terry Sinnott

Subject: Del Mar Bluffs

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

We are in the process of updating the Regional Plan. Discussions on the transportation projects needed through the year 2050 have been valuable. We've discussed the need for improved transit operations, the Purple Line, airport transit connections, improvements to relieve congestion on State Routes 52, 67 and 78, traffic signal coordination, and a new border gateway.

But one area of need has been overlooked. The two-mile single-track segment of the North County Transit District (NCTD) owned rail line on the Del Mar bluffs is going to be a barrier to improving north-south rail passenger ridership in the future.

Background

Our current plans call for double-tracking nearly all of the NCTD coastal rail line in San Diego County by 2035 in order to increase capacity and reliability. The only remaining single-track segment will be the two-mile stretch along the Del Mar bluffs. Currently, 44 passenger trains travel this segment per day. That number is expected to double by 2035. Current freight traffic is 6 trains per day; this will increase to 11 trains per day by 2035.

The current Regional Plan has SANDAG moving the rail line off the bluffs and into a tunnel under Del Mar or Del Mar Heights by 2050 at an estimated cost of \$3.5 billion (in 2018 dollars). A project of this magnitude requires eight to ten years to plan, design, permit, and fund. Currently, there is no funding programmed to begin developing a double-track alternative to the single-track segment along the Del Mar bluffs.

Sea-level rise is expected to make the Del Mar bluffs more unstable. This is happening more rapidly than expected. We already have seen four cliff/bluff landslides in 2018. These events require that NCTD temporarily suspend train traffic and perform safety inspections of the tracks and right-of-way.

SANDAG and NCTD are using federal, state, and local *TransNet* funds to shore-up the bluffs. So far, SANDAG has spent about \$20 million for emergency repairs and temporary fixes to stabilize the bluffs during the past two decades.

This rail corridor provides a significant benefit to our regional economy. If we do not take action, the Del Mar bluffs single-track segment will become our weakest rail link and hamper future transit and freight service along the coastal rail corridor.

Recommendation

I am asking the Board to include in the Regional Plan update a Phase 1 Del Mar Track Re-alignment Project to conduct the planning and conceptual engineering for a double-track alternative to the existing single-track Del Mar Bluffs segment. We cannot postpone the preparation of this project if we want to solve the north-south commuter congestion along Interstate 5.

Phase 1 of this project would include planning, alternatives analysis, and public outreach at an estimated cost of \$90 to \$110 million. Phase 2, which would include preliminary engineering, environmental clearance, and public outreach, is estimated to cost between \$95 and \$120 million. A final Phase 3, which would complete the design and construction of the project, is estimated to cost between \$2.2 and \$3.2 billion.

My recommendation is that we include funding for Phase 1 in the Regional Plan update.

Respectfully,

A handwritten signature in black ink, reading "Terry Sinnott". The signature is fluid and cursive, with the first name "Terry" and last name "Sinnott" clearly distinguishable.

TERRY SINNOTT
Chair, SANDAG Board of Directors

cc: NCTD Board of Directors
Matt Tucker, Executive Director, NCTD
Del Mar City Council
Kim Kawada, Chief Deputy Executive Director, SANDAG
Hasan Ikhrata



STAY COOL

PROTECT OUR GRANDKIDS FROM GLOBAL WARMING

October 31, 2018

Kim Kawada
Chief Deputy Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Comments on 2019 Regional Plan - Network Concepts

Dear Ms. Kawada,

We appreciate the opportunity to provide comments to the San Diego Association of Governments (SANDAG) on the 2019 Regional Plan Network Concepts, which were discussed by the SANDAG Board of Directors on October 12, 2018 and have been presented at a series of community meetings during the past month.

STAY COOL for Grandkids is a non-profit organization of volunteer grandparents, elders and other citizens in the San Diego region dedicated to preserving a livable climate in the name of those too young to have a voice: our future generations. Along with other organizations in our region, we advocate for meaningful action on climate change and support policies that will have a lasting effect by reducing greenhouse gas emissions and protecting our quality of life. We also educate our youth and our peers on climate science, public policies, and practical actions to reduce greenhouse gas emissions.

STAY COOL believes it is unconscionable for us to leave the burden of mitigating and adapting to dangerous climate change on the shoulders of future generations. By continuing to delay significant reductions in greenhouse gas emissions, we increase the likelihood of severe health impacts, food and water scarcity, irreversible damage to the natural environment, and untold degradation of the quality of life. According to the recent IPCC Study, we're now at a fork in the road: either we cut out fossil fuels completely, or we pass on a dying planet to our children.

In August 2018, the State of California released **California's Fourth Climate Change Assessment**, which includes:

- A **Statewide Assessment**, which includes in-depth analysis of short-term and long-term risks to California that will result from climate change www.climateassessment.ca.gov/state/index.html
- The **San Diego Region Report**, which provides a first-of-its kind detailed assessment of the risks that threaten our own region. www.climateassessment.ca.gov/regions/docs/20180928-SanDiego.pdf

While these reports paint a grim future for our state and region in the coming decades, the authors have also put forward suggested actions that can be taken by all levels of government, the private sector, and non-governmental organizations to address these impacts through adaptation and resilience strategies, while at the same time working to reduce GHG emissions to the greatest extent feasible.

To summarize, STAY COOL believes it is essential that SANDAG adopt a 2019 Regional Plan that meets or exceeds the 2035 Greenhouse Gas Emission (GHG) Reduction Target, pursuant to SB 375, while at the same time meeting other important regional goals related to long-term sustainability, including social equity, a healthy natural environment, and economic prosperity.

STAY COOL'S ONGOING EFFORTS TO SUPPORT A "CLIMATE-SMART" REGIONAL PLAN

Over the past several years, STAY COOL has been a strong advocate for "climate-smart" planning at both the regional and local levels. We believe that it is critical for the San Diego Region to have a strong Regional Plan and implementation program that is synchronized with local government General Plans and Climate Action Plans. In March 2018, STAY COOL representatives testified before the California Air Resources Board, recommending that CARB adopt ambitious 2035 GHG reduction targets for the San Diego Region (see Attachment A). In July and August 2018, STAY COOL representatives met with you and other SANDAG senior staff to discuss the 2019 Regional Plan Update. During our second meeting on August 16, we laid out an updated and refined list of recommended GHG reduction measures that had been presented to CARB in March, and we discussed specific ways in which each of them could be incorporated into the 2019 Regional Plan.

SANDAG'S REGIONAL PLAN NETWORK CONCEPTS

As you know, earlier this month SANDAG staff presented a report to its Board of Directors that sets forth three distinct "Regional Plan Network Concepts," and solicited input from the Board on these concepts at a Board Workshop held on October 12. In addition, SANDAG staff held a series of public meetings, including an Open House and six "Community Conversations" to solicit public input on these concepts. Finally, SANDAG ran an on-line survey to solicit further public input on the concepts, and encouraged individuals, public agencies, and stakeholder groups to submit written comments on the concepts during October. STAY COOL has actively participated in this process.

In its Board Agenda Report, SANDAG staff has summarized the three Regional Plan Network Concepts as follows¹:

Concept A: Shared Mobility emphasizes more transit connections through earlier project delivery, increased frequency, and additional services and routes.

Concept B: Connected Corridors emphasizes major corridor improvements for highway and transit services within the region's existing regional freeway and highway system and concentrates on completing a connected system of Managed Lanes.

¹ SANDAG Board of Directors Agenda, October 12, 2018, Item 2, page 1.

Concept C: Policy Possibilities emphasizes actively managing the transportation network through new technologies, policies, and programs. Flexible funding is focused on transit with reduced fares and mobility management programs and incentives.

The SANDAG agenda report also includes an analysis of the expected “performance outcomes” for each of the three Network Concepts². With regard to meeting the required 2035 GHG Reduction Target, the report indicates that “only Concept C would meet the 2035 SB 375 greenhouse gas reduction target of 19 percent per capita by achieving 21.3 percent per capita. Concept A and Concept B would achieve a reduction of 14.7 percent and 14.1 percent, respectively.”

Another important performance outcome is the impact of each of the Network Concepts on disadvantaged communities. The report indicates that “Concept A and B would include modest increases in transportation expenditures for low-income persons and modest decreases for minorities and seniors. Concept C would include increases for all populations, most notably for low-income persons, with an additional 16.7 percent increase in income consumed by transportation costs as compared to 5.8 percent increase in income consumed by transportation costs for the non-low-income population.”

ANALYSIS

STAY COOL believes that the work done by SANDAG staff in preparing and presenting the 2019 Regional Plan Network Concepts has been useful in helping decision-makers, stakeholder groups, and the community-at-large to:

- Gain a better understanding of the various difficult trade-offs that must be addressed in developing the Plan, and
- Provide initial input on these concepts and the associated trade-offs.

Based on our review, we believe that Concept C provides the best overall framework for developing refined scenarios in the next phase of the planning process. Specifically, we agree with the basic approach that was used by SANDAG staff in formulating Concept C, which as we understand it is:

- To start with a transportation network infrastructure concept that allows for significant improvements in transit service and multi-modal access, but which appears to be more cost-effective than Concept A due to greater use of Rapid Bus and other lower-cost fixed route corridor improvements; and
- To strategically incorporate policies, programs, and technological improvements that will further enhance the overall performance of the region’s transportation system, while at the same time meeting the region’s GHG reduction target for 2035.

However, after reviewing the reports and participating in the public meetings, three key points remain:

² SANDAG Board of Directors Agenda, October 12, 2018, Item 2, pp. 39-40.

- We are very concerned that only one of the three Network Concepts meets the 2035 GHG reduction target that was set by CARB in March;
- We are disappointed to see that many of STAY COOL’s recommendations were not included or addressed in any of the Network Concepts;
- We are very concerned that Concept C performs worse than the other two Concepts regarding its impacts on disadvantaged communities.

RECOMMENDATIONS

STAY COOL strongly recommends that SANDAG give further consideration to the ideas that we presented to CARB during the target-setting process and that we have also discussed with SANDAG staff over the past several months.

1. SANDAG staff should further explore the use of “multiple-benefit” plans, projects and programs to obtain GHG reductions in the 2019 Regional Plan.

There are a variety of possible projects and programs that could provide multiple benefits from an environmental, economic and social equity perspective, and would potentially be creditable toward meeting GHG reduction targets for SANDAG. In addition, it should be emphasized that multiple-benefit projects and programs can often qualify for funding from sources other than the traditional transportation-related sources.

A good example of a potential multiple-benefit approach in transportation is the combined use of “Complete Streets” and “Green Streets” design concepts for roadway replacements and extensions. The use of “Complete Streets” that improve multi-modal access and safety is a well-accepted GHG reduction strategy that is being implemented in local communities throughout San Diego region pursuant the *Regional Complete Streets Policy*³ that was adopted by SANDAG in 2014. “Green Streets” can include the same travel way design as Complete Streets but are also designed to meet specific stormwater pollution reduction requirements and have been approved by the San Diego Regional Water Quality Control Board. Green Streets can also provide significant water conservation benefits, along with other co-benefits. The San Diego County Public Works Department has now incorporated “Green Streets Guidelines” into its adopted *BMP Design Manual*⁴, and other local governments in the San Diego region are following the County’s lead. The use of an integrated “Complete Street / Green Street” concept is thus a cost-effective way for new development and redevelopment projects to help meet their transportation improvement requirements and their stormwater pollution reduction requirements. At the same time, by taking this multiple-benefit approach such projects could qualify for use of transportation funds as well as other State grant programs for water conservation projects, including set-aside funds for disadvantaged communities.

We believe there are many other opportunities to incorporate “climate-smart” strategies and design features into plans, projects and programs. Some examples are:

³ http://www.sandag.org/uploads/publicationid/publicationid_1909_18570.pdf.

⁴ https://www.sandiegocounty.gov/content/sdc/dpw/watersheds/DevelopmentandConstruction/BMP_Design_Manual.html ; see Appendix K-2, Green Street Guidelines

- Habitat conservation plans and strategies;
- Watershed management plans and strategies;
- Water resource plans and strategies;
- Affordable housing strategies; and
- Coastal access and visitor transport strategies.

In developing this approach, SANDAG and CARB staff should encourage participation by regional and local government agencies, along with key stakeholder groups. In addition, CARB staff should solicit input from affected State agencies such as California Department of Fish and Wildlife, Department of Water Resources, San Diego Regional Water Quality Control Board, Department of Housing and Community Development, California Coastal Commission, Caltrans, and the Governor's Office of Planning and Research.

- 2. SANDAG should work with CARB and other responsible State agencies to provide clear guidance regarding how GHG reductions from "multi-jurisdictional" plans and projects should be allocated, and the Regional Plan should include an analysis and recommendations regarding regionally significant plans, projects and programs that are being implemented by other regional and local public agencies.**

Such plans and projects would include not only major highway and public transit infrastructure such as "managed lanes" (which can often be financially supported by several different public agencies), but also transportation projects and programs that directly serve major public facilities, such as education facilities, airports, and port transportation projects. Most of the local governments (cities and County) in the San Diego region have either adopted or are in the process of completing and adopting Climate Action Plans. In addition, many public agencies other than local governments have developed and adopted Climate Action Plans. A notable recent example is the *San Diego Unified School District Climate Mitigation and Adaptation Plan* adopted in October 2017. This plan includes a commitment to 100% renewable energy, along with actions related to climate-smart transportation options for students, faculty and staff.

It should be noted here that existing state laws, including the California Environmental Quality Act, allow a public agency to establish a mitigation program to help pay for projects and programs necessitated by new development and redevelopment within its jurisdiction. This principle applies not only to local governments but also to development projects approved by any state, regional or local public agency, such as: educational institutions (e.g., public universities, community colleges, school districts, etc.); public airport facilities, public port facilities, and other public uses that place significant demands on the regional and local transportation systems.

SANDAG should work with CARB to clarify how the strategies contained in locally adopted Climate Action Plans should be credited toward helping SANDAG meet the regional GHG reduction targets related to transportation and built environment, and how multi-jurisdictional projects should be handled.

- 3. SANDAG should work with state, regional and local government agencies to expedite the implementation of SB 743 within the San Diego region.**

In its report to the CARB Board prior to its March hearing on the SB 375 Targets⁵, CARB staff discussed the importance of Senate Bill 743, which was enacted in 2013, toward meeting SB 375 Goals. The report states that SB 743 “creates a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Governor’s Office of Planning and Research to develop updates to the CEQA Guidelines to guide the analysis of project-level transportation impacts. Once the updated Guidelines go into effect, lead agencies will evaluate vehicle travel associated with new development as part of the project’s environmental review, and, if the impact is significant, mitigate those impacts through vehicle travel-reducing measures, which will support achievement of SB 375 goals.”

We agree that implementation of this law is a critical link in helping the state and the regions meet their GHG reduction targets, and we believe that regional transportation planning agencies like SANDAG will play a crucial role in its implementation. However, there have been serious delays in completing the steps necessary to properly implement SB 743 in the San Diego Region. SANDAG should take a leadership role on this issue, working with CARB, Governor’s Office of Planning and Research (OPR) and Caltrans, along with affected regional and local government agencies and stakeholders, to expedite the implementation of this important law in the San Diego region. SANDAG should make a firm commitment to lead a “SB 743 Implementation Initiative,” including development and adoption of regional guidelines for SB 743 implementation, and modifications to its transportation models as needed to allow SANDAG and other “lead agencies” to comply with the technical aspects of the guidelines in a consistent manner. SANDAG should also identify “pilot projects” where SANDAG and a local or regional “lead agency” would test the use of these guidelines and modified transportation models on regionally significant plans and development projects. At the same time, SANDAG should identify this “SB 743 Implementation Initiative” as one of the key policies, programs, and technological improvements to be included in the 2019 Regional Plan and should work with CARB to determine how this initiative can help SANDAG to meet its 2035 GHG Reduction Target.

4. **In the next phase of the 2019 Regional Plan development process (Draft Network Scenarios) SANDAG should also address the following specific concerns that were expressed earlier in this letter, including:**
 - a. Each of the “Draft Network Scenarios” should be designed to meet the 2035 GHG Reduction Target, or there should be a detailed explanation of why this is not feasible.
 - b. Each of the “Draft Network Scenarios” should also be designed to meet acceptable performance standards regarding their impacts on disadvantaged communities.
5. **In the next phase of the 2019 Regional Plan development process (Draft Network Scenarios) SANDAG staff should include a discussion about how certain issues that will influence the overall outcomes of the final Plan will be addressed, including:**

https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf?_ga=2.260916494.2062294739.1541023685-1783935510.1541023685 (See Page 12 for discussion of SB 743).

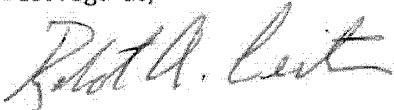
San Diego Association of Governments
2019 Regional Plan Network Concepts – October 31, 2018

- a. SANDAG should provide an explanation of how the effects of the recently adopted and pending General Plan amendments, including those of the County of San Diego and other local governments, will affect the land use, population and housing growth forecasts being used by SANDAG to conduct its various planning analyses.
- b. Similarly, SANDAG should include a discussion of how pending and future Master Plans being prepared by other public agencies, including but not limited to the San Diego County Regional Airport Authority, San Diego Unified Port District, UC San Diego, and San Diego State University, will be incorporated into the Regional Plan.

We appreciate the opportunity to participate in this very important planning process and hope that SANDAG will carefully consider our comments and recommendations. The stakes are extremely high, especially for future generations.

Please feel free to contact STAY COOL Advisory Council members Bob Leiter at rleiter9@cox.net or Linda Pratt at lgpratt@sbcglobal.net if you have specific questions regarding the comments contained in this letter.

Best regards,



Robert A. Leiter, FAICP
STAY COOL for Grandkids - Advisory Council Chair

cc: Muggs Stoll, Director of Planning, SANDAG

Attachment:

A – Letter to CARB ref SB 375 GHG Reduction Targets, dated March 19, 2018



March 19, 2018

Chair Mary Nichols and Board Members
California Air Resources Board
1001 I Street
Sacramento CA 95814

RE: Proposed Update to the SB 375 Greenhouse Gas Emission Targets

Dear Chair Nichols, Air Resources Board Members and staff:

We appreciate the opportunity to provide comments to the California Air Resources Board (CARB) on the Proposed Update to the SB 375 Greenhouse Gas Emission Targets, which you are considering at your meeting on March 22, 2018. This letter is also sent on behalf of San Diego Audubon Society.

STAY COOL for Grandkids (SC4G) is a non-profit organization of volunteer grandparents, elders and other citizens in the San Diego region dedicated to preserving a livable climate in the name of those too young to have a voice: our future generations. Along with other organizations in our region, we advocate for meaningful action on climate change and support policies that will have a lasting effect by reducing greenhouse gas emissions and protecting our quality of life. We also educate our youth and our peers on climate science, public policies, and practical actions to reduce greenhouse gas emissions. *San Diego Audubon Society* works to advance the protection of birds, other wildlife, and their habitats through education, habitat conservation and restoration, and advocacy. Implementing clear, ambitious, and enforceable GHG targets will have immense benefits for birds and other wildlife.

Why It's Important to Adopt Ambitious SB 375 Targets

We believe that it is unconscionable for any of us to leave the burden of mitigating and adapting to dangerous climate change on the shoulders of young people. By continuing to delay significant reductions in greenhouse gas emissions, we increase the likelihood of severe health impacts, food and water scarcity, irreversible damage to the natural environment, and untold degradation of the quality of life for future generations. Additionally, we risk handing young people alive today a bill of up to US\$535 trillion. This would be the cost of the “negative emissions” technologies required to remove atmospheric CO₂ to avoid dangerous climate change.¹

Intergenerational equity is at the heart of the lawsuit *Juliana v. United States*. The 21 plaintiffs, ranging in age from 10 to 20 years old, state that the federal government's refusal to take serious

¹James Hansen, et al, *Young people's burden: requirement of negative CO₂ emissions*; Journal of Earth System Dynamics, 18 July 2017.

action against climate change unlawfully puts the well-being of current generations ahead of future generations. So far, the courts agree. Despite attempts by the Trump Administration to have the case dismissed, in March 2018 the Ninth Circuit Court of Appeals allowed the suit to go to trial. This followed an earlier decision in November 2017, when U.S. District Court Judge Ann Aiken set a judicial precedent ruling that climate change may pose an unconstitutional burden on younger generations.

STAY COOL believes continuing the present rate of GHG emissions poses serious dangers to the well-being of our grandkids and all future generations. Our belief is founded on years of expert analysis done by thousands of atmospheric and ocean scientists around the world. Our concerns were further raised last fall by highly respected UC San Diego – Scripps Institution of Oceanography professor, Dr. V. Ramanathan. He reported that the odds of catastrophic global warming by 2050, if GHG emissions are not drastically reduced, are approximately 1 in 20 (PNAS 114 (39): 10315, September 2017). Clearly, none of us would get on an airplane if we knew the risks of crashing were 1 in 20, and we should not be willing to put our children and grandkids at that future climate risk either.

We believe that the California Air Resources Board (CARB) has the opportunity and the obligation to adopt ambitious Greenhouse Gas Emission Reduction Targets pursuant to SB 375, and to provide guidance to state, regional, and local governments on how to effectively implement plans and strategies that will lead to meeting and exceeding these targets by 2035 and beyond. There are over nine million children under the age of 18 currently living in California depending on us. There is no time to delay.

Analysis

For the reasons discussed above, STAY COOL believes it is essential for CARB to adopt ambitious 2035 GHG reduction targets, and to guide other public agencies and stakeholders as to how these targets can be met. The analysis conducted by MPO staffs and reviewed by CARB staff, provides a good baseline for considering more ambitious targets. At the same time, several stakeholder organizations have also carefully considered these issues and have put forward specific recommendations that are well founded. Based on our review of these documents, and discussions with the staffs of many of these public agencies and stakeholder organizations, we submit the following recommendations.

Recommendations

- 1. CARB should adopt a 2035 GHG emission reduction target for the San Diego Region that is no less than 21% and preferably up to 25%.**

We understand that primarily because of technical issues, CARB and SANDAG staff believe that it would be difficult to replicate the 21% GHG reduction in 2035 that was reflected in SANDAG's most recently adopted RTP/SCS. However, at the same time we believe that by working together,

CARB and SANDAG staffs will be able to identify opportunities for the San Diego Region to receive GHG reduction credit for “multiple-benefit” projects and programs that include quantifiable regional GHG reduction benefits, as well as for “multi-jurisdictional” projects and programs.

In addition, we are recommending that CARB staff work with SANDAG staff and the other affected state, regional and local public agencies to expedite the implementation of SB 743 in the San Diego region, and to quantify the regional GHG reduction benefits that will result from implementation of SB 743 by public agencies in the San Diego region in the coming years. We believe that by working together, CARB and SANDAG staffs can identify feasible strategies that would allow SANDAG to meet an SB 375 GHG reduction target of at least 21% in 2035, and perhaps as high as 25%. We also feel that the work that would be done by CARB and SANDAG in this effort would be transferable in many cases to other MPO regions for which SB 375 targets are being set. Additional details on each of these recommendations is set forth below.

2. CARB should direct its staff to work with SANDAG to provide guidance regarding the use of “multiple-benefit” plans, projects and programs to obtain GHG reduction credits in the SB 375 planning process.

There are a variety of possible projects and programs that could provide multiple benefits from an environmental, economic and social equity perspective, and would potentially be creditable toward meeting GHG reduction targets for SANDAG and other MPOs. In addition, it should be emphasized that multiple-benefit projects and programs can often qualify for funding from sources other than the traditional transportation-related sources.

A good example of a potential multiple-benefit approach in transportation is the combined use of “Complete Streets” and “Green Streets” design concepts for roadway replacements and extensions. The use of “Complete Streets” that improve multi-modal access and safety is a well-accepted GHG reduction strategy that is being implemented in local communities throughout San Diego region pursuant the *Regional Complete Streets Policy*² that was adopted by SANDAG in 2014. “Green Streets” can include the same travel way design as Complete Streets but are also designed to meet specific stormwater pollution reduction requirements and have been approved by the San Diego Regional Water Quality Control Board. Green Streets can also provide significant water conservation benefits, along with other co-benefits. The San Diego County Public Works Department has now incorporated “Green Streets Guidelines” into its adopted *BMP Design Manual*³, and other local governments in the San Diego region are following the County’s lead. The use of a combined “Complete Street / Green Street” concept is thus a cost-effective way for new development and redevelopment projects to help meet their transportation improvement requirements and their stormwater pollution reduction requirements. At the same time, by

² http://www.sandag.org/uploads/publicationid/publicationid_1909_18570.pdf .

³ https://www.sandiegocounty.gov/content/sdc/dpw/watersheds/DevelopmentandConstruction/BMP_Design_Manual.html ; see Appendix K-2, Green Street Guidelines

taking this multiple-benefit approach such projects could qualify for use of SB 1 transportation funds as well as other State grant programs for water conservation projects, including set-aside funds for disadvantaged communities.

We believe there are many other opportunities to incorporate “climate-smart” strategies and design features into plans, projects and programs. Some examples are:

- Habitat conservation plans and strategies;
- Watershed management plans and strategies;
- Water resource plans and strategies;
- Affordable housing strategies; and
- Coastal access and visitor transport strategies.

In developing this guidance, SANDAG and CARB staff should encourage participation by regional and local government agencies, along with key stakeholder groups. In addition, CARB staff should solicit input from affected State agencies such as California Department of Fish and Wildlife, Department of Water Resources, San Diego Regional Water Quality Control Board, Department of Housing and Community Development, California Coastal Commission, Caltrans, and the Governor’s Office of Planning and Research.

3. CARB should direct its staff to work with SANDAG to provide clear guidance regarding how credits for GHG reductions from “multi-jurisdictional” plans, projects and program should be allocated.

This would include not only major highway and public transit infrastructure such as “managed lanes” (which can often be financially supported by several different public agencies), but also transportation projects and programs that directly serve major public facilities, such as education facilities, airports, and port transportation projects. Most of the local governments (cities and County) in the San Diego region have either adopted or are in the process of completing and adopting Climate Action Plans. In addition, many public agencies other than local governments have developed and adopted Climate Action Plans. A notable recent example is the *San Diego Unified School District Climate Mitigation and Adaptation Plan* adopted in October 2017. This plan includes a commitment to 100% renewable energy, along with actions related to climate-smart transportation options for students, faculty and staff.

It should be noted here that existing state laws, including the California Environmental Quality Act, allow a public agency to establish a mitigation program to help pay for projects and programs necessitated by new development and redevelopment within its jurisdiction. This principle applies not only to local governments but also to development projects approved by any state, regional or local public agency, such as: educational institutions (e.g., public universities,

community colleges, school districts, etc.); public airport facilities, public port facilities, and other public uses that place significant demands on the regional and local transportation systems.

CARB should work with SANDAG to clarify how the strategies contained in locally adopted Climate Action Plans should be credited toward helping SANDAG meet the regional GHG reduction targets related to transportation and built environment, and how multi-jurisdictional projects should be handled.

4. CARB should direct its staff to assist SANDAG in expediting the implementation of SB 743 within the San Diego region.

As discussed in the CARB staff report, SB 743, which was enacted in 2013, “creates a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Governor’s Office of Planning and Research to develop updates to the CEQA Guidelines to guide the analysis of project-level transportation impacts. Once the updated Guidelines go into effect, lead agencies will evaluate vehicle travel associated with new development as part of the project’s environmental review, and, if the impact is significant, mitigate those impacts through vehicle travel-reducing measures, which will support achievement of SB 375 goals.” (p. 12)

We agree that implementation of this law is a critical link in helping the state and the regions meet their GHG reduction targets, and we believe that the MPOs will play a crucial role in its implementation. However, there have been serious delays in completing the steps necessary to properly implement SB 743. CARB staff should work with the Governor’s Office of Planning and Research and SANDAG to expedite the implementation of this important law in the San Diego region.

Conclusions

We appreciate the opportunity to provide input to the CARB Board and staff for your consideration in your SB 375 target-setting process. We also wish to note that we support the recommendations contained in the letter from ClimatePlan, dated March 12, 2018, and the letter from SWIA, dated March 15, 2018. We strongly believe that by setting ambitious SB 375 targets, while at the same time helping SANDAG and the other MPOs to incorporate innovative projects and programs in their next round of RTP/SCSs, CARB will continue to lead the way on these vital endeavors. We would also like to express our willingness to help in whatever way we can in this process.

Please feel free to contact STAY COOL Advisory Council members Bob Leiter at rleiter9@cox.net or Linda Pratt at lgpratt@sbcglobal.net if you have specific questions regarding the comments contained in this letter.

California Air Resources Board
SB 375 Greenhouse Gas Emission Targets – March 22, 2018

Best regards,

Robert A. Leiter, FAICP
STAY COOL for Grandkids - Advisory Council Chair

cc: Jim Peugh, Conservation Committee Chair, San Diego Audubon Society
Chris Redfern, Executive Director, San Diego Audubon Society

November 5, 2018

Dear San Diego Association of Governments Board and Staff:

Transportation continues to be the largest source of emissions (GHG) in the County of San Diego. In cities with a significant concentration of environmental justice communities, the percentage is shocking: 55% of GHG emissions in the City of San Diego¹ and 65%² in National City are from transportation sources. We strongly recommend to SANDAG that efficient and equitable Draft Scenarios for the 2019 RTP Update **must prioritize mass transit and severely de-prioritize freeway expansions in environmental justice communities.**

In the following letter, Environmental Health Coalition details recommendations for the 2019 RTP Draft Scenarios. Environmental Health Coalition is a 38-year-old environmental justice organization based in National City, CA. EHC leads community-based efforts to reduce toxic pollution and improve environmental and public health in the San Diego/Tijuana region.

Environmental Justice (EJ) Communities in the San Diego region experience greater vulnerability to the impacts of GHG emissions. The CalEnviroScreen3.0 (CES) tool demonstrates this injustice clearly by considering the layered impacts of environmental, health, and socioeconomic factors. The CES tool shows that most environmental justice communities in San Diego surround freeways. **In fact, Barrio Logan and Old Town National City rank in the top 10% of impacted census tracts in the entire state in part because of their proximity to freeways.**

Further, in San Diego, EJ communities are highly dependent on public transit. According to the 2016 American Community Survey³, 15,505 (3.7%) households in EJ communities in the City of San Diego do not have a car, compared to 4,092 (1.7%) households outside of EJ communities. This means, **EJ communities in San Diego have more than triple the number of transit-dependent households compared to the City overall**, and thousands more families that must rely on walking, biking, or transit for all their travel needs. **This fact places SANDAG at a critical point in the fight against climate change and for transportation justice.** So far, SANDAG has not done enough to ensure these families have access to an affordable and practical public mass transit.

An equitable RTP recognizes that a larger proportion of resources need to be invested in low-income communities of color in order to effectively remedy the need for regional mass public transit. This letter details how SANDAG should prioritize EJ communities in its planning process.

¹ City of San Diego Climate Action Plan; Chapter 2, p. 19, 2015. Can be found at: https://www.sandiego.gov/sites/default/files/final_july_2016_cap.pdf

² National City Climate Action Plan, Chapter 2, p.5, 2011. Can be found at: http://www.ca-ilg.org/sites/main/files/file-attachments/climate_action_plan.pdf

³ Source: American Community Survey, Table B08141, 2016 5-year data.

EHC recommends the following preliminary list of Environmental Justice Priority Programs and Projects be included in the development of the Draft Scenarios to ensure successful outcomes.

- Trolley: Purple Line 562 San Ysidro to Kearny Mesa
- Trolley 510: Blue Line/Mid-Coast Frequency Enhancements and rail grade separations at 28th St, 32nd St, E St, H St, Palomar St, at Taylor St and Ash St, and Blue/Orange Track Connection at 12th/Imperial
- Trolley 520: Orange Line Frequency Enhancements and four rail grade separations at Euclid Ave, Broadway/Lemon Grove Ave, Allison Ave/University Ave, Severin Dr.
- Rapid 625: SDSU to Palomar Station via East San Diego, Southeast San Diego, National City
- Eliminate I-5: Add two managed lanes between SR 54 and SR 15
- Eliminate I-805: Add two managed lanes, plus connectors, between SR 94 and SR 15
- Eliminate I-805: Add two managed lanes (restripe viaduct) between SR 15 and SR 163
- Simultaneously implement greater bus frequencies and zero-emission transit bus technology in environmental justice communities as defined by the top 30% of CalEnviroScreen.
- Extend SR 15 and SR 94 Transit Only Lanes into Downtown
- Ensure transit affordability through reduced transit fares for students, youth, seniors and disabled riders.

This list reflects examples of the types of projects that environmental justice communities have prioritized: new and improved light rail infrastructure, conversion of managed lanes to Bus Only Lanes, Zero Emission Transit Buses and incentivizing transit through reduced transit fares. We recommend prioritization of projects and policies that move San Diego towards mass transit instead of focusing primarily on ZEV technology for single occupancy vehicles and carpool technologies. These strategies are inaccessible and ineffective in the most impacted communities.

This short list of projects alone will not resolve all of the transportation justice issues in the region. However, it illustrates what it means to prioritize environmental justice communities in transportation planning for the San Diego Region.

It is not enough to prioritize projects in EJ communities. SANDAG must also demonstrate the overall benefits of the network to environmental justice communities as mandated by Assembly Bill 805⁴. **Each Draft Scenario must include an analysis on the specific ramifications for that scenario on the top 30% of CalEnviroScreen most impacted communities.** In this way, SANDAG Board members and San Diego residents can clearly understand how these scenarios will affect GHG emissions and mobility choices in their communities.

Through effective prioritization of environmental justice communities, we know SANDAG can not only meet their mandated 19% statewide GHG emission reduction target⁵, but also exceed it.

Thank you for the opportunity to comment on the 2019 Regional Transportation Plan Update. We appreciate the extended public comment period as it presents an opportunity to hear from the voices of those most impacted by the results of the 2019 RTP Update.

We look forward to working with you to create the best transportation system for environmental justice communities in the region.

Thank you,



Ana Castro Reynoso
Transportation Justice Policy Advocate
Environmental Health Coalition

⁴Assembly Bill 805, SEC 17.C; Can be found:

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB805

⁵ SB375 Regional Plan Climate Targets; Can be found: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

From: Shelley Bartick

Sent: Tuesday, October 2, 2018 10:44:14 PM (UTC-08:00) Pacific Time (US & Canada)

Subject: I Use MTS Access

October 2, 2018

Is a your plan to do away with MTS Access? I'm hearing that there are several changes in the works for transportation. Most of the people that make changes in the transportation have no idea what it's like to be disabled or elderly. I have severe Cerebral Palsy and I'm confined to a electric wheelchair. I am considered a senior citizen since I am 57. I hope that you will make changes in transportation that are beneficial to the elderly disabled and the elderly as well as young disabled people.

Sincerely, Michelle Bartick

From: Alex Ortega

Sent: Monday, October 8, 2018 10:15:05 AM (UTC-08:00) Pacific Time (US & Canada)

Subject: 2019 Regional Plan Transportation Network Concepts

Good Morning,

I am a member with the Alliance for Regional Solutions that has been informed of the transportation plan for San Diego County. More importantly though, I am a resident of North County San Diego and have been for the past 29 years. In that time, I have seen San Diego grow substantially from the highway, meaning that I could remember a time that driving from Carlsbad to Downtown San Diego only took 25 minutes where now it takes 45 minutes. Since I am not able to attend the open meeting I did want to provide feedback for the proposed plans as well as my overall feedback on what needs to be adjusted. While I understand that downtown has the most congestion and population, I do feel that North County does not receive the same consideration given the population just in the North County region. All feedback is based primarily on the North County area.

To begin, if I had to select a proposed plan then I would go with Concept "C." All concepts have good suggestions but some that do not quite fully hit the nail on the head completely.

Concept A

Pro: Public transit is a great idea that can give many an opportunity to save money by investing in monthly passes for bus routes, sprinter or coaster routes. The price of gas is consistently rising which can begin to cut into a substantial portion of ones monthly income. Having the option to choose to go to and from work on a smaller budget is very attractive, especially to Millennial's who are burdened with high student loan debt and cannot afford the financial burden of car insurance, gas and car payments. Having additional routes to target business parks and other business clusters would be beneficial for allowing individuals to not have to wake up at 4am to connect through multiple bus routes to get to work.

Con: The biggest issue is the fact that there is still not enough transportation to cover the main areas of employment for most. For example, the cities of Carlsbad, Rancho Bernardo, Encinitas and Poway do not have much public transportation. These can be considered high end cities, but individuals still work in those cities and need to commute to work. Not to mention, the concept of owning ones own vehicle still doesn't persuade many to use public transportation to go to work. There is the materialistic aspect of having a car that can help in needing to run errands before, during or after work that the bus cannot do without having to wait 15/20 minutes to get on the next one.

Concept B

Pro: This has been something that North County has needed in the last ten years. The 78 freeway is highly utilized and is constantly backed up with traffic well before 5pm and from about 7am-9:30am. The main culprits that I have identified are the junctions from the 78 to both the 5 and 15 highways. The 78 will take a 4 lane highway and shrink it to a two lane junction with on-ramps within very close proximity to the junctions. This creates havoc during rush hour and due to the congestion, backs up traffic that runs from the 5 to the 15 essentially. Expanding highways and creating improvements to the current highway system is highly needed and if new designs are needed to help with traffic flow then I

From: Randolph Van Vleck
Sent: Wednesday, October 10, 2018 11:08 PM
Subject: Questions about Network Concepts
Importance: High

Phil and Coleen,

Since the release of the SANDAG Network Concepts last week, City Heights CDC staff have been analyzing the three concepts. We have questions:

1. Why was the **Purple Line** removed? Wasn't it ranked the # 1 performing new transit line in the 2015 RP?
2. Why are two of three concepts – Concepts A and B – on the table if they're not consistent with **CA GHG reduction goals**?
3. Are the three concepts consistent with the **City of San Diego CAP goals**? If "yes," how does SANDAG know?
4. Why was the **I-805 HOV expansion** in City Heights advanced to 2025?
5. Why was the **Route 550 (now Route 625)** delayed from 2025 in RP 2015 to 2035 in these Network Concepts? Wasn't it ranked the # 2 performing transit line in the 2015 RP?
6. Did SANDAG consider extending the **SR-15 Transit Only Lanes** south from the Mid-City Centerline Stations to the SR-94 with a Transit Only Lane Connector?
7. Why do the concepts call for **3 freeway-to-freeway HOV connectors in City Heights**?
8. Why does SANDAG anticipate a decline in **Particulate Matter exposure** in communities of color and non-communities of color in both no-build and build concepts?
9. Why does **beach access** reduce across the board for all modes and mostly all groups?
10. Page 51 includes a table that shows all the projects in **Transnet** that may be removed. How were these projects selected? Did SANDAG consider removing the unpopular SR-94 HOV Express Lanes project?
11. The **SR-94 Centerline** BRT station we secured in 2015 changed from 'near 27th Street' in 2015 RP to '28th St' in these concepts. What kind of analysis was conducted that lead to this station re-location?

Thanks,

Randy

Randolph Torres - Van Vleck
Senior Program Manager, Transportation & Planning
City Heights Community Development Corp.
4001 El Cajon Blvd., Suite 205
City Heights, San Diego, CA 92105
Direct: 619.961.1066
Mainline: 619.584.1535
Fax: 619.584.7992

From: **Palomino, David**

Date: Mon, Oct 15, 2018 at 3:07 PM

Subject: Re: Reminder – Lunch & Prizes – Transportation Workshop, this Wednesday!

Hi Craig and Marylynn,

I just took the survey. Here are some of my ideas...

- **More separated-dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to driver-texting, etc.).**
- **Sidewalks that are separated from streets by street-lined trees or other barriers.**
- **More pedestrian bridges over busy streets, so that pedestrians don't have cross big intersections or dodge cars running red lights at intersections (due to driver-texting, etc.).**
- **Pipe Dream Wish List: All roads for motorized vehicles be underground, and all roads that are above ground be solely for pedestrians and cyclists.**

Not sure if you can share these ideas or not.

All the best on a good meeting!

Thank you,
David

From: Lucile Lynch
Sent: Thursday, October 18, 2018 1:20:21 PM (UTC-08:00) Pacific Time (US & Canada)
Subject: Improving Ridership for those with Disabilities

Improving Ridership and Accessibility

North County, San Diego

From: Lucile Lynch (10/17), 760-635-3501, lhlynch@aol.com

Per recent research conducted by the Adult Education Consortium led by MiraCosta Community College, there are approximately 12,000 persons with disabilities on North County. Through personal experiences with family members and others, there are some areas that could be revised to become more user friendly to persons with disabilities and I am submitting suggestions for your consideration.

At the recent Vista workshop, I sat at a table with a rider who uses a wheelchair and heard countless stories about how LIFT had forgotten to pick her up from work (at 11:30 pm at night), how she has troubles getting transportation because of her wheelchair, and other issues so I know I am not alone in this.

1. System maps: Many disabled riders have reported that they have troubles using the maps available online.

A. Do not “populate” as you zoom in to help riders find streets and actual bus stops.

For example:

(1) System Map: <http://www.gonctd.com/wp-content/uploads/Schedules/NCTDSystemMap.pdf> - This could be a great resource if people could zoom in and see the stops and streets through a map that “populates” as you zoom in.

(2) Route 304: <http://www.gonctd.com/wp-content/uploads/Schedules/304.pdf>

Possible change: Use maps similar to what school districts and other agencies use that enable maps to populate with street names either by having .pdfs that provide street names or another interactive feature.

B. Some maps are sideways making viewing difficult (and similarly make it difficult to find streets where stops are actually located)

For example:

Map for Route 445: <http://www.gonctd.com/wp-content/uploads/Schedules/445.pdf>

C. Some maps do not reflect the streets of stops. Some persons with disabilities and/or who are low income have limited price plans that can impact their access to online supports. Some have to print out hardcopies to use as they travel. But, some of the .pdf maps available through the

From: Melissa Allen
Sent: Thursday, October 18, 2018 5:19 PM
Subject: SD Regional Plan and Road Improvements

Optimum Condition
Corrective Exercise & Performance Center

October 18th, 2018

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region. San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG.

The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work.

The projects we strongly recommend being included in the new San Diego Forward Plan are:

- 1.SR 52 from I-5 to SR 125 add lanes and all SR52 Improvements referenced in SD Forward Plan
- 2.SR125 – SR94 Connector for South to East interchange and improvements recommended in plan

From: Byron Blaha
Sent: October-18-18 8:10 AM
Subject: Plan for the Next 30 years

Thank you for listening to our input. I was born in Encinitas in 1964 and went to San Dieguito High School since then everyone wants to move here as it is a beautiful area and everyone wants to live here. I love the area and live in Carlsbad Now as Encinitas is not affordable for me. I am still grateful to be able to live in Carlsbad but my rent went up from 875. A month last year to 1150 for a small Studio Appt. I make about 40,000 a year Between my Fairgrounds job and Del Mar Race Track job. After taxes over 50 percent of my pay goes to rent. I can't qualify for affordable housing as I make to much but 40,000 in this area is poverty I have to work extra odd jobs to have a little extra money. The need in this area is more afforadable housing for people that do not qualify for cheap housing. Thank You !!!!!!!!! Sincerely
Byron Blaha

From: B Mascari
Sent: Friday, October 19, 2018 5:00 PM
Subject: San Diego Forward Plan

TO: SANDAG Board of Directors

As a business that has been in East County since 1960, with guests and team members who live in East County; we support the San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strong recommendation to complete the projects in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. **SR 52** from I-5 to SR 125 add lanes and all **SR52** Improvements referenced in SD Forward Plan
2. **SR125 - SR94** Connector for South to East interchange and improvements recommended in plan
3. **SR67** Lane expansion from Maplevue St. to Dye Road and all improvements recommended in plan
4. **I-8** add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. **SR94** All Improvements recommended in plan
6. **SR78** Add lanes & Connectors and improvements recommended in plan

We strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

Craig L. Ghio, President/CEO
Beverly Mascari, Secretary/Treasurer
Co-owners
Anthony's Seafood Group, Inc.

From: Chloe Woodward
Sent: Tuesday, October 23, 2018 2:16:44 PM (UTC-08:00) Pacific Time (US & Canada)
Subject: SD Forward Options

Good afternoon,

After examining the 3 options that were provided regarding SD Forward, I am unable to choose one due to the fact that not one option addresses, in depth, the needs of people with disabilities. Society takes transportation, in general, for granted. We complain that there is too much traffic or not enough bike paths. However, people with disabilities rely on public transportation to get to places that provide meaning in their lives. Lack of bus stops and the unacceptable reputation of LIFT and MTS Access make it difficult for people to even go shopping on their own. I work for the Arc of San Diego which is an organization that serves people with disabilities and I want to make sure their voices are heard. Please be on the lookout for physical letters that have been mailed to you from some of the people who receive services from the Arc. I urge you to re-examine the options that were provided to the public through SD Forward and include more for people with disabilities. They deserve access to the community just as any other person does. Thank you for your time.

Chloe Woodward, M.Ed.
Choice & Integration Specialist

The Arc of San Diego
Arc North County
1336 Rancheros Drive Suite 100
San Marcos, CA 92069

(760) 740-6800, ext. 303 Phone
(858) 449-4892 Cell Phone
(760) 740-6839 Fax
cwoodward@arc-sd.com

www.arc-sd.com

View our 2017 Annual Report [Here](#)

[We're on Facebook!](#)
[Follow Us on Twitter](#)

From: RobertG z

Sent: Saturday, October 27, 2018 6:13:49 PM (UTC-08:00) Pacific Time (US & Canada)

Subject: Suggestions regarding SD increasing transit congestion

Three suggestions to deal with the increasing transportation congestion in SD:

(In order of importance)

1. Add toll fee for single drivers (Very unpopular, but very necessary.)
2. Triple number of busses on freeways (To make efficient use of existing infrastructure)

(Also necessary, in my opinion)

3. Spend limited set amount of money each year on underground subway construction (low-priority)
4. Add more freeways, only where really necessary, on a very low priority basis)

I'm really glad that the city seems to care what we think. And maybe some of us might have some useful suggestions or opinions. Good luck!

What mobility criteria?

10x ?

BETTER

FASTER

CHEAPER

CLEANER

SAFER

Why learn from the world?

World Population 6.8 Billion

China 20%

India 19%

USA 5%

Large Cities

USA

- New York - 8.2 million
- LA - 3.8 million
- Chicago - 2.7 million
- Houston - 2.1 million
- Philadelphia - 1.53 million
- Phoenix - 1.44 million
- San Antonio - 1.32 million
- San Diego - 1.31 million

China

- Quanzhou - 44 million
- Shanghai - 36 million
- Chongqing - 25 million
- Beijing - 23 million
- Hangzhou - 21 million
- Wuhan - 20 million
- Changdu - 18 million
- Tianjin - 16 million

Quality of Life by region

• Good

Russia, China, most of South America, Africa

• Better

Mexico, Argentina, Greece, Turkey, Indonesia, India

• Best ???

No America, Europe, Australia, NZ, Japan

Usually City Scape – LARGE China CITIES
use of all mobility modalities



Shorter Routes lots of TUNNELS –
reduce green house gases



New Cities – Hangzhou LESS THAN 15 YEARS OLD!!



Street Design included comingling bike & scooter



Rush HOUR TRAFFIC BAD EVERYWHERE



Narrow Lanes



Safe Scooter & Bike Traffic
separated signal option



Only Green scooters - electric only
fence parking?



3 Lane Roundabout future disaster



Roundabout w/traffic signal



Actions items Now

- Add SCOOTERS to BIKE LANES –
 Called SB LANES
- RESTRICTION ROADS ADDING SB LANES
 (NEW DIAMOND TYPE SYMBOL)
- Modify traffic signals favoring SB traffic
- Creates a NEW REVENUE SOURCE – \$ \$ \$ \$ \$
- TICKETING misuse of SB LANES
- TREBLE FINE if used by a MOTORCYCLE
- Revised 10-27-2018

China September 2018

- Contact Larry Glavinic 760-815-4899 cell
- Former Valley Center Planning Group ,
- Member 25 years
- Chair 5 years
- MORE PICTURES AND INSIGHT Available
- – Presentation at NO CHARGE

To: SDForward@sandag.org

Oct. 28, 2018

Thank for the opportunity to provide input. Here are my responses to the Network Concepts:

A - Does not help traffic congestion, does not improve safety and could be a hindrance in case of almost any kind of disaster such as fire or earthquake or flood – all of which are forecasted for our region – particularly fire and earthquake.

B – Same comments as A

It is frustrating to see some high priority projects for the East County – particularly the connecting ones, not included in funded projections, especially highway 52 and 94/125. But I feel these concepts are missing two important areas:

- The opportunity to invest in infrastructure to increase job center expansion; support job center creation; and support emerging job centers --- density such as is proposed for housing. Software development can be in multi-story buildings. SANDAG needs to study the impact of job center expansion on cost avoidance. To take people from where they live to job centers elsewhere – support job centers now. This would be a new element of SANDAG research and evaluation, but without it, the only options are limited, especially in case of a disaster.
- As part of the review of this concept, a relook at the report from the CalTrans Aviation division's report a few years ago on airports and smart growth.
- Disaster considerations – especially military movement and large scale evacuations

These suggestions fall into the category of policy research.

Submitted by Dana Quittner, board member, San Diego Regional Fire and Emergency Foundation and board members, East County Economic Development Council, resident and work, zip code 92119.

From: Cathy Nykiel

Sent: Wednesday, October 31, 2018 3:50 PM

Subject: SAN DAG - question

I keep on hearing for over 10 years that we are going to have a 78 expansion from the Interstate 5 past the Interstate 15 and I am wondering when that will happen.

Still waiting.

--

Cathy Nykiel

Veteran, Elk & Volunteer

GIVE BACK - VOLUNTEER

From: Stefania Aulicino

Date: October 30, 2018 at 2:54:26 PM PDT

Subject: follow up to our conversation about public transit issues and ecobici mexican solution

Hi Mugg

Stefania here. I really appreciated the opportunity to speak with you at the SanDag public meeting at the Jacobs center.

Thank you for offering me your personal contact information so that I might share my ideas in a bit more detail.

I recognize there is a distinction between the SanDag backbone/policy focus versus the Mts bus and trolley management.

However there is also much overlap.

Below I am sharing a call to action,
Which I have sent to both my fellow transit use friends and The Midway community Planning board chairman

I'm enthusiastically available to discuss this in more detail with you and anyone you think appropriate.

""quote

Re: as a public transit user-may i ask your help? Before fares go up

As you know the Mts authority has announced its intention to raise fares on bus and trolley service.

Right now we are in the public comment period which ends November 9

I am reaching out to you as a very concerned Citizen, neighbor and public transit activist.

May we team up?

My underlying position is no fare increase unless there is a substantial service increase.

Our neighborhood today—and particularly the neighborhoods we are planning- depend on high quality public transit.

We need to take coordinated action- now.

We must make our voices heard.

Below are critical public transit issues, from my user perspective as a car-less daily public transit user needing to reach all areas of San Diego and the border.

Please

—consider any of the following that is important to you when you email/speak to MTS::

Goal

Public transit deserves to be a first class experience, like in New York where investment bankers who use it and in London, Paris where everyone uses it!

Car alternative

Frequency, consistent during the day, the evening and weekend.

Who would give up a car if they can't get home after a party? Who would give up a car if they can't do their shopping with multiple stops on the weekends because the frequency is dropped dramatically

\$

This is not a farebox balanced budget analysis.

Every public transit user offsets the dramatic climate impact of car users.

Why would Mts think about penalizing the people who are contributing to the solution in so many ways including congestion, and climate impact: car users should subsidize public transit users. Mts has no right to ask public transit user to pay the entire price for use of public transit when car users are not paying the full price for car usage.

Mts must start

by increasing frequency seven day a week plus early and late night hours on existing transit line

Next

Mts must Institute more direct transit lines so that a 10 minute car drive it's not equivalent to a one hour MTS transit trip (each way) -because it required three connections. Plus the risk of missing any one connection could double ones arrival time.

Next

Mts must Expand more fingers into communities for people to be able to get from where they live to where they want to work or play. Mts should not focused exclusively on home to work but home to play: after all this is San Diego and if you want transit users to use the services without a car you need to get them where they really want to go

Importantly

Mts is responsible for Solving the last half-mile. This is critical.

This issue has been highly successfully and cost-effectively accomplished in Mexico City. It's called ecobici

What is ecobici?

Here's the link

<https://www.ecobici.cdmx.gob.mx/en/service-information/what%20is%20ecobici>

MexicoCity has integrated a docked biking systems into their public transit system with a single app and a free 30 minute utilization so that people can get from where they live in the community to the closest transit stop.

Mexico City implemented this with a corporate partnership which dramatically decrease the cost resulting in minimal upfront investment.

And each

Docked bicycle stations were installed to serve concentric 30 minute intervals circles so that publicAdoption was immediate and cost effective well also encouraging people to use public transit

Health/Sanitation

Every transit station must have and maintain clean restrooms open 24 hours available for all riders and visitors. These restrooms should be served/maintained by the city -not relegated to franchise stores - and should be maintained with high security. Yes homeless people may use them and actually it's a health benefit that they do. Homeless people are also looking for jobs that are relevant for them. Homeless who want to use the bathroom might be ideal candidate for those can be paid a wage to maintain them and encourage proper standards for the use of them by other homeless people and all. As a community we need to acknowledge that human beings need to go to the bathroom. It's inhuman to rely on buying a Starbucks coffee or a McDonald's hamburger to get access to a bathroom

FYI for me living between OB and old town, the majority of my trips require three legs typically a bus a trolley and of us. Where do I get to go to the bathroom???

Accountability

Any public official responsible for/or making decisions about public transit must be required to use public transit a minimum of three days a week and at least one day during the weekend as a contingency for them maintaining their job. They must be reapproved on a monthly basis based on actual utilization of public transit.

Representation/feedback

Finally

Any public transit authority or decision making body must include representatives of the public who are exclusive public transit users.

It is not adequate to have just political presentation. These bodies must rely on input from real users—not just during a public comment period of a few weeks in the space of the year but an ongoing constant and respected feedback loop for any policy decisions, and construction that's being undertaken on our taxpayer dollars.

Resource

We represent an active group of public transit users who offer ourselves as resources.

We want to make San Diego public transit a first class experience.

One of many:

Stefania Aulicino

From: Stefania Aulicino
Sent: Thursday, November 1, 2018 2:41 PM
Subject: Solution for the last 1/4 mile public transit

Hi Muggs

Stefania here again-I wanted to Ed this update to my prior emails to you

I bet you can make a case for a business trip to Mexico City to further investigate the cost affective economic solution to the last quarter-mile.

Ecobici docked bikes

I previously sent you the website

<https://www.ecobici.cdmx.gob.mx/en/service-information/what%20is%20ecobici>

The points I'd like to bring to your careful attention are

- 1-The bikes can be accessed via the same card as the bus and subways
- 2-Ecobici bikes run an application for mobile phones where are user can identify the location of the nearest docked bike station, the number of bikes available and map positions relative to the users starting point and Destiination location
- 3-The charge for use of the bike is \$\$\$\$ free\$\$\$\$ for the first 45 minutes. The objective is to encourage people to use bikes for short cops and shopping and getting to Transit
- 4-The installation of this network was accomplished by starting in Given zones each with 30 minute concentric circles so that utilization was immediate when it was rolled out in a given zone as coverage was an incentive
- 5-The Ecobici project was a partnership with a private entity and was extremely cost-effective for the municipality of Mexico City
- 6-The Ecobici team are responsible for constantly moving bikes around using the app to see where docking stations are empty so that users can always rely on the predictability of this quarter-mile solutions

In summary

This Ecobici docked biking stations makes Mexico City's existing bus and subway transit lines affectively a home to work

and

A home to play direct

System

At an affordable price that gets

Optimum rider utilization and dramatically improves climate and congestion issues

My husband and I both have

Ecobici cards and would be enthusiastic guides to take you on a transportation tour of Mexico City.

We actually lived in Mexico City over three consecutive winters and experience firsthand the elegance of the concentric circle installation of the docked biking stations. We saw how quickly the population enthusiastically became users

Please consider us a resource in anyway we can be of service.

Goal

PS people move to San Diego because they want to enjoy the fabulous weather. The San Diego deserves to be a walkable city which encourages bike and walking.

We actually have a head start that people really want to have claimant friendly transit and do not wish to be in parking lot highways for most of their transit day.

Sent from my iPhone San Diego

Stefania Aulicino

Metroquest Survey Comments through October 31, 2018

Priorities

Item	Feedback
Less roadway congestion	Used to be a freeway was a FREE WAY. Now it is a parking lot. Several of my Court Reporting friends have left what used to be a paradise for good. PLEASE DO NOT MORE PEOPLE INTO AN ALREADY AWFUL PROBLEM. I LIVE OFF OF BIRMINGHAM. GONE IS THE QUAIN CARDIFF.
	We will never solve the problem of traffic congestion with our current "add more lanes" mentality. Public transportation needs to be made more realistic for the masses.
	I think we need to focus on mixed transit modalities prior to addressing the roadway. I believe that the more people use other means of getting to places, the less cars on the road. Then we address the situation at that point.
	Do this not by adding more roads but by dis-incentivizing vehicle use. San Diego needs NO MORE freeways! It needs mode choice freedom. Other modes of travel, particularly bus and light rail, need to be viable & reasonable options. That means transit service day AND night at high frequencies.
	Aren't these all kind of connected? Better transit can lead to less roadway congestion.
	Encourage the development and use of driver-less vehicles on major highways. Make the number one lane (fast lane) the only choice for driver-less vehicles to create efficient freeways.
	With our population growing larger, we need to make sure ALL of our freeways are up to date. Let's not become the next LA, and also don't forget about your neighbors in lower income neighborhoods, they need better streets too
	To me, this means more rail throughout ALL OF SAN DIEGO COUNTY. Lines which go everywhere north and south and east and west.
	North County is seeing an enormous amount of traffic due to growth and businesses wanting to start in the area. While economic growth is great, along with economic growth comes home growth which is expanding at a rapid rate with no expansion or assistance to transportation. The highways are constantly saturated especially at the junction from the 78 to the 5 or 15. Having 4 lanes shrink to two during peak hours creates massive gridlock starting at 2pm before most are off work.
	You should work on simply converting lanes or doing congestion pricing, not expanding highways
	So Cal is car territory. We do not live in NYC or SF. I'm not arguing that our car culture is good but you are trying to change a culture that can't be changed. Lets reduce the cars as we can but most people are never going to give up their car
	Definitely encouraging and increasing transit use will help reduce congestion, period. More HOV lanes and pricing or tolls are not going to help in the long term.
	The number of residents has increased dramatically. This is a top priority.
	It's tilting at windmills. Induced demand will always render freeway expansions moot.

	It would be nice to see SANDAG/Caltrans redesign some of the poorly designed freeways and merges. Some overburdened freeways, like the 163S south of the 8, have been gridlocked for decades, and it seems like NO attempt has been made to fix the poor engineering from when these roads were built.
	Everyone wants less congestion but how much will it cost vs the benefit for using tech. Not sure there is enough benefit.
	better transit access, less roadway congestion and shared mobility/walk/bike lead to our combat at climate change and clean air & public health. They re the same issue, should not be ranked separate.
	The use of LYFT rideshare will help cut congestion tremendously. Start a trial run for LYFT rides into and out of the Silver Strand, Coronado Cays and Coronado.
	years and years of poor planning should not be repeated
	Prioritize the \$\$ spending to the areas of most use by the public.
	Fewer stoplights/better flow on 76. Too much planned development without improved traffic relief.
	The rest of the priorities are of no interest to me, and I will not vote to support any of them.
	Stop building. It only adds to the over-congested freeways.
	SANDAG board members refuse to accept concept of induced demand
	Make better bike lanes along most major roads! Many "lanes" are merely afterthoughts! A white line painted next to the gutter!
	Although an inevitable consequence of commuting, congestion can be minimized by working with a land use & development committee or body of said agencies, etc. The key is a massive focus on mixed use density around Downtown, Balboa, the ports and national city/ Logan heights and multiple looping rail lines, similar to Chicago.
	The congestion on the 78 in the morning and evening is impossible. The amount to time wasted and the contribution to air quality is very high. An HOV lane(s) on the 78 is critical.
	This survey seems heavily skewed to bike and transit, San Diego's hilly terrain and suburban nature is nit currently conducive toward this.
	Road congestion has to include the fact that there is so little parking that vehicles have to circle many times to find a spot near their destination. You also have many visitors who don't know where they are going and signs on freeways are not always clear. If Google maps tells me to take exit 13C it needs to be on the overhead sign as well as on lower signs. A driver here needs to look in 50 directions at the same time because of the slow drivers, fast drivers, motorcycles in between cars, cars cutting in and out of traffic without signals and cars missing their exits. Please DO NOT put any traffic circles in to slow down traffic it was a mess in AZ when they put them in. Longer entrance or exit ramps would also help. Many are so short that exiting traffic and entering traffic are right on top of each other! Exiting cars slow down too much and entering cars are either too fast or not fast enough to merge!
	Build more lanes. Complete the 125 South interchange at I 8/Hwy 94. A carpool lane, a football field in length? Come on. Think!

	We've built a million different interstate lanes everywhere. Let's give biking/walking and transit a chance with some meaningful investments.
	Need NYC/SF train systems.
	How about less roadway congestion by: extend 56 east to cross 67 near Mount Woodson, continuing east and south to join 8 between Flynn Springs and Alpine; extend 52 to 8; extend 125 north to 67 near Poway Rd; constructing a spur from 8 to 67 west of Flynn Springs; constructing a route from 76 at Pala north into the east side of Temecula which would continue north crossing 79 near Anza Rd, then continuing north along the east side of the Temecula valley; construct a spur between 78 at Vista Village to 76 at East Vista Way. If SANDAG envisions constructing a rail corridor parallel with 15, then construct it down the east side of Poway to have train commuters driving the opposite direction of highway commuters.
	The commute is getting longer and longer, Thursdays and Fridays commute time can double, We are building faster than the infrastructure can keep up. It won't be long at this rate before San Diego turns into LA and that's not going to be pleasurable.
	Encourage carpool or provide incentives for the carpool
	Adding and maintaining dedicated bicycle paths is number 1 priority. It would be great to have dedicated bicycle parkways without cars that cross through major parts of the city. This would reduce the number of bikes and cars on shared roadways and make it safer to commute on a bicycle.
	HOV lane's should be able to drive in and out at any time. Arizona does it with success I don't see why Calif. can't.
	We've learned that more lanes inevitably leads to more cars filling them quite quickly. Despite the temptation to do what seems like the common sense thing to and simply add lanes, we need to use the data out there to make educated decisions to wisely manage the cities growing mobility needs.
	I don't believe the HOV lanes are the best way of traffic management. Quite often those lanes are unoccupied while the main traffic lanes remain congested. Rather than limiting the HOV lane to multi passengers have those lanes available to all traffic. Perhaps a nominal annual fee charged to all users,
	Having drivers pay for usage has been around for decades in other parts of the country. Transportation should be subsidized by those who use it.
	The only way to reduce congestion is to offer people alternate methods to getting to work and telecommuting... every study has shown that building more highway lanes does NOT ease congestion
	Agree
	Stop trying to reduce congestion by widening and adding capacity.. that creates induced demand. Need to have more funding in programs like iCommute that work to change behaviors and provide incentives.
	Just add lanes. Quit with the transit stuff few use, and as for the bicycles, if room is available, sure create dedicated bike lanes, but first is adequate motor vehicle traffic lanes.

	People respond to price. Charge tolls that vary with demand. Incent people to travel at off-peak times. Make it simpler and safer for people to commute with their bike. I like that light rail is extending to UTC. Bring it further north!
	We need to increase access to transit so that people have an alternative to driving. This is the only way to reduce roadway congestion.
	Make car pool lane timed where all traffic can use them off peak.
	NO! building more car-centric roads will only bring more cars to use them.
	Also by more trolley lines
	Cars should be charged for the full burden of the air pollution and their damage to the population. Car users should support those who take public transit. Public transit should be a ubiquitous option so cars are not required
	Add more freeway lanes - this is the top priority
	As the Navy and the Working Waterfront Grow they both Grow the local Economy and funding for local infrastructure repairs and improvements must keep pace and support the growth. The Working Waterfront Area is in dire need of technological enhancement at key rail and traffic intersections along both Harbor and Main Streets. Major/minor infrastructure improvements will reduce congestion and its unintended consequences (>GHGs) in support of the City and County's Sustainability Goals.
	Provide more affordable and accessible public transit.
	How much do YOU love being stuck in traffic? San Diego is getting just like L.A. and all we do is widen freeways! Insane.
	The only way to reduce congestion is to offer people alternate methods to getting to work and telecommuting... every study has shown that building more highway lanes does NOT ease congestion
	Change HOV to be two or more adults.
	Change HOV to be two or more adults. I agree with all the ideas except tolls. They are regressive.
	Increase public transit and make it cheaper to use.
	bypass roads and monitored entrance and exits are helpful. More public transit seems to be a waste of money. The majority of San Diegans don't travel that way and never will
	The san Diego region is too spread out to force residents to take other means of travel other then automobiles.
	you are not thinking outside the box. We need planning today for non-terrestrial mobility, i.e., passenger drones. These could be 1 or 2 passengers drones to bus drones.. by 2020 they will start to appearing. The FAA needs to address this ASAP Also we need to acquire via legislation the concurrent shared use of existing ROWs, i.e., water, telephone, sewer, ocean. Lastly, we need to think about convergence points with transfer to terrestrial transit centers.
	I hate rush hour. And just think of the air pollution. Japan and Europe have much better mass transit, I loved their trains.

	Actually connect east 8 to north 5 and south 5 to west 8 with transition ramps before the redevelopment of Midway/Sports Arena area. Utilizing Sea world drive to enter and leave OB and PL is counter intuitive.
	One lane roads to service 45,000+ people with a 20-year wait list, or longer, is crazy. We need two lanes in Ramona.
	The more people who do not have to rely on individual automobiles for basic commuting, the better.
	None of these will provide a mode shift away from a car centered mentality. Yes there is congestion, but Sandag is still going about it wrong.
	Wider North County freeways! Fix major bottleneck intersections like Hwy 78& El Camino Real & Hwy 78& College! Widen and eliminate traffic lights on Hwy 76!!!
	Making the public transportation more reasonable to use, more frequent and better connectivity will encourage more auto drivers to use public transportation.
	Why not follow suit with other cities in how they manage traffic congestion? More above ground rapid transit, a bigger push for motorized scooters...
	in order to this the lifestyles of people has to change
	It's not only the city that fights traffic congestion. Backcountry areas face even more problems, because everyone is so focused on the city's problems. Ramona's traffic is a nightmare!
	From my own experience with the "improved" I-15 in Penasquitos, congestion has actually worsened.
	Place signs that semi trucks cannot fit on Highland Valley Rd. going to and from Ramona.
	We need to focus less on trying to get people out of their cars when it is blatantly obvious that isn't working and that transit isn't desirable.
	Manage demand. Deprioritize cars.
	Widen highway 67 from Ramona to Poway Rd
	Ramona is suppressed by limited access on roads leading in and out of town. Once arriving in town the roads are unsafely and frustratingly congested. We need tourism to grow but the traffic is so discouraging that you don't want to stop them fight your way back into traffic. Can't say that the yellow stick road had improved safety or aesthetics.
	Is time to make an elevated lanes on fwy 5 with limited exits and charge like toll road this would alleviate rush hour traffic
	Reduce number of automobile trips by raising gas taxes and providing better public transit options.
	Freeways are never going to get better, only bigger. We are still using post WWII technology.

	Fix potholes
	if used
	All of your answers are designed to give you the SAME result. I'm surprised how dumb people are to not figure this out
	We need more public transit so it becomes more convenient to use.
	What us the plan for future technology and how it will impact privacy?
	We need better public transportation options. Right now, we can't even go down to San Diego in the evenings because there is no train to take us back. Additionally, the Amtrak trains aren't stopping at the Encinitas station anymore, which makes it less likely that people in and around Encinitas/La Costa will use the trains to visit counties to the north of us. We need more trains, and they need to run 24/7 if we hope to get more people to use public transportation. The trains must also have security on them so that passengers feel safe while riding.
	Stop with the HOV lanes and license bicycles since we are spending so much on bike lanes.
	Drivers need to pay attention to what they're doing. Ban cell phone usage while driving. I'd rather see rules enforced that more lanes added to roads.
	I am not qualified to. Comment on a comprehensive transportation plan. Given. this survey NOR ARE YOU. Abolish SANDAG and create a competent department.
	Not sure what "Better transit access" means. Number 1 on my list is more mass transit and better planning of supporting transit...for example more light rail and better bus routes connecting the rail to communities.
	Increase use of transit most likely in the side street and freeway.
	Congestion is bad, but we should not spend any more money on expanding auto capacity. Make sure buses are never effected by road congestion with bus lanes!
	These are all truly interrelated. It is not simply a forced ranking of 1 through 5. For instance, Better Transit Access will impact roadway congestion, clean air, climate change, etc.
	The only way to have less roadway congestion is by adding more lanes. If we are going to keep building, that is the only solution. We are San Diego, CA. We live outside. People need their vehicles to take a kayak, boat, wave runner, to the beach, the mountain bike to the mountains, camping gear to camp, off road vehicles to the desert.... You need to stop trying to control human nature and start trying to provide real life solutions.

	I am aware that no amount of money / additional roads will do this. Plan smart, not LA style more roads.
	No, self driving cars are not a good idea and unsafe. It just gets more privatized electric cars on the road. Does not solve the traffic problem. This sounds like our privatized data will be tracked and sold. No big brother is watching. It is not safe and especially for our most vulnerable community. Too much corruption/breaches of privacy can happen with our data. We don't need to be tracked since it's against our privacy rights. Look at all the lawsuits Facebook is dealing with. This is why police need warrants/probable cause for any of your private/personal information/phone. If Police will not be under surveillance 24/7 why should the public. No automated vehicles since by the sound of this survey that is what you are trying to sell us on. They are not safe. We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized electric small cars. We need to protect our open space for our health and safety. Who knows how much cancer this technology will emit in the long run.
	125 south to 94 east needs completion
	All 7 are important!
	The I-805 is terrible. The new HOV lanes are useless. They need to be expanded.
	don't look for more funding until existing funds are efficiently used. Bring costs more in line with other states.
	We use cars because they are the most convenient and fastest way to get to our job, or destination. Accept that as a given.
	More HOV and fast trac lanes are needed. Fast trac is great if you are willing to pay a little you can reduce congestion.
	ANYTHING that creates "space on the road" (AKA less congestion) will induce enough traffic to fill in that space. This is induced traffic demand.
	Demasiado tráfico y de laicados carros Too much traffic and [illegible] cars
	Traffic causes a lot of stress El tráfico causa mucho estres
	Organization en grupos. De trabajo Organization in working groups
	Pienso que habría que hacer algo que aumente la demanda de la comunidad a que los motive más a usar el transporte público I think that you should do something to increase demand in the community and motivate them to use public transportation

	Se neseditamos llegar pronto al trabajo alas citas al doctor y con tanto trafico no se puede y los q tenemos hijos llegar a berlos We need to arrive on time to work, doctor appointments and with this traffic it is very difficult. Also, for those who have kids, to get to [see] them
	Si hacer que compartan los vehículos de donde trabajan y dar l sentidos We need ridesharing for workplaces and give gasoline [incentives]
	Si hacer que compartan los vehículos de donde trabajan y dar Insentivos gasolina 📄. Algo We need ridesharing for workplaces and give gasoline incentives. Something
Better transit access	Routes that are more accessible in the Poway area would be very helpful
	Better transit options needs to work alongside denser housing nearby transit hubs.
	This should be the only focus of SANDAG as it positively affects all other options. Access needs to be increased in terms of public knowledge of routes, better interconnectivity between major hubs, and route times that sync with user demand.
	Buses don't go where we need them to and take too long. Consider a hub and spoke system for the last mile problem. Dedicated buses and routes can be up and running in a fraction of the time and cost as light rail. For example the Temecula - San Diego corridor.
	transit must be convenient to users
	I'd ride to work (15 miles) if I could go most of the way without traffic. Why is there not safe bike paths all the way from east county to the beach? Too many streets with too many cars!
	We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small electric self driving cars. Preserve our open space so add public transit in the middle of freeway. We need more bus/trains/sprinters/Trollies traveling East to West and more frequently.
	We need to stop calling any bus that has a frequency of more than 10 minutes "bus rapid transit." We need more robust transit routes with greater frequency.
	We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small cars.

	We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small cars. Preserve our open space so add public transit in the middle of freeway.
	We need an increase in frequency of public transit during peak hours and extended service late at night and on the weekends in order to increase ridership as well as more bus routes along main corridors throughout the region.
	We need an increase in frequency of public transit during peak hours and extended service late at night and on the weekends in order to increase ridership as well as more bus routes along main corridors throughout the region. We also need to give youth access to public transportation at no cost.
	My wife, who's English, planned to get the Coaster up to Oceanside for work, then found out it runs less than once an hour. She couldn't believe it. She's driving, because if she takes the Coaster she'll be home too late for our kids' bedtime.
	More frequency! More hours of service! Without them, we are forced to keep cars.
	It's the Climate It's ocean pH and it's all the phytoplankton living in the Pacific which supplies Earth with Half the Oxygen we breathe. It all flows downhill
	Please consider adding a stop for trains in Miramar. The tracks pass right by a busy industrial/commercial area but the nearest stop is in Sorrento Valley. I would gladly ride transit if they had a stop near the turn back west in Miramar as would many of my work colleagues.
	More buses, less car on the road
	This goal and the other top 4 listed would decrease roadway congestion and improved climate change.
	Public transit is EVERYTHING. ANY CITY WITH EMPLOYMENT CLUSTERS UNREACHABLE IS A TOTAL FAILURE!!!!!!!!!!
	A more comprehensive plan for sub regional coastal transit
	I would love to take public transport to work but there are little to no options from Little Italy to Torrey Pines.
	they are all important! It's very hard to prioritize.
	Frequency needs to be increased, including evenings and weekends, so that people can go to non-work events such as concerts.
	Public transit doesn't provide enough flexibility. Improve transit to/from train stations to major centers.
	What us the plan for future technology and how it will impact privacy?

	Please see examples of good public transportation User Interface from other cities such as Seattle and Dublin. There should be a much easier way to pay for fares, day/week passes, or a refillable card. Demanding that riders must pay an additional fee for a Compass card, even if for a day pass is harmful. Also, if there is a way to have cards be refilled at places other than actual transit stations or a select few supermarkets would be better. Please have whoever is on the committee for public transit to go through the step-by-step process for different demographics to go to different destinations. How hard is it for the elderly to go from El Cajon to the beach? How difficult is it for a young professional (~20's) to go from North Park to Liberty Station? Considering these use cases will highlight the faults in the system. More than any other technology or concept, making it easier to go from point A on B on public transit will make San Diego run smoother.
	Would be great if "caps" were supported so the riders would never pay more per day than the cost of the one-day fare. Demand transportation, detect waiting riders and when enough are present, the route can send more buses that way.
	The transit in San Diego is not good. Buses do not run frequent, and when stuck in traffic, it doesn't matter if you are in a car or on a bus, you are still stuck in traffic. I currently ride the bus 5 days a week.
	A light rail system should be considered and transit routes for trolleys and possibly a new rail light system should be studied. San Diego already has a robust system of highways and routes for cars that can't handle the congestion already. Traffic will always be a problem but if San Diego plans for more accessible and faster service public transportation, it could alleviate car congestion.
	Please follow South Korea's and Japan's model for public transit. They come frequently, are on-time, are quick, and can help you reach any place without a personal vehicle.
	Transit needs to be offered everywhere. When you live 10 miles from work it should not take 1.5 -2.5 hours to get there. I would need to go about 7 miles in the opposite direction to get to work. I would love to take public transit to work or any where. But buses stop running early and buses that only run once an hour are useless.
	Trolley should run 24hr, there's a lot of people, including MTS employees who get out of work when there's no trolley service. Run just one car between 1-4 am every 30min to save on costs
	We want the Ramona roads fixed. The 78 and the 67 meet in Ramona and many drivers past through here. Please include us in the plan.
	More frequent bus line, and more of them, to support local travel in suburban towns.
	Smaller buses that access neighborhood Timely.
	Build more rail and connect the dense and pedestrian friendly neighborhoods first before connecting the suburbs. It's common sense.

	How about synchronizing arrival times between buses and trolley at the stations...bus drivers don't like to wait, most leave as soon as trolley arrives!!
	Route 83 should be promoted and should run on weekday more frequent and weekend trips should be added.
	Route 83 should be promoted and should run on weekday more frequent and weekend trips should be added. Should have a downtown circulator from 16th street to harbor drive to report village to 16th a St to city college tourist this? Route should be at least in the summertime for tourist and locals there no buses that stop on Broadway all downtown buses either start in the middle of Broadway or finish in the middle of Broadway back in the 80s bus 7 would end at seaport village. There are bus Stops in front of the ball park for routes 12, 901, 929 but they are useless it is ridiculous to have bus Stops there and have the buses re-routed on baseball games and special events at the ball park they should have a special lane for buses during the baseball games by putting signs that indicate buses only. Promote Rapid 235 on tv and on social media many people complain that buses are running empty buy many people don't know anything about route 235
	Gondolas to get up hills, to beach, for scenic views, etc. ,See San Diego Zoo for example.
	Absolutely the key priority. If you don't get this, you really don't have a viable plan.
	Transit and Mobility are also the same issues. AND if we work to solve these issues, we will also be making progress to curb Climate Change and Air quality
	More trolley lines please! The new one going into UCSD is great to see. We should also be working toward making the Coaster electric and making all of our buses green.
	The North County Transit District must collaborate with the Riverside Transit Agency [RTA] so as to establish an RTA bus no. 217 stop at the Park and Ride location (where the RTA bus no. 202 currently stops) at I-15 & Hwy 76.
	More rail service please. New Coaster has only 4 trains a day on the weekends, and Amtrak no longer makes coaster stops. Rail service should be getting better, not worse
	yes I agree completely there are only specific groups of people that can use public transportation. There are lifestyle changes involved. People have to get over the fear of using public transportation The buses in the East County don't meet the needs of the people. A lot of people work late in the evening and there are no buses running frequently to get them home
	yes I agree completely there are only specific groups of people that can use public transportation. There are lifestyle changes involved. People have to get over the fear of using public transportation
	Need new routes to cover more areas presently inaccessible.
	transit fares are not the issue. Need more access and more frequency and better location planning.
	Double track all rail corridors! Schedule more frequent Sprinter & Coaster trains and make more available late at night.

	It's ridiculous in San Diego that the School Districts and Sandag can't get together to find better ways to move kids to school. There are tens of thousand of cars on the road every day dropping kids off in the exact same place. We need to work together to fix this problem.
	In order achieve better transit access, we need the public to be educated on way to travel safely and easily.
	This is southern California you are not going get people out of their cars.
	What about an other category?
	Ridership is yet to be proven on the 2 billion plus UCSD trolley line. Priorities should be: • Trolley connection to San Diego international airport. • Trolley connection to Midway/Sports arena redevelopment. Claim the land, route and build before the area is redeveloped. It's okay to actually be ahead of the future curve. • Connect a route to Pacific Beach along Grand Avenue to the beach. • Connect a route along Park Avenue to El Cajon Boulevard eastward to connect in La Mesa. This will fit with the future urban infill that is and will be occurring.
	I would love more mass transit options like the San Diego Trolley, but it doesn't go everywhere I need to go. If there was more mass transit options, I would choose it over driving!
	exits are always congested
	if you prioritize these items the by by-product will be improved clean air/public health and possibly meting CAP goals. Why doesn't SANDAG provide cost benefit analysis with each of these items?
	The bike lobby has taken over. In Encinitas, much of our traffic is cut-through from commuters living in other communities. More bike lanes are going to make things worse, not better, for us.
	While bike lanes are nice to have, they should not squeeze out lanes of traffic. I am very much against taking lanes away from Pershing Avenue in favor of bike lanes, which will be underutilized because of the steep hill!
	you need to have a shared scooter & bike lane on all mobility element streets
	you need to have a shared scooter & bike lane on all mobility element streets 1900 century solutions , i.e., trains, buses, need to be phased out and replaced by non-terrestrial modalities. the subsidies are stupid. All new modalities need to be BETTER, CHEAPER, CLEANER, & FASTER

	It is very efficient to a community to have good & very usable transit options. There are 5 people in our family home and five cars. Older people like myself would love to have good transit options instead of having to drive everywhere for every little thing. i.e.. in London; very nice bus and "Tube" options
	I like how the new Compass Cloud app lets me buy day passes in advance --glad we ditched the month-to-month passes. Let's continue to improve the system and the routes!
	Weekends are tough.
	We need to offer convenient, affordable, and safe transit options I want to take transit to get to my job - but it would take me 2 hours each way to commute by trolley and bus right now. That doesn't work. San Diego has a terrible transit system - we can do way better
	People would be happy to get out of their cars if we could offer alternatives. I hate being stuck in traffic -- I would rather ride than drive any time.
	Need convenient, affordable, and safe transit options.
	What about Monorail.
	I would also like to see many more wildlife corridors in our county.
	Increased trolley lines instead of more fast track lanes on the freeways
	YES to all these suggestions
	Electric buses would be a great start.
	I just returned from New York City where I traveled all about the city on public transit from Coney Island to Staten Island to the Cloisters Museum on northern Manhattan Island. While we cannot match the compactness of NYC, we need to continue to build an effective transit system infrastructure that matches our geography.
	More frequent service, more routes, closely spaced stops for local-collection routes, and lower not higher fares must be initiated to increase ridership and utilization for everyone's benefit, including those who still need an individual automobile trip.
	More free parking at every transit pickup.
	San Diego's transit system is awful. I would love to ride the train to work but it just takes to long. Please work to improve this!
	climate change is really important but I thought the clean air and public health and more use of technology should cover that one as well
	lots more high speed and commuter rail

	I'm pleased with the expansion of the trolley, but there can be improvements made to move people around the county and not just in the main parts of the city.
	Access is essential for use of buses, trains, and trolleys.
	We need a transit line (like the Coaster) from Temecula to S. San Diego, with stations to transfer to Sprinter, and trolley
	This is number 2 for me
	More stops would be great and possibly cut down on RR suicides since Leucadia Blvd seem to be the preferred weapon of choice. I'm for going subterranean at Leucadia Blvd and having another Coaster Stop.
	you can not go downtown at 6pm and get back north county after 10pm. what a joke. thurs, fri and sat we need trains going north especially on Halloween and other holidays.
	It's common sense to design transit to be #1 accessible, and #2 affordable to ALL
	Need old town to airport trolley or dedicated direct shuttles that come every 10 minutes.
	public transit needs to be more/extended times & weekends for bedroom communities
	We can definitely do better on that. Allocating the resources to develop better transit will positively impact climate change, clean air and public health, roadway congestion.
	Due to the size of San Diego, and the distances between living and working centers, transit will never become a viable option despite whatever marketing push is undertaken.
	Buses or trolleys don't leave before the schedule time. Some leave 10 or 5 minutes before they're are supposed to.
	More transit investments like light rail projects, improvements at stations (like bathrooms), arrival times, free transfers and day passes, free youth bus passes.
	Why were free bus and trolley transfers eliminated? It is cheaper to ride Lyft for me than to ride 3 buses one way. Why can't there be one main transit station downtown. The City College station comes close but it is very confusing to find my route. The signs are difficult to read and a lot of walking around the SD Housing Commission Building when I have arthritis. I would ride MTS Access more but it costs \$9.00 round trip!! The highest paratransit fare I have encountered in the several cities I lived in. Please lower this fare. I am stuck at home isolated because I cannot afford \$9.00 each trip.
	We need to offer convenient, affordable, and safe transit options I want to take transit to get to my job - but it would take me 2 hours each way to commute by trolley and bus right now. That doesn't work.
	Transit needs to be more user friendly. I can get where I need to be but it takes a long time.

	Retrofitting a region dependent on historic sprawl is hard, the Quickway Proposal is elegant and do-able. But first we need political courage to make clear we can't continue sprawling and resources need to be diverted from freeways to transit.
	Until transit functions close to or better than one's own automobile people will continue to drive predominantly. Stop trying to decrease traffic and instead improve transit.
	We need monorails above clogged highways. We need alternate transportation such as bicycle lanes. High density housing near transit stops and a plan now
	Yes! Better transit access can move people out of their cars quickly if done right.
	As I enter my 80's, public transit will become a high priority. I believe more frequent bus and trolley schedules will be of great help to seniors.
	Fixing the roads was not listed here... but would be #1 for me.
	We must consider building bridges and tunnels (see LA's "The Boring Company") if we are going to realistically be able to expand service. For example, I live by the transit station on Euclid and Market. More trollies sounds like a logical improvement, but what happens when the current trollies pass by? Euclid shuts down, traffic stops, and gridlock ensues. Adding more trolleys, which means more frequent interruptions on Euclid is not an option. If the technology to bore underground is not quite there yet, we should make changes in anticipation of that breakthrough, so that when it comes, we are prepared and ready to make use of it. We should be careful to not commit too many resources to one method of improving infrastructure if it will force us to commit to an inferior plan long term. We have to think long term and look at what is working in other cities with similar layouts to San Diego's, like LA.
	You should not have to make using the bus or Coaster an event that you have to plan your day around.
	More busses/trains going to job centers, like Sorrento Valley
	There are too few stops. For people with disabilities, walking a long ways to get to a stop can be physically problematic. Also, there are no enough stops. There should be stops at local public educational campuses to enable low income and riders with disabilities to access postsecondary education (Community colleges get funding that could be used to support the stops through Adult Ed Funding), the LIFT bus is often late or can't go to places in the community because there is no bus stop 3/4 of a mile away, LIFT should be divided into zones so that there is a higher turnover of riders within the zones, how about getting discount channels so that our community members can use LYFT and Uber or HopSKipRide?
	Give priority to transit with more bus queue- jumping at red lights. Make transit a better alternative than cars.
	I think we also need more options for pricing. e.g.dicounted process for students
	Pricing assistance for disabled
	More access to the transit and more routes

	I tried commuting by bus from old town to my kids school in Claremont, and I had to walk 30 mins from the bus stop to the school through a mountainous road that was unsafe for pedestrians.
	Policy making
	My personal experiences with transit drove me to use other options. Reliability is an issue as I was not able to assure on-time arrival to work or home using transit options.
	Many people who use public transport complain about the excessive wait times and travel times that make their trips to work take up so much time.
	Land use and development is a key factor to transit access. SANDAG needs and partner agencies need to coordinate with committees to increase high density building around Balboa park and install a rail line that loops around. Similar to Chicago.
	For me, transit is more expensive than using my car, so I'm not incentivized to use transit.
	Your survey is corrupt. You are defining what better transit access and the other items. You should be defining the problem and not the solution.
	Coaster stop in Del Mar!!! all year, not just during large events.
	Continue existing fares rather than increase.
	Live in North County and it's a pain trying to get to the airport via Coaster. Coaster does not run at convenient times, especially in the evenings when my flight gets in at 7pm and I want to take the Coaster home. Also, to get to the airport via Coaster, after arriving at the Santa Fe Depot by Coaster, I have to walk with all my luggage to a bus stop, wait for the bus, pay the bus fare (which used to be free with a paid Coaster ticket), then arrive at the airport. There should be an easier shuttle to get to the airport and it should be free with a paid Coaster ticket.
	Too much money is spent on the mass transit that people don't use. It's too hard to get to the stations and isn't seen as "very cool."
	Make sure service runs late enough to attend events that go past midnight.
	Please consider, as our population ages and may have to forego driving that their needs for access to healthcare, shopping and "living" outside their homes are important considerations for access to convenient, affordable transportation.
	work with Lime and Bird to use scooters as effective first and last mile transportation to major transit stops.
	Access is one of the keys to success.
	Access is one of the keys to success. I do not have 5 priorities.
	More frequent day time and weekend Coaster trains.

	In 2000 I could take the green line from Old Town to city hall and East. The current route system does not consider seniors and handicapped having to now get off at civic center and depending on where the trolley stops having almost a block to get on the blue line to go East. Our population is getting older and the transit system is getting drummer.
	A private toll road along Silver Strand to better serve the increased traffic for the Navy and residents.
	better transit access, less roadway congestion and shared mobility/walk/bike lead to our combat at climate change and clean air & public health. They re the same issue, should not be ranked separate.
	Carmel Valley/North City West has grown to a community of over 51,000 people and does not have a transit system in place
	Better transit is the long-term solution for roadway congestion, clean air and reduced greenhouse gases. By improving transit and changing a car culture to more transit friendly, many of these priorities will improve as well.
	More/better connections between modes would be nice.
	Yes
	Currently there is no public transportation to and from Mira Costa College San Elijo campus. I think students will benefit from a bus route.
	Make it faster to get to your destination
	Rail,lightrail
	For lower income families, transit access is crucial to increase employment opportunities as well as enrichment activities for families.
	Bus only land would be amazing. Make riding public transportation more appealing than riding a car.
	Bus only lanes would be amazing. Make riding public transportation more appealing than riding a car.
	Fixed line transit will be a stranded asset. Do not spend any more money on this.
	For increasing bus on time reliability, many bus stops could be consolidated so that there isn't one every 2 blocks. Specifically for the 901 towards Iris Transit Center. There is a string of bus stops within walking distance. When crossing Orange Ave, there's one on each side. This seems a bit superfluous. Eliminating some stops would make buses more reliable. A study should be performed across all routes to optimize reliability with access.
	we need more light rail
	Create a transit trolley or train between Santee and Mira mesa
	An option to consider: Invite a group of subscribers to get direct, nonstop service from a central point in their neighborhood to a predetermined destination, by paying extra. In other words, express, door-to-door service for a defined group.

	I feel as North County is being passed off when it comes to new routes for public transportation. While north county is not the same size, area wise, as downtown San Diego, north county has a large population that can benefit from additional public transportation routes that cover more areas for business parks and high traffic work areas. The sprinter does a great job but does not venture far from the 78 and multiple work opportunities are not near the 78. Carlsbad, Encinitas, Rancho Bernardo, Poway, South Escondido all do not have access to many routes and those cities have companies that employ thousands of individuals.
	There are TWO transit options from the UTC area/major university to North County; either the bus, which could take hours and is unrealistic unless you are only going a few stops, and the Coaster, which is well outside the price range that is reasonable for students. Please improve transit in North County!!
	The Number One top priority should be to expand rail. Make all Rapid Bus Lines into Trolley lines. Make it possible to go east and west, north and south to all points in San Diego County by trolley. This includes putting in trolley lines which go to the beaches.
	Keep train depots free for parking to encourage use of rail services. Parking fees make the rail option too expensive for commuters.
	The 83 Bus is indispensable to my mobility as a senior citizen.
	We need better MTS website development. So seniors can use their discounts more.
	greater frequency of transit systems
	Need transportation options from south to Kearny Mesa area.
	Better bus routes in San Diego city communities North of I-8.
	All other options on this list, from clean air to road congestion, will be solved through better transit access. That means more buses, higher frequency, consistent bus performance, and also better light rail service at all hours of the day - AND night!
	stop wasting our tax dollars on FREEWAYS and roads! This only PROMOTES congestion (https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/?utm_source=citylab-daily&silverid=NDM3MTIzNjcXNTk3S0%3Futm_source%3Dfbb)... Instead improving our rail system is our most important priority. A plan to get rid of the Mira Mar grade on the SD - Oceanside rail line with a tunnel - would be the BEST idea for transit. A tunnel could also be used to share with Ca high speed rail project.
	Transit needs to be more frequent and safer. More mainstream riders will dilute the "carnival of humanity" that currently scares off general potential ridership. Sorry to sound harsh.
	Any transportation network needs to be safe, efficient, cost-effective, sustainable, and where possible, equitable.
	Mass ave in lg need transit to Eli I ate congestion and pollution getting kids to helix
	I would use public transit to attend theatre downtown SD from Escondido if I weren't worried about being able to ride home late. Last time I checked there were no options for late night return to Escondido.
	Important to improve transit to the airport from rail lines & to tie into statewide rail/transit systems.

	El gobierno no debería preguntar si esto es una opción, es algo que debe ser, si es que queremos reducir congestionamiento, si queremos contaminar menos, si queremos cuidar el medio ambiente, etc. Hubiera sido preferible si preguntaran cómo quisiera que fuera la movilidad? la respuesta sería: Eficinete, frecuente, con covertura amplia, a precio razonable, LIMPIO y seguro. Government should not question or give an option, this is something that needs to happen if we want to reduce traffic congestion, less pollution, preserve the environment, etc. I would prefer if the question was "what are your mobility preferences?" The answer is: efficient, frequent, broad coverage, reasonable price, CLEAN and safe.
	Mas vigilancia More surveillance
	Más información educativa de trasporte y de agilidad de poder usar más fácil el trasporte More informative education on transportation and how to use it effectively
	Pones transporte express para mesa college Implement express transport for Mesa College
	Si incrementar y animar a los ciudadanos ha usarlo y dar a los de bajo recurso un pase accesible al mes. Yes, increase and encourage citizens to use transportation and provide disadvantaged users a more accessible price for the pass.
	Que los fines de semana el transporte no esté tan tardo. Que sea el mismo tiempo acepcible como entre semanas. Gracias 😊 More transportation schedules on weekends. Maybe something similar to weekdays. Thank you
	Algunas personas nonpuedene ni pagar la tarifa q esta impuesta por el momento Some people are not even able to pay the imposed fares at the moment
	Poder tener mejores bases con mejor espacio entre asientos y al rededor y una haría solo para personas con sillas de ruedas Better seats and space between them, also a designated area for wheelchairs

Climate change	Driverless cars are imminent. San Diego should have a sub-committee exploring ways to usher in this new technology which has the potential to solve many of these issues (Congestion being the biggest).
	WE MUST RECEIVE THE INFORMATION FROM THE SCIENTISTS, OUR ENVIRONMENT CAN NOT TAKE MORE PEOPLE.
	The largest existential crisis to affect us in this modern time.
	If you don't do everything you can to mitigate climate change, you are a complete failure.
	Shared mobility/walk/bike encompasses many of the other options here. Reduced carbon emissions and other air pollutants, less roadway congestion, good for public health, and easier to access (low barrier of entry compared to a car). Technology has its place, but not for the sake of technology alone. The others are priorities, technology is a tool that can be effective in some scenarios.
	Also, I've read that the deserts of Arizona are going to spread to So. Calif. so we're going to need very good A/C.
	Make San Diego as solar panel friendly as possible. Have a goal to make all trolley service to be powered by solar panels. Then help people and businesses install solar panels on all buildings with major tax breaks for people who install solar panels. Possibly pay for the cost of solar panels through government assistance.
	The RTP/SCS (transportation system and shifts in associated residential development) is the only legitimate process/program to ensure integration of local efforts to reduce greenhouse gas emissions. Transportation is the greatest GHG emissions sector in our region. The RTP/SCS must seriously reduce VMT, but not primarily by encouraging Electric Vehicle replacement for single-occupancy drivers. The RTP/SCS must shift transportation substantially to transit (primarily electrified rail and electric rapid/regular busses).
	I am disabled and must use a car. I have an all electric vehicle. Any state or local incentives, refunds etc. would make a huge diff. Let's get everyone in electric asap. BTW: ride solutions like uber, lift, autonomous vehicles do NOT reduce emissions - they add b/c they are driving all the time to make money. self driving and ride share add cars to the road not reduce!
	In order to help with climate change, more space is the main concept. In many areas around the major highways, there is land not being utilized that can expand freeways or create additional exits and on-ramps to help ease traffic. San Diego is quickly becoming like L.A. in terms of size but the highways are not growing with the growth of population.
	We only have one planet to live
	All five listed go together. To address climate change we need to focus on clean air with shared mobility, better mass transit options via coaster routes and connections to the airport and downtown more often and from more corners of the county, we also need more of a bike and walk/resident/work proximity lifestyle, culture and design, with technology and a commitment to doing things better we can change our behavior and save our planet!
	better transit access, less roadway congestion and shared mobility/walk/bike lead to our combat at climate change and clean air & public health. They re the same issue, should not be ranked separate.

	And Clean, small, efficient and Continuous Shuttles accommodating the broadest population possible...bikes, surfboard, skateboard, any Mobility Aid a human require In this #Watershed Half the Oxygen on planet Earth comes from the phytoplankton in the Pacific. No mobility plan is complete without Watershed considerations... which, ironically, have traffic calming benefits, too. Win-Win-Win Good for people, business and the planet
	Use electric vehicles
	Use more electric vehicles
	Cars idling in parking lot freeways is far worse.
	The recent release of the UN Climate Change Committee's report highlights the importance of addressing climate change. The City of San Diego has a climate change plan that we must implement and expand.
	Building transit first will get people out of their cars and greatly reduced green house gas emissions. Transit that actually goes later hours and more frequently and to places people want and need to go. Beaches are highly underserved and getting to the airport is ridiculous. Build a trolley line to the airport not more parking lots! Stop making bike lanes that only go for two or three blocks and don't connect with any other bike lanes. Its ridiculous.
	We should focus on clean air, not climate change.
	It's not that climate change shouldn't be at the very top of the list, however, I believe by improving public transit and providing a way for people to drive less will in return improve the climate
	Incentives for electric cars
	I consider any realistic options that get people to work quickly, but take cars off the road to be the highest priority. Bikes are not a viable option in such an expansive city where the neighborhoods are so far from the workplaces. We must fund a dramatically expanded trolley/high speed bus network if we ever hope to start taking cars off the road.
	Clean plastic from ocean
	This will be addressed with proper use of other methods mentioned here.
	Yes. The United Nations report stresses that we are running out of time to make the major changes needed to reduce the use of fossil fuels.
	It is upon us and we must make drastic and timely change in our daily lives starting now. Reducing carbon and vehicle emissions is critical.
	Vehicle transportation accounts for half of greenhouse gas emissions in San Diego. We have to reduce emissions by 80% by 2050 to meet state goals, that means transitioning to mass transit, biking, and walking.

	Critical issue that impacts younger generations. According to UN Report we only have 12 years to make substantial reductions to GHG before climate change impacts are irreversible so we must take bold steps to reduce GHG emissions including rapid bus (with dedicated lanes), more light rail projects, streetcar, Class I bike lanes, and increasing Smart Growth Incentive grants.
	Keep public transit cheap.
	"reducing the number of miles driven alone, and using more zero emission and electric vehicles" should be indicated under Clean-Air and Public Health. To categorize this as addressing "Climate Change" is misleading. A reasonably educated person should be well aware that there is no reliable scientific backing of "climate change" resulting from a man-made increase in the CO2 in our environment. Climate Change is religion -- not science. The goals are honorable but the correlation appears to be contrived. I realize you have your mandates.
	THE #1 threat that makes all others moot. 10-15 years to act aggressively, or the rest doesn't matter.
	We are in a race against time. We need to do everything we can to reduce emissions. Right down to signs telling motorists to turn off their engine when idling.
	This is number 5 for me
	Having so many cars drastically increases greenhouse gas emissions. We need to reduce these emissions to meet our state goal!
	Please read recent U.N. Report on climate change
	I believe that electrified mass transit options are the best way to meet all the goals including GHG reduction, clean air, safety, and shared mobility.
	I'd like to see a shift towards more mass transit/biking/walking because vehicle transportation accounts for so much greenhouse gas emissions in San Diego.
	Many go hand. More transit means less cars, less gas emissions, and less global warming.
	The price of carbon dioxide producing fuel, should include its more correct cost, including its life-cycle impact on the environment; it should include the cost of a 'deposit'. Such funds could be used to remove the carbon from the atmosphere. We need to commit to incentives that join other advanced economies to kick our carbon addiction.
	By reducing the amount of meat eaten, less methane would be produced.
	public transit MUST be in place for people to use it. when it is built, people WILL use it.
	Truly understand the science and press for global solutions. Make sure we are not moving our pollution to other countries. Help other nations with their issues.
	this is the most important issue and we must encourage everything we can to in our regional plan to issue. Support for electric vehicles, better transit access and support for alternative energy sources are part of our mission
	Need to transition to mass transit, biking, and walking.
	This is CRITICAL. We must reduce emissions -- putting more cars on the road is intolerable

	Vehicle transportation accounts for half of greenhouse gas emissions in San Diego. We have to reduce emissions by 80% by 2050 to meet state goals, that means transitioning to mass transit, biking, and walking.
	This change needs to happen now, because I'm concerned that by 2040, there will be no point in making this plans because it's going to be too late.
	The Climate Deniers need to be better educated by sources they would trust.
	by 2030 all electric
	State goals require that we reduce emissions by 80% by 2050. To meet this goal we must transition to walking, biking, and mass transit access.
	Climate Change/Clean Air and Health are really all the same issue.
	Make this an immediate priority and actually DO SOMETHING fast. Otherwise nobody will be around in 2050.
	need light rail and move away from cars.
	Since vehicles are the biggest polluters we all could make it better. Again its taking responsibility for what each individual is doing so we can all have fresher air to breathe
	SANDAG gives itself kudos for huge improvements in this area, yet hasn't met state standards. Let's really get the job done, stop rhetoric.
	This is my # 1 concern, above all others, not just those oaths survey.
	Laudable and necessary, but a goal rather than a strategy. how does this really help create a better system?
	Instigate the use of building materials that sequester carbon. Read "The New Carbon Architecture" by Bruce King (structural engineer).
	Plant trees for shade and urban cooling.
	Walkability benefits climate and air quality.
	road congestion is such a huge waster of human capital and time. thru tech and public transit we can better put that capital to use and improved quality of life while preserving our wonderful North County environment, as the area's population continues to grow.
	I oppose the Streetscape plan for N101 through Leucadia. Our City's EIR found that it would cause significant, unavoidable negative environmental impacts to our circulation element, which cannot be mitigated. City Council is forcing this on us, against the will of the majority of residents and local users of Historic State Highway 101. It will NOT be better for bicyclists, as they will be forced through 5 narrow one-lane roundabouts, with all northbound and southbound motor vehicle traffic also reduced to one lane in each direction. Sidewalks along the RR right of way, east of the highway are unneeded, because ALL of the businesses, shops and restaurants, are on the west side of the highway ONLY. The east side sidewalk would eliminate more parking in the RR right of way than the streetscape project would provide.

	What us the plan for future technology and how it will impact privacy?
	We need to focus on increasing alternative modes of transportation between city centers and work/education hubs in order to improve ridership and lower the number of cars on the road. Widening freeways and building HOV lanes will not do enough to meet the Climate Action Plan goals.
	If the UN says we only have ten years to cut our carbon emissions in order for civilization to survive, I believe them. If I could have, I would have made all 5 of these priorities "climate change"
	Agree
	We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small cars.
	We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small electric self driving cars. We need less cars on the roads and preserve our open space.
	Stop charging for 125 and more People will use it and drive less
	Reducing carbon emissions needs to be a top priority.
	Los autos que no pasan smog check deberían ser checados minusiosamente y dar un incentivo a los dueños para mejorarlos o convertirlos a eléctricos. Vehicles that do not pass the smog check test should be thoroughly reviewed, give an incentive to owners for improving or converting them to electric vehicles
	Si esta es verdaderamente una prioridad, las restantes van incluidas. This is a real priority, the other concerns are included
	Protejer nuestro planeta Protect our planet
Clean air public health	This goes hand in hand with reducing carbon emissions, and would make a big difference for our local citizens and their health.
	more places provided/available to be able to walk exercise
	climate change goes along with clean air and public health; if there is cleaner air it will improve overall climate change
	Preserve our local open space for dirt walking/hiking/public health. Do not add concrete or make it a tourist trap.

	Climate Action Plan goals are not being met. The only way forward is focusing on alternative systems of transportation outside of vehicles, even electric ones that use batteries that are not environmentally friendly.
	You are trying to force people to ride bikes without rules being enforced...dangerous plan
	You are talking out of both sides of your mouth. You want to have more biking and hiking trails, but no vehicles to get your bike, your dog, etc. to directly to the trails.
	Thinking everyone is going to be riding a bike is crazy and a waste of our limited resources.
	What is the plan for future technology and how it will impact privacy?
	Addressing barriers that prevent entire neighborhoods from walking/biking to nearby amenities. Example: Birmingham Drive overpass area - The pedestrian crossing from east of the freeway to access beaches/ECP Park, the downtown Cardiff Town Center is absolutely terrifying. Excuses for not addressing this particular barrier - inter agency- coordination (Caltrans.) Please set up a joint-agency task force and get these things fixed. Everyone deserves access to safe mobility. Not just those west of the I-5.
	This is attainable and tied to creating safer alternatives to driving. Build safer bike infrastructure, not just sharrows and painted bike lanes. We have had enough of that, without seeing significant changes in ridership. 2/3 of the population are interested but concerned bike riders: San Diego has an opportunity and responsibility to make the changes to improve conditions that support walking and biking.
	Absurd that the trains do not have a yard to rest the night ; they idle in front of my apartment all night at The Santa Fe Depot and spew gases into the air ; sometimes 4 or more trains at a time ALL NIGHT
	Placing this last because of the positive impact of the priorities listed before if addressed
	Very important
	stop taking parking spaces for bike lanes. you are killing small businesses.
	More Mass Transit Please!
	Get gross polluters off the roads
	Trees, vertical gardens, and greening the rooftops.
	Again, a laudable goal. But what are the best ways to get there?
	In order to achieve that people have to see why public transportation would work better The benefits are more relax time which reduces less stress for everyone and produces healthier employees. All companies should have mandatory car pooling certain days a week
	More safe bike networks between communities. Complete streets!
	One way can also be using providing transportation to communities on weekends and late evening hours.
	I have asthma, so clean air is very important to me. We need to stop prioritizing highways and turn toward clean transportation in the future.

	Better transit access (and improved service) is key to achieving all the other listed priorities.
	California's culture has and always will be mobility by motor vehicle. Plan build highways ala Chicago that is light rail in center medians of major transit routes. Alternative build light rail on elevated rail lines
	I-5 expansion adds air and severe pollution!!! Must adopt rubber road treatments or minimum quiet grind!
	San Diego has pretty poor air quality on average, and terrible air quality in specific, low income communities. We need to improve air quality for everyone, focusing on lower income communities. That means fewer highways.
	We have the opportunity now to implement positive community strategies to encourage and emphasize clean air and public health for ourselves and for generations to come.
	more electric mobility
	Need to improve air quality for everyone.
	We need to integrate Dr. bike sickles into a full network of public transit so that you close the loop to the last quarter-mile. Where a bus drops you off you need to be able to get to your home your shop or the hiking trail. In Mexico City "Ecobici "is integrated into a Compass card to style application. The use of these bikes is free for the first 30 minutes. It is intended to encourage people to take frequent short trips without their car
	Electric cars are a big part of this giving clean air.
	Send your people to Central Europe to learn how to do it the right way.
	This is number 4 for me
	Less focus on highways and vehicle transportation will have a better impact on air quality, particularly in lower income neighborhoods.
	Yep, this is often overlooked by the public, because it's just common sense.
	No disagreement there.
	Our air is rated worse than most of US. Car dependency is out of control.
	Climate change is the challenge of our generation. Cleaner, better public transit helps in all categories--GHG, less congestion, safety, etc.
	Our air is rated worse than most of US. Car dependency is out of control. We are building too many new houses with decreased access to leave during fires. Building too many houses which bring more cars.
	No to natural gas busses.
	San Diego has pretty poor air quality on average, and terrible air quality in specific, low income communities. We need to improve air quality for everyone, focusing on lower income communities. That means fewer highways.

	We have to reduce green house gas emissions as quickly as possible. The health consequences are negative.
	The open space lands could be a better, safer biking, running alternative to sharing auto driving lanes on roads meant for commuting.
	You can reduce pollution by synchronizing the traffic lights to avoid cars to wait at red lights.
	Including reduction of noise and air pollution caused by aircraft and helicopters now rampantly allowed everywhere in our city.
	We need clean air
	Clean air, public health and climate change are tied together.
	Getting people out of their cars and onto their bikes and transit will alleviate congestion. Making transit better and roads safer for bikes will get them out of their cars. You must build it first. Stop catering to cars! Getting people out of their cars is better for their health and the environment
	All of these should work together; these are not alternatives or exclusive to each other, all should apply, irrespective of "priority". I don't see reason for priority among these.
	Again, more parking would eliminate the constant circling around for a space which adds extra exhaust to the air! Plant more trees to absorb and remove pollutants. More charging stations for electric cars and parking enforcement if a non electric car parks in those spots. Public health can be enhanced by dealing with the homeless problem as their debris litters streets and many cross the street without warning. Also dog owners who leave droppings all over curbside.
	Getting people out of their cars and onto their bikes and transit will alleviate congestion. Making transit better and roads safer for bikes will get them out of their cars. You must build it first. Stop catering to cars!
	Please do a health study on air quality at the San Ysidro Border crossing and the Navy Ream Auxiliary Helicopter Field in Imperial Beach.
	better transit access, less roadway congestion and shared mobility/walk/bike lead to our combat at climate change and clean air & public health. They re the same issue, should not be ranked separate.
	I live off Morena Blvd. I bike back and forth to destinations east and west of I-5. The current configuration of bicycle/pedestrian paths is a deathtrap. There needs to be safe and accessible access for pedestrians and bicyclists. Busy streets like Morena need dedicated bike paths.
	Escondido is in need of a bus stop near Rady Children's hospital on 625 W Citricado parkway for the low income patients that do not have their own transportation.
	There are multiple trails and walkways along the coastal cities (Carlsbad, Oceanside, Encinitas, etc.) but very few that go inland towards Vista, San Marcos and Escondido. The issue here is that there are many routes and resources along the coast for profit reasons but inland sees very little help.
	Decreasing trips made by car should be a priority

	new roadways should not go from 2 lanes to 1 and cause more traffic and frustrated drivers near bikers and walkers.
	A markedly improved transportation system - as described in my two previous comments for shared mobility and climate change - would greatly improve air quality and public health, particularly when combined with locating better transit near to affordable housing and smart growth areas.
	By using an extensive rail system through ALL OF SAN DIEGO COUNTY and by adding solar panels to every building in San Diego, this would be the catalyst to get the air very clean in San Diego.
	MORE RAIL TRANSPORTATION - Rail offers the CLEANEST in transportation.....the steel wheel against the steel rail - very little friction and the least amount of energy to operate.....More Passenger train service is what the focus should be on! stop wasting our tax dollars on more smog clogged freeways and roads....
	Seems like a no-brainer, but we continue to ignore the implications of our fossil fuel burning culture.
	Safety, roadways, transit won't matter when much of San Diego become inaccessible due to sea level rise. When I-8, I-5, SAN Airport, PB, OB, and Mission Beach are under water there won't be congestion, either. Makes ZERO sense for SANDAG to have any other priority than climate change. You need to be BOLDER, FASTER, STRONGER on that priority... and stop trying to balance it against other priorities. Why? Because sooner than any planner can imagine, climate change will make all other priorities moot.
	Los airé más limpios y con más fresco aromas por que hay aveces demasiados olores orribles Clean and fresh air, sometimes there is a horrible smell.
More use of technology	Transit serves a role in meeting climate actions plans. But tech improvements for roads should not be ignored. San Diegans will continue to use vehicles to get to work and home for some time.
	I think this is an inherent push already and doesn't necessarily need more emphasis.
	I would like to see EV charging technology implemented into Freeways and other roadway projects to charge EV's while in transit.
	Being able to take my bicycle with me during transit, to use at the end of transit is important to me,
	All of the draft maps for the three "scenarios" that SANDAG has proposed are essentially the same system with the only major difference being timing of implementation of transit-based infrastructure. That is not sufficient. The system must have more major nodes/stations to allow for more and faster connections among routes served by major rail/light rail/rapid bus/streetcar/etc. Also, there is no indication how much of those transit services will have unimpeded routes (not constrained by local traffic) - especially bus rapid transit within urban areas.
	This is not a good question. 1st it was difficult to use the "move item above line" 2nd these item are not different priorities in that one or two can effect the other or combined.
	need free wi-fi in all public transportation! I would take the bus/train if I could get work done while riding. Free wi-fi in the whole city would make san Diego a bit more like Europe

	With technology being highly advanced, there needs to be technology that understands the peak hours of traffic and does not use the sensors for stopped traffic but a algorithm that calculates the main roads and that by having multiple lights green at the same time can help in moving traffic.
	This area is being grossly neglected. 2 years ago people thought driverless technology was 30+ years in the future. This year companies are already rolling out driverless taxis in some markets! Do not underestimate how much this will change the way people will travel and diminish use of buses and trolleys.
	Synchronized stop lights!
	Your cover page shows the train on the Del Mar Bluffs; move them inland, under ground, double track, get rail companies to contribute
	The LYFT application is the most popular to use because of its ease of use and payment system. Everything is easier on our Smart phones.
	many cities don't have the type of system that can synchronize their traffic signals in "real time" to manage congestion or prevent it
	If people would get out of their cars and get on their bikes or transit there would be less congestion. If its safer to ride and walk and easier to get on transit more people will take it. Connect bike ways and transit stops to make it easier.
	Phoenix has overhead notice boards on the freeways to let drivers know of conditions, lane closures, times to next freeways and Amber/Senior Alerts. I'm sure there are other technologies that could help drives be more aware of conditions
	Sure. Yes useful if you have an updated phone but lots of people don't have access to the latest technology. Transit should still be accessible to all!
	Better transit access, less roadway congestion, more use of technology should in theory lead to cleaner air and better public health.
	Existing technology that would allow the synchronization of signals for cyclists would improve the flow for cyclists. Currently, it is quite common to have to stop at every signalized intersection making cycling less efficient.
	The NCTD website is not very user friendly. The .pdf maps do not populate when you zoom in to allow users to see the street names, some of the .PDF maps are sideways (e.g. 445 I think), and the site should be updated to reflect where construction is underway because sidewalks and streets may not be accessible for people with disabilities.
	Increase fee for parking so people will get encourage to take transit
	having more security for the park and lock lots..
	Technology could be better used for traffic management & Bike/Walk in the higher use community areas. Auto are paying high gas & auto taxes for the proper auto roadways. If raised/bridged bike/walkways were provided those users could be charged a nominal annual fee for usage to help pay for the cost. Those raised bridges would be used more if they could also accommodate electric scooters which is seemingly a more efficient/less expensive method of transportation.

	Some technology that is being pushed hasn't even been perfected (i.e. carbon extraction).
	I hope automated vehicles become a reality. Too many different ages, skills, and attentions spans on the freeways today.
	Educate all SD County on ALL transit design alternatives. This should be apolitical. The serious consideration of roundabouts has become a serious issue due to poor education of the public.
	Mass Transit, Mass Transit, Affordable mass transit, no private cars on the road, EV buses and trucks.
	Bus transit is important to many people in San Diego. However, the bus routes have been restricted from many neighborhoods including Bay Park and Mission Hills. An example - if Mission Hills bus route went to Old Town, it would be better used. In Bay Park, the route down Burgener Blvd and then down Milton was eliminated. that means that if we need help as we age or if we need to use transit, the bus is no longer available. You are forcing us to use cars!!!
	"Better transit access" is a bit limited - we need MORE transit and no more money spent on expanding freeways.
	Most important is to stop using fossil fuels to power
	The sooner the better.
	eventually, autonomous vehicles will completely change how we get around. until then, we must make big steps to clean up our county.
	As the Navy and the Working Waterfront Grow they both Grow the local Economy and funding for local infrastructure repairs and improvements must keep pace and support the growth. The Working Waterfront Area is in dire need of technological enhancement at key rail and traffic intersections along both Harbor and Main Streets. Major/minor infrastructure improvements will reduce congestion and its unintended consequences (>GHGs) in support of the City and County's Sustainability Goals.
	we need to address the use of celestial drones, i.e., below 1250 feet. It is more than excluding use of restricted air space. This will need to be automated. Lastly, in event of mechanical failure there needs to be a road systems reasonably close to retrieved downed passenger drones and for emergency support.
	Technology could be used nicely to upgrade our transit system. Again, our experience in London...One can easily find on their phone minute to minute when their next bus is arriving.....
	we need to address the use of celestial drones, i.e., below 1250 feet. It is more than excluding restricted air space. This will need to be automated. Lastly, in event of mechanical failure there needs to be a road systems reasonable close to retrieved downed passenger drones and for emergency support.
	Variable speed limits should be introduced. The Berkley study done on the 78 was likely too short or misunderstood
	We need more access around the county and state. Locally we need more busses and/or shuttles for kids, seniors, and short trips.
	Very vague! What does this mean?

	The more frequent connections can be the better. Frequency is still a concern.
	While I appreciate the concept, is the will and the funding really there for this? I wonder...
	Technology is less important than practical and effective solutions that can be implemented incrementally and at low cost.
	Look at other transit oriented cities around the world for smart growth
	The traffic lights are a mess. They do not consider actual traffic and instead "take turns" leaving many of us to sit at long red lights when no one is going through the greens for long periods of time. Creates pollution and loss of patience leading to worse driving.
	Technology is not a priority vis-a-vis technology. When it helps, use it. No more additional cars please.
	balance between freeway improvements (HOV and interchanges) and more LRT and BRT routes
	Smart intersections
	Electric vehicles
	I am handicapped and use a scooter to get around. It is not easy to get it positioned correctly on the bus. It would be nice if it was made easier to access the bus. Also, we need more routes where I live in Clairmont.
	Could technology also include more efficient public transportation, trains, light railways, etc. Limiting use of technology to cars is limiting.
	Can you be more specific about the technology and what are you doing to inform the public about this new technology and how it may affect privacy?
	Technology is not a simple panacea to our woes. With the fast pace of the development of technology in the private sector, but the vast logistical issues with infrastructure and government inertia, the focus should be on identifying the universal and persistent problems of transit in the region. With the right questions about the current problems, we can consider current solutions and then how technology can make them faster, easier, etc. We can't put the cart before the horse.
	There was supposed to be more transportation (since 1974!) but the money kept being used for other projects. We were supposed to have a trolley up H Street, and Olympic in South Bay, the 125 should be free since we've paid for it and we need more transportation in these areas specifically east Chula Vista because that's where the housing is and where a lot of traffic comes from. One bus line is not going to solve it. I am concerned that money that is supposed to come to the East part of South Bay will be taken to ease congestion on the 5 in North County. Their money should come in part from the Federal Gov't because of the base not from us.
	I hope the city focuses on technology that improves public transportation, such as C.B.T.C., rather than car-focused technology. The market will take care of a lot of car-focused technology. It's public transportation that demands big public investment.

	No, self driving cars are not a good idea and unsafe. It just gets more privatized electric cars on the road. Does not solve the traffic problem. This sounds like our privatized data will be tracked and sold. No big brother is watching. It is not safe and especially for our most vulnerable community. Too much corruption/breaches of privacy can happen with our data. We don't need to be tracked since it's against our privacy rights. Look at all the lawsuits Facebook is dealing with. This is why police need warrants/probable cause for any of your private/personal information/phone. If Police will not be under surveillance 24/7 why should the public. No automated vehicles since by the sound of this survey that is what you are trying to sell us on. They are not safe. We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized electric small cars. We need to protect our open space for our health and safety. Who knows how much cancer this technology will emit in the long run.
	It's an embarrassment that Cubic Transportation Systems provides their tech to the world's best transportation systems...and our system is considering not to
	Next to better access, technology is the most critical factor for shifting San Diego's transportation landscape to a shared system. Better technology will create more efficient, interconnected systems, which will attract a larger percentage of the public.
	Commuting by bike is very important to me. Please make the roads safer for cyclists. Regular maintenance of bike lanes is important. Thanks
	Tener más fácil información a cerca del trasporte público alertas de transportes More information about public transportation. Transportation alerts
	Estoy de acuerdo en el uso de tecnologia pare q pasa con las personas de la tercera edad I am in favor of technology but what happens with elderly citizens
Shared mobility walk bike	Don't eliminate traffic lanes for bicycles. Go to Germany and note how many biking lanes are separate from traffic lanes.
	Good idea.
	Safe lanes and not shared with any vehicle. We need more public Bike/bus/train/trolley options east to west. Traffic will just continue to get worse if we add more privatized small cars.
	Before San Diego, I lived in London, and didn't own a car. It was wonderful.
	We need to focus on improving infrastructure for active modes of transportation (bicycle, pedestrian) and not on widening freeways. That will just increase the number of cars on the road and not resolve the problem of congestion over the long term.
	The fact that less than 2% use bike, walking, etc. as their mode of transportation should be enough reason that shared mobility shouldn't even be a thought. What happened to the greater good. 98% use person vehicles!

	I believe the development of rail connections is vital for both climate health and reducing congestion.
	52 bottleneck needs to be resolved #1 priority
	What us the plan for future technology and how it will impact privacy?
	Explore programs that incentivize businesses to hire employees residing within their immediate communities, improving quality of life for employees and reducing the stress on roadways.
	it looks dangerous and unnerving
	We need automated public uhauls so people don't have to buy trucks they hardly ever use. Also my generation if facing a post peak world where things do not get better for the majority of the population. In San Diego's lovely climate we can all bike everywhere even if the minimum wage worker cannot afford to buy a car outright and is likely to be in debt in their thirties. I stress this not as a hippy ideal but as a necessity of a country that consumes massive quantities of resources now actually having to compete with a developed Asia. Also roads are expensive and you [expletive] better have learned something from the I15 freeway. Automated vehicles are clearly an answer but it only takes a keyboard and the right knowledge to be a terrorist. Stick to the plan in spite of Laurie's zone height objections. This rent a scooter stuff works but not for commuters. Try forming guidelines for a commuter orientated electronic assisted bikes/ scooters.
	We need more Class 1(multi-use pathways) and Class 4 (cycle tracks) to provide the levels of protection that is already afforded to vehicles. Otherwise a sharrow or bike lane is just discrimination to those who cannot afford a vehicle, and to those who choose an alternative form of transportation.
	Bikes should not be allowed to share one way lanes with cars- slows traffic and dangerous for cyclists and cars
	Please, this is so important, you can't start a walk/bike culture without it.
	I see very little inclusion for disabled/senior assistance--no longer bike riders
	I am concerned about the lack of bike lanes around transit stations, including the new ones being built along Morena Blvd.
	I think people would walk/bike/choose alternate forms of transportation more often if they were safer!
	Please remove as a possibility Las Posas extension to Buena Creek in San Marcos . That area is way too sensitive for 14K more cars.
	Stop catering to drivers and build for the people.
	Combine bus or a similar multi passenger vehicle capable of carrying more than 2 bicycles (SD MTS has space for max of 2 bikes)presently Set aside areas that are only for walking biking such as what Portland has even if it's just for a Sat. or Sunday. Plan future development that has a shared mobility since this is easier than making a change in a already inhabited concrete poured site, development. Perhaps a pathway could be built above or a type of tram utilized.
	I think we should consider completely separated bikeways for safety. Create more physical separation for bikers and pedestrians. Close off some roads (Pacific highway near SeaWorld Drive, East Mission Bay Drive) so to encourage more biking etc. Innovate land use (tiny house boardwalks) along these routes.

	Make a lane on freeways for motorcycles only. Doesn't have to be car lane width.
	IMHO, increasing safe bike paths should be our single most important goal. This is because only increased utility cycling can reduce greenhouse, gases, cut traffic, and also cut obesity levels. One important detail of this is to make the distinction between utility cycling and sport cycling infrastructure. The former is by far the more important!!! It's utility cycling, not sport cycling, that will achieve the goals I mention above. For this reason, bike paths and lanes must be planned with the utility cyclist, not the sport cyclist, in mind as the primary goal.
	Love the new I-5 and Genesee bike path. More like this please.
	Bicycles should NOT be allowed on hwy 78 between Escondido and Julian.
	Simply taking lanes away from auto traffic for bikes creates as many problems as it solves!
	Do not want managed lanes or highway/road based infrastructure. need to move away from cars
	I want to live in a place where bikes rule the roads and cars are secondary.
	If there were safe biking options, and safe walking choices (some areas don't even have sidewalks), I might not be driving as much. And it would be great exercise as well!
	Transit buses, trolleys running north and south in the freeway medians with areas to park a vehicle.
	Options to be able to move around our community without a car increase the quality of life. Many love to ride bikes but are hesitant because of the safety issues. People like me love to walk in order to complete daily tasks but are limited by lack of transit in between. Vancouver, Canada has a very nice system where bike paths and walking sidewalks are next door but separate from each other.
	We need separate lane for bikes & scooters only no pedestrian. Pedestrians need their own lane
	More bike lanes, paved and NOT on roads are essential - especially in our climate. No-Brainer!
	San Diego has the best weather in the country to allow year-round biking for commuting, errands, and recreation. If we create safer (aka protected) lanes for walking and biking, people will use them.
	During new construction, make sure to connect bike paths to schools (Hwy 56 bike path is not connected to Canyon Crest Academy)
	I've been cycling in SD since '79 and it's much better now. But newer cyclists are skittish about riding in the traffic. I'm glad that new bike lanes and markings have made many streets safer and easier to cycle on.
	Public transit needs to be a first class experience. In New York Wall Street bankers take public transit. In London executives take public transit in San Diego this should not be relegated to "people who don't have their own money for cars
	Need to create safe protected lanes for walking and biking.

	The Base is bisected by Harbor Drive and two of its three pedestrian bridges spanning the roadway are being removed to make way for the Bayshore Bikeway. Recommend allocating dollars to improve the sole remaining pedestrian bridge over Harbor Drive to improve bike access and increase mobility (reduce traffic congestion) between the wet and dry side of the base. Continue to look for other options within the working waterfront to reduce congestion and increase mobility.
	This option should not include "managed lanes for carpool". That is a totally different priority than walk/bike/transit infrastructure because carpool still relies on vehicles.
	This must come first and then roadways will become less congested.
	More bike lanes
	Every destination, to which a car drives, people on bike and foot want to reach also (except maybe auto repair); they must be accommodated always in funding, planning, design, construction and maintenance.
	Do not share with motor vehicles
	We have excellent weather all year that allows people to walk/bike everywhere. Shared/protected paths would be used and promote less vehicle usage.
	This survey is horrible - tells you to select your top 5 concerns and place above the line . Then the screen shudders, shakes and blinks back to the original screen. Please work on your survey technology.
	I love riding my bike but often feel scared for my life. We need wide, designated bike lanes across the county! PLEASE. This is so important for safety and the environment
	This is number 1 for me
	In our Ramona Highway 67 Neighborhood we are unable to walk to neighbors homes, ride a bike from our property and adjust community club meeting locations to avoid having residents use Highway 67. Impacts our ability to be a community.
	Berkeley is far denser than San Diego but has far better bike lanes. No bikes and electric scooters on sidewalks so walkers can be safe.
	I'm 84 years old and understand that other sources of transit than personal care must be considered as reasonable alternatives .
	To much is spent on BIKES. We need consistent sidewalks. They are zig zag or none!
	I live in an area without public transport and it is awful because our disabled family member cannot access LIFT or the bus system
	frequency is key. Need more shuttles from trolley stops to key places. Easy beach access is not happening through our transit.
	Improve our roadways, help us to move commerce and people where they want to go!
	More bikes, walk, and bus streets only(or lane).
	Walking and biking in heavily congested areas creates a hazard for both drivers and pedestrians.
	Great ideas

	All of these options should be encouraged.
	Yes the better safer way is to provide alternate shared Bike/Walkways. Instead of more shared traffic roadways or raised railways better to have raised Bike/walkways where appropriate for highly congested unsafe Shared roadways with Bike/Walkways.
	San Diego has the best weather in the country to allow year-round biking for commuting, errands, and recreation. If we create safer (aka protected) lanes for walking and biking, people will use them.
	Please get the scooters and bikes off of the sidewalks! I am scared to walk downtown. Have almost been hit. I have a disability and they are lying all over the sidewalks and curbs.
	Connectivity throughout the region is a must. I commute using public transportation when it's available. But the lack of connectivity doesn't make it convenient or efficient.
	And trains...
	More access to public transportation
	I would also like to see improvements on how to determine routes, such as a simplified map. I have avoided public transit because mapping the route was to confusing.
	Mobility hubs will create an expanse of walk ride options.
	With all of the scooters and ebikes around many more people would ride in something other than a car if they felt safe doing so!
	The very premise of this question is wrong in that the proposed solution is more infrastructure that is dedicated to bikes and pedestrians. The real problem for bicyclists is that existing paving is in poor shape and signalization is not synchronized to promote more safety and efficiency for the bike rider. Further, walking and riding should not be lumped together. There is very little that bicyclists and pedestrians share. Pedestrians need sidewalks. Bicyclists need sufficient room to ride on existing lower speed roadways that are well paved. Look at the section of University Avenue through Hillcrest that was recently milled and paved dramatically improving the pavement through that corridor. Further the addition of painted bike lanes have made a clear option for bicyclists that provides the necessary separation between cyclists and motorists. Even without the added bike lane markings these improvements would have greatly improved the conditions for cyclists. The addition of the painted bike lanes reduces the potential for conflict between cyclists and motorists as it provides a clearly marked out right of way for cyclists as many motorists don't fully understand the rights a cyclist has to use the roadway.
	Make trails, paths, bikeways and transit actually connect to each other. Incomplete paths that leads to nowhere are useless
	More separated-dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to texting, etc.). Also, start putting roads underground.
	More dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to texting, etc.).
	More bike lanes

	SANDAG Bike EAP is far behind schedule. Delays will continue for future walk/bike plans if SANDAG continues to seek impossible "consensus" from self-interested motorists.
	Provide passenger ferry service from Chula Vista Marina for Silver Strand and Coronado. Fares can be paid by the Navy and employers. Use rideshare services on Coronado, Imperial Beach more often during the rush hour traffic. Pickup and drop off points can be the parking lots at Chula Vista Marina, Mar Vista High School, Coronado Cays Fire Department. Less traffic means better efficiency.
	better transit access, less roadway congestion and shared mobility/walk/bike lead to our combat at climate change and clean air & public health. They re the same issue, should not be ranked separate.
	There is too much emphasis on biking. Some bikers are worse than the worse drivers. Look at China in 1950 and look at it today...the bikes have been replaced by cars.
	Bike paths that are separated from roads by bollards or other means.
	This will help with alleviate transit congestion and
	It would help with everting else mention above
	Improved pedestrian and cycling access is paramount. With such ideal weather year round ,it should be a no brainer investment. There are many locations I would bike to if safe, separated bike facilities existed. Instead, I drive.
	Need to install bicycle racks to accommodate 3 bikes. Many other transit systems around CA and the country have them. Please look into how other transit systems are using them. I've proposed this before however was told the wheels block the headlights. Bicycle wheels are thin enough that they only block a very small amount of light. Like I said before check out how other transit systems are using them!
	While bike ways and trails are nice, I have seen that many are, for lack of a better way of saying it, "lazy" and will not bike to work and will still drive. In North County, buildings and companies are spread out too far to bike from Oceanside to San Marcos.
	Note the synergy between my priorities. Investment in transit, bike infrastructure, green house gas reduction, and clean air and public health can easily contribute to each other. Safety also comes as a byproduct with the increased use of bikes, reduction of car use, etc. This is the most sensible and strategic way forward to achieve our goals with a limited budget. No further dollars should be spent on road expansions, which run counter to all of these other objectives.
	Denmark has separate bike and pedestrian roads/sidewalks. The raised bike lanes with guard rails are much safer for everyone than shared roads. We want more pedestrian only areas. the corner of grape and fern in golden hill would be a great start. Also more traffic circles instead of stop signs. This reduces carbon enormously by ending start stop every few minutes.
	Require education for drivers in California.... no one who I have talked to (even a few police officers) know what "sharrows" are, or what the symbol represents. We can build more infrastructure (which you should do and it excellent), but if people don't know how to use it/what it means, it won't improve!

	I think the goal would be to have all roads bicycle friendly. I would also make protected bike lanes which follow all trolley routes. Then make protected bicycle lanes along all freeways.
	#1 priority is bike infrastructure
	I walk and bike to the Airport from Liberty Station, because I travel with a small backpack on short trips. I've been doing it 2 years but have never seen anyone else walk or bike to the Airport. It's been a bad experience trying to find my way on bike or on foot through all the construction. It's especially trying to ride a bike to the Airport. The minute you get to the terminals the PA system alerts you that bicycles are not allowed and you are stopped by Airport security personnel, yet there are no bike lanes and no one can tell you what is a safe, allowable way to ride to the terminals.
	This is a critical part of any new/improved transportation system network. It must be fully integrated with better access to transit (and safe/robust bike and walking routes). All of which must be tied to effective transit nodes that serve areas of high/er residential density and mixed use.
	This is how San Diego will reach zero waste by 2035!
	These choices are not different priorities given that many can be combined to achieve the same goal. Not a good question.
	Biking on shared roadways is still unsafe. Need to work on more dedicated pedestrian and bike paths).
	Whatever network concepts SANDAG entertains, they must reduce VMTs and carbon emissions in compliance with state laws.
	The scooters and bikes are such a nuisance! Who's bright idea? I'm supposed to be concerned about straws when there are bike's and scooters littering sidewalks, crosswalks, thrown in private property & over the cliffs.
	Use of dockless bikes/scooters is NOT viable unless there is enforcement of laws intended to make such use safe.
Improved safety	I ride my bike a lot, it is imperative to me that I not be concerned that a car is going to hit me.
	Our highways get goods and products to market, a free flowing highway produces less pollution, this needs to be fixed NOW, not 30 years from now
	Bike commuting in San Diego does not feel safe, except on very few select routes. This is the #1 complaint I hear when I talk to people about bike commuting.
	Some of the bike share roads are insane! these people need their own elevated lane or something b/c their riding on the road is endangering us all.
	My opinion is that the trails are there, the safety isn't. There are multiple trails that do not have proper lighting or too many "dark spots" that can have trouble waiting. While I understand that more light poles means more electricity and more money, lighting can make a difference between a robbery and safety. This would help in creating more jobs for law enforcement personnel that are specifically tasked with patrolling biking, walking and hiking paths.
	What matters to me isn't here.

	eDUCATE DRIVERS ABOUT PEDEESTRIAN RIGHTS And applicable laws and make ticketing a priority.
	I will no longer ride my bike unless I have a protected path. Too many distracted drivers
	Better stoplight timing, or synchronized stoplights.
	Too many people are using service streets to avoid traffic and driving WAY too fast!
	Please stop prioritizing fast vehicle travel over safety for all public space users
	More dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to texting, etc.). Also, sidewalks that are separated from streets by street-lined trees. More pedestrian bridges over busy streets, so that pedestrians don't have to dodge cars running red lights at intersections.
	More separated-dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to texting, etc.). Also, sidewalks that are separated from streets by street-lined trees. More pedestrian bridges over busy streets, so that pedestrians don't have to dodge cars running red lights at intersections.
	More separated-dedicated bike lanes where cyclists don't have to worry about drivers veering into bike lanes (due to texting, etc.). Also, sidewalks that are separated from streets by street-lined trees. More pedestrian bridges over busy streets, so that pedestrians don't have to dodge cars running red lights at intersections. Also, start putting roads underground.
	Short bike lanes that drop you out in the middle of a street with no protection or warning and often only a sharrow is not safe. Sharrows are not safe. Painted stripes are ok but they're not protected bike lanes. Fix the intersections that are the most dangerous that you've been taking about for years. Stop talking and just fix them. The money is there. Stop wasting time.
	Without safety, there is a smaller window for people (especially women) to use public transportation, which can result in people not using it at all
	Safety is important

	1. Urge large employers to utilize staggered work hours. 2. More informative signage. 3. Better designed access to freeways and from freeways - most important issue would be to eliminate traffic going off of the freeway having to cross the paths of vehicles going on to the freeways. 4. Public health? First, fix the homeless problem!!! In my opinion, no entity is doing enough. It will take a multi-faceted approach to solve this problem. A. Do not allow churches to just feed them and leave. B. Arrest the homeless and place them in out of the urban centers. C. If anyone is found to be urinating anywhere other than in a toilet facility, arrest them. 5. Facilitate organizations that when working with the homeless use a multi-faceted attack. A. Feed them. Clothe them. Shelter them. Train and educate them to some functional level. Provide health services. Provide mental health services. Any person that cannot be helped, should not be helped. Any person that does not want to be helped, should not be helped. Make San Diego County as inhospitable as possible.
	How about improved safety of female riders. There are so many junkies and homeless people riding it's a disgrace.
	Make bicycling as a alternative to cars by improving biking infrastructure, e.g., protected bike lanes
	Take the scooters and bikes off the sidewalks please!
	San Diego has the best weather in the country to allow year-round biking for commuting, errands, and recreation. If we create safer (aka protected) lanes for walking and biking, people will use them.
	I support Vision Zero
	Agree with comments.
	Agree with comments. But we also need a force of traffic enforcers on the road citing reckless drivers and enforcing speed limits.
	Still necessary!
	climate change-not your job. transit costs can't be to high. current transit slow and inconvenient
	Roads are meant for autos 95% users. Bikers 5% should be provided with alternate safer routes. Sidewalks could be shared with bikes instead of auto lanes.
	I was surprised to see with all the construction on I5 by Cardiff they are not adding one new regular lane of traffic. With more electric vehicles coming online with more population they should have added at least one regular lane not just carpool, bike lanes, buses and trains
	Transit stop are very dirty
	SR 67 from Ramona to Lakeside is known as a dangerous highway - Caltrans has made this identification and drivers experience the danger on a daily basis.
	Turn the City Hall property to the Whistle Stop a Promenade and let the RR go subterranean. Possibly in the next 50 years. LOL!

	The flashing lights to help walkers safely cross streets are a big help. Need more bike lanes. Also need to teach people how to use electric scooters safely.
	This is number 3 for me
	Separate bike and walking trails without reducing motorist lanes.
	Please consider that including bikes does not always have to be on same road with cars that are much heavier, traveling much faster. Separating bike lanes physically from car lanes is possible in many cases, but must be a policy priority to not be dismissed early in the process. Please study Vancouver, Canada for use of quiet side streets parallel to busy commercial roads.
	SD deserves to be a walkable city supported by robust public transit that connects all parts of the city with first class experience for bus trolley bike and scooter use
	I take transit whenever I can, mostly commuter bus 280. I think if more people knew about it and realized how quick and easy it is they might at least try it.
	I am sick of the bikers. They take up space, don't follow rules and bike for fun not to get to work
	Please look at placing a "Barnes Dance" or "Scramble" intersection at 28th and Harbor and/or 32nd and Harbor to improve pedestrian safety and also increase intersection ALOS. This can be accomplished during the final phase of the Bayshore Bikeway and may reduce cost.
	Bike & scooter lane needs body armor
	Create and enforce traffic laws to make electric scooters bicycles and cars Less obstructing of one another
	This is an excellent priority as we live in a beautiful "outdoor" climate where most people enjoy being out and we want to encourage it!
	Prioritize walking and biking over more lanes for cars
	I drove on 15 to rancho cucamongo on the 18th at 1to 3:30 PM North and never saw a Highway Patrolman. I drove South on 15 on Friday at 11:30 to 1:30PM and never saw the HP. There is no rule enforcement on the roads. Drivers do what the want. We need some enforcement.
	Motorcycles are very dangerously drivers lately
	We do not have the needed infrastructure to safely evacuate our town on one lane. Very dangerous and this is old news. We need two lanes. End of survey.
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	Bicycles should NOT be allowed on Hwy 78 between Escondido and Julian. There should be a barrier installed an the 78 going up hill to Ramona on northside/cliff side.

	The key is to have transportation that is efficient and takes less time.
	Roadways that are better equipped to handle the commuter traffic that uses them. The roads in the county of San Diego are still one lane roads that are trying to support several thousand drivers on a daily basis and they were not built to support this type of traffic. The accident rate on these roads is increasing.
	GHG reduction and VMT reduction MUST be the priority. We only have 10 years to fix this or climate change will overwhelm us.
	Safety is #1 especially riding the trolley at in the evening. People aren't willing to ride the trolley without security at night
	Having safe and clean transit vehicles is important.
	More paved/or designated sidewalks.
	Like "Climate change" and "Clean air & public health" a byproduct more than a strategy.
	Protect us better from the car. Egregious intersections: Midway and Rosecrans, Taylor and Pacific Highway.
	Technology is less important than practical and effective solutions that can be implemented incrementally and at low cost.
	Live in Ramona. Need better Roads in out on 67 and 78.
	Fix potholes
	I want there to be community input and transparency throughout the process.
	Air, health, water and climate should be the driver of change. Overlay cost + and - of each strategy along with + and - for climate, health, air and water.
	We need more pedestrian safe crossings to Mission Bay. The Mission Bay/Clairemont Dr bridge is terrifying to walk or bike over. If you only stay in your car, it may seem wide and high sidewalks, but just do it on foot sometime and you will see. With the transit station going in there, we desperately need safe crossings to Mission Bay.
	I don't believe in more technology in cars. It will be more dangerous before it gets better if we rely on technology to answer our problems. Education of being civil, empathy and stop being selfish is what will make intersections, driving, walking, biking safer. Parents and educators have to stop the "me first" attitude.
	Being a pedestrian in San Diego is scary at times, with the number of hit and runs on the rise! Improved signals at crosswalks and protected bike lanes is so important!
	An express trolley route from San Ysidro to Downtown is EXTREMELY needed
	The intersection on Chesterfield backs up and has insufficient train warnings! Gates should come down on both sides of road on each side when train is present and the traffic on San Elijo turning right onto 101 Hwy is always backed up and dangerous with just one track- now with 2 and no additional right hand turn lane which is desperately needed will be a bigger nightmare for locals and tourists
	Short of an economic depression, "Less roadway congestion" is never attainable

	Yes, cities engineering departments need to be on the same page, and change their codes and ideology on how to implement funding from SANDAG . Sharrows and painted bike lanes is not sufficient to create a significant change in how we opt for the safer mode of transportation. And no more expansion of the ROW to add more car lanes with new development! This should be instead replaced with more cycle tracks, and increased public transit to the area.
	Yes, cities engineering departments need to be on the same page, and change their codes and ideology on how to implement funding from SANDAG, to not focus on cars anymore. Sharrows and painted bike lanes is not sufficient to create a significant change in how we opt for the safer mode of transportation. And no more expansion of the ROW to add more car lanes with new development! This should be instead replaced with more cycle tracks, and increased public transit to the area.
	Need SDTE on buses, too many drivers are threatened or put in harms way by unruly passengers!
	Sounds good
	What us the plan for future technology and how it will impact privacy?
	Survey doesn't work well on mobile devices!
	People will use alternative forms of transportation if the infrastructure is in place to safely commute via bicycle, bus, trolley, etc. There needs to be consideration and thought into these systems so people feel a sense of dignity when using these modes of transportation.
	Riding my bike down 4th avenue in Banker's Hill, I got shouted out for not riding in the bike lane. I didn't realize their was one, but I found it - in the far left lane. Then I discovered that the bike lane ended just before it turned into a left turn lane for getting onto the 5. I'm still amazed that such a dangerous set-up was allowed to go forward.
	No automated vehicles since by the sound of this survey that is what you are trying to sell us on. They are not safe. How about putting barriers/curb on the lines between Vehicles and Bikes/walkers. We do not need more small vehicles Electric or gas(for 2-5 passengers) on the roads unless it is a public bus/train/trolley. Traffic will just continue to get worse if we add more privatized small cars. We need to protect our open space for our health safety.
	If I could ride safely to work I would. I don't want to be hit by a car. I wish I had a dedicated, protected bike path from SDSU to PB/Beaches. I would also love a FREE shuttle to be put in place from the Balboa transit hub to the beaches and run 6:30am-9pm Monday-Thursday and 9am-3am, Friday-Sun AM. that would get folks in and out of PB to the beaches safely, to the bars, businesses and restaurants and to schools on the weekdays.
	Improved safety for pedestrians (e.g., bulbous, slow down traffic in communities, more spaces built for neighbors and customers to interact in safe spaces).
	Cada transporte tener tan siquiera una persona en cubierta en los autobuses para poder tener más seguros los viajes de transporte Every transportation should have an undercover security officer to provide safer transportation

Metroquest Survey Comments through October 31, 2018

Network Concepts

Item	Feedback
A. Shared Mobility	Prioritize the build out of the regional bike network Early Action Projects.
	Improving transit should be given priority in order to reduce GHG emissions and improve public health through active transportation.
	I'm extremely concerned with any effort that is intentionally designed to force San Diegans out of their vehicles. I do support efforts however to create a more desirable mobility network that encourages use alternatives to the car.
	As long as it's safe and realistic as a commute option. Currently I could never utilize public transport because it would take too long and I feel threatened on our trolleys and busses.
	As long as no one anywhere at SANDAG could STOP THE TOP--all the service reductions with the MTS 2018 so called Transit Optimization Plan why are you asking this. On all four MTS routes near my Hillcrest Senior Towers, I've experienced truncations, bus stop eliminations near needed services like LabCorp and Walgreens, reroutes away from medical services. The every 12 minutes 7 bus to the Kroc Center was truncated to College Avenue making the trip there 20 minutes longer to wait for the half hour 852, as one example. Everyone we talked to at SANDAG including the senior concerned group said they could do nada about this. So why this question?
	This is a terrible name. I am sure folks will get this confused with sharing economy services like Lyft and Uber. Regardless, anything that increases transit service (higher frequency) gets my vote.
	Better mobility combined with transit oriented development can lead to all the other things like safety and reduced pollution.
	With regards to this entire "Network Concepts" section - these concepts are so watered down and generalized that it's hard to get any useful sense of the differences between them or actual projects that would be prioritized. The public is smart enough to actually read descriptions and determine how they meet their priorities rather than being presented with cluttered info-graphics and "better than/worse than" arrows. This entire survey barely scratches the surface on providing any meaningful context or options. Determining what average star rating the public gives a one sentence network concept is an insulting idea of a "public participation process".
	No more transit! Fix and widen highways!
	Its great that this is simplified but I really don't think there is enough info here for me to rate this.

	Agree with advancing/more quickly implementing transit opportunities and infrastructure. But the basic transit map is no different from what today's plans would eventually produce.
	I really don't understand what you want me to do in Section 3. My main suggestion for SANDAG (which to me is common sense) is to increase the rail system dramatically. Add lots and lots of more trolley lines so that locals and tourists can take trolleys to any community, college, shopping center, parks, beaches and business areas. This will provide fast transportation, cleaner air (if using solar power), and will massively reduce road congestion.
	Increased transit is ok, better than road/highway improvements, but not as good as active transportation infrastructure (bike + walk).
	More rapid transits to highly employed areas like Kearny Mesa area.
	I think many people in SD do not use public transit because it is not convenient. It often takes many times longer than driving. Expanding infrastructure will increase usage - many people do not actually enjoy driving but there is a lack of alternatives.
	Would like to see improved intermodal transportation and more bicycle/pedestrian access.
	the mobility concept should perform better, as it is so much more costly to implement and reaches more citizens than freeway or vehicular infrastructure.
	Increasing frequency and efficiency of connections is key to attracting greater use of transit. A key opportunity for improvement is the trolley through Mission Valley, which stops far too often to be effective. I can bike that stretch in the same amount of time as the trolley takes. The connections to bus routes also need to be better, including access to buses and trolley in old town that doesn't require spending multiple minutes crowding down stairs into dark, unsafe underground passages. No woman in her right mind will use those passages at night.
	More service on existing routes would be nice, but new routes are also welcome. For example, I am disappointed that a city of 3 million has not managed to connect either its major university (UCSD) or airport by light rail. Almost every other city I visit has accomplished this.
	Direct access to airport! we need a train to go directly into the airport. Think Atlanta, or London. Why do we have to be backwards and why can't we be in the forefront instead of considered small town backward.
	Unless these are driverless pods, it's a waste of resources. Do not spend more money trying to figure out how to make buses effective in SD. They will never be effective.
	Unless these are driverless pods, it's a waste of resources. Do not spend more money trying to figure out how to make buses effective in SD. They will never be effective. Make lanes for driverless cars only.

	I very often see empty buses.... it's also important to listen to *why* people aren't using public transit. For me, it's the cost of the Coaster and long time frame of the bus for transit to North County.
	I don't want to ride the bus. I'd prefer other methods of public transportation.
	More buses won't help the environment unless they're electric. If you invest in electric buses, I'd give it a 5.
	If you're monetizing/penalizing on the basis of # of riders in a car ..then Please Give credit to Bike Multimodal/Mobility Aid users. Monetize that and return half to the Rider. Their actions have value.\$\$\$ Give half back and they have incentive The Millennials will love it ...and, us senior citizens, etc. can have our Reasonable Accommodations met. Win-Win-Win Business-People-Planet
	This must include better nighttime and Sun. service!
	I don't understand how this concept is not as good in the "Shared mobility/walk/bike" priority as "Policy Possibilities" is.
	Transit is not the only answer. Implementing Complete Bike Network should be a priority for SANDAG to meet its goals for Healthy Residents, Innovative Mobility, and Vibrant Economy.
	Plan ahead with our share consisting of seniors with ideas. Is: long waits might need attention first.
	Need express trolleys to east county
	An explanation on how this concept creates more congestion would be beneficial. My assumption was that more transit and shared mobility means less cars on the roads and improved roadway congestion.
	Are you saying that solo driving will become more costly and difficult?
	Am in RB, having to go downtown on the 20 SUCKED, the 290 and 235 buses are great and I <3 them

	Is this support of carpools and train systems, If so, this is also good.
	Live in North County and it's a pain trying to get to the airport via Coaster. Coaster does not run at convenient times, especially in the evenings when my flight gets in at 7pm and I want to take the Coaster home. Also, to get to the airport via Coaster, after arriving at the Santa Fe Depot by Coaster, I have to walk with all my luggage to a bus stop, wait for the bus, pay the bus fare (which used to be free with a paid Coaster ticket), then arrive at the airport. There should be an easier shuttle to get to the airport and it should be free with a paid Coaster ticket.
	More bike lanes. When gas gets to \$15/gallon, bikes and scooters, both electric and gas driven will be the new rage.
	A better web network yes. Rapid routes is just stupid, nobody is going to ride buses that take the same roads, but with worse pickup/dropoff points than their own car. Dedicated infrastructure is also stupid, just put the cars on them.
	Trips need to take less time. Express trains & busses?
	It's better but could be expanded on.
	Congestion does not keep pace with population change
	If by Rapid, you mean like the Rapid bus on Park Blvd then don't waste the money. If you mean a fully implemented BRT, then by all means do it.
	Didn't I rate these items in the first question?
	This page is visual confusing in what the star-rating represents.
	Reduce auto traffic wherever possible in favor of frequent reliable transit.
	Marginally better than "no project"; not enough to reach climate change goals; no reason why a transit-forward system would produce more auto roadway congestion with its pollution and climate change emissions.
	Please run the trolley up park blvd into North Park... this has been desperately needed for ages, and most of the city's densest construction is being built along this route.
	Wondering how an increase in roadway congestion can also result in climate change benefits and better air quality (?)
	Better transit system and more access
	Transit is a losing proposition.

	Not important to me. This plan is already in effect and is not providing significant reduction of traffic or making this safer.
	Not exactly sure I fully understand your description
	This would work very well alongside the "Connected Corridors" concept. Faster, more direct transit options should come alongside an improved corridor system.
	This does not make sense. Are we commenting/giving stars about the future or the current situation?
	The main reasons I don't use public transit are: lack of flexibility in timing (i.e. if I miss the bus, the next one doesn't come for 30 mins to an hour), and inconvenient locations (not close to home or work). This plan would help address those challenges.
	Why are the northbound I-15 carpool lanes only 2-lanes wide during rush hour? They should be 3. More revenue for MTS I would think that would pay for the overtime of the workers due to more Fastrak payers (solo drivers) when 3 lanes are open. Especially on Thursdays and Fridays.
	24 hour trolley service would be amazing especially downtown
	Being rural and a major hub more transit is not that helpful.
	What our ranking means for this section is not clear. More concise explanation would be helpful ie what does my ranking tell you? What I think is best? What I prefer? or Whether I agree with the better or worse than at the bottom of the page?
	You are showing a bus. If the bus has to go on the freeway, it will not go fast because of traffic. I would prefer a trolley or light rail.
	Please provide shelter for elderly and disabled a bathroom here and there would be great too!
	I am the type of person that won't share rides with other people but my family. Your shared mobility word is a farce.
	I don't understand how this questionnaire works. Its very unclear and the mobile version is nuts.
	Seems 100% costs of Shared Mobility is paid by Auto users. The benefits to all users should be paid for by all users. This advantageous separate safe use by non auto users should be considered a benefit to also be cost shared by the users.

	I strongly support this concept. Also, by implementing this concept, results would come more quickly to reduce congestion and reduce green house gas emissions. Especially if the services provided were in the form of electric buses which are available now, as opposed to waiting for freeways or rail lines to be built.
	I strongly support this concept. Also, by implementing this concept, I believe that results would come more quickly to reduce congestion and reduce green house gas emissions. Especially if the services provided were in the form of electric buses which are available now, as opposed to waiting for freeways or rail lines to be built.
	How is it possible that NONE of the network concepts results in better transit access? Clearly, more concept options are needed. And the answer is clear - we need to implement transit options RIGHT NOW.
	People with money do not ride busses or trains. Working people don't have the time to waste for public transportation.
	Busing systems will never be efficient or provide adequate access to all due to traffic conditions and urban sprawl
	We need an express way/trolley to get to southwestern College. There needs to be a line from the border to pass through Otay Ranch and SWC and then to connect with spring valley and to end connecting to SDSU. Students in the SouthBay need to have access to higher ed. Many need to take 3 buses to get to school. If SANDAG promotes the development of community access through transportation, then they need to understand that education is the freeways to a stronger economy in our South Bay.
	If we have better, more efficient public transit we will need safer walkways for pedestrians
	The Network Concepts section is confusing
	SD County freeways are becoming more congested every year. This needs to be addressed seriously. More traffic and higher commute times to work.
	Smaller buses! On those routes that have less ridership. it is very disheartening to see long, big buses with low ridership
	San Diego's urban sprawl makes an transit-oriented development an impossibility. Public transit one-way between my own residence and workplace will never go below 3 times the length of my current solo commute.

	Getting more people on transit and out of their cars is key to a successful future. Transit needs to be clean, safe, quick, reliable and with short headways.
	Of course, a good place to start in building a culture of public use of transit in the core and main corridors.
	need more public transportation that can get you more places that are inexpensive
	Two-person carpools should never be charged. that is why carpool lanes were developed
	The bees often look empty - I made this a top priority in regards to more train connections like to the airport and balboa Park - places where people like to go. I do not think more bus service is needed
	Need more light rail projects. Orange Line Express, Blue Line Express, PB Trolley, Mission Beach to La Jolla Streetcar, Trolley station at SD Airport (ITC).
	This might work if you could make taking the bus sexy: free wifi, espresso, nice seats, phone updates on bus arrival. (NYC offers free ebooks!) Otherwise people won't humble themselves to take public transportation. Still likely cheaper and faster than building more roads and prepping for climate change.
	This might work if you could make taking the bus sexy: free wifi, espresso, nice seats, phone updates on bus arrival. (NYC offers free ebooks!) Otherwise people won't humble themselves to take public transportation. Still likely cheaper and faster than building more roads and prepping for climate change. Another advantage about improving transit is a quick win for seniors (bourgeoning boomers) who are mobile enough to take transit, but less able to drive. One last question: why aren't there bus stops at the park n rides along the 5 in north county SD?
	This might work if you could make taking the bus sexy: free wifi, espresso, nice seats, phone updates on bus arrival. (NYC offers free ebooks!) Otherwise people won't humble themselves to take public transportation. Still likely cheaper and faster than building more roads and prepping for climate change. Another advantage about improving transit is a quick win for seniors (bourgeoning boomers) who are mobile enough to take transit, but less able to drive.
	What is most important about this concept right now is that people won't use public transit because it does not run frequently, on time, or quickly. Also there is talk of "the last mile". How does one get from a Rapid stop to their final destination?

	This is the direction we need to go in: more transit routes, greater frequency, lower or free fares for seniors and students, and options such as shuttles for last/first miles.
	I take the 150 from UCSD, and it constantly late. And VERY late, based on onebusaway, up to 45 minutes late somedays, and buses arrive one after another. I imagine this is due to traffic, but having trips originate closer to campus will help alleviate traffic. I have sat with other commuters who question whether it is worth the wait.
	I take the 150 from UCSD, and it constantly late. And VERY late, based on onebusaway, up to 45 minutes late somedays, and buses arrive one after another. I imagine this is due to traffic, but having trips originate closer to campus will help alleviate traffic. I have sat with other commuters who question whether it is worth the wait. Having dedicated carpool/transit lanes around UCSD (Gilman Drive, La Jolla Village) will make a huge difference
	And better bicycle infrastructure!
	It is been my experience that there are not enough perpendicular routes to mass transit.
	Transit system in SD is a joke, totally slow and inefficient.
	This section is poorly described. Am I rating how important this is to me or how I think SANDAG is doing on this. I am rating it based on SANDAGS performance...
	This really needs to have an "increase access to transit" option and this is something we need to start on now.
	As long as it includes full use of all lane off peak for all cars.
	This diagram seems to indicate that I don't support less traffic congestion, which is absurd. Better transit access and shared mobility would increase the probability of less roadway congestion. It would also decrease our reliance on fossil fuels by reducing the use of combustion engines.
	Primary attention is public transit that is frequent, runs 7 days on same schedule, reached all parts of the city so people can go from home to work or play and home again with predictability
	This is a great idea and we should approach a final solution leveraging all available tools and assets at our disposal to improve access, reduce congestion, support mission readiness, and reduce GHGs.
	really- shared mobility gets defined as more bikes- not ok
	I like more trains, more light rail (trolley), express buses. Don't like paying for faster lanes. Every citizen deserves the same access. The poor and especially working poor already struggle mightily, don't make it worse.

	Also make public transit less expensive, provide more connections, and make it abundant in working class neighborhoods.
	Commuters do not want buses or rigid transit schedules
	How is it possible that NONE of the network concepts results in better transit access? Clearly, more concept options are needed. And the answer is clear - we need to implement transit options RIGHT NOW.
	we have more traffic then ever before; something has to be done
	For as long as the bus takes 30 minutes to take us to a destination that would otherwise take 10 minutes driving, people will opt out on public transportation. This would improve mobility and push people to use these services more
	Good for all! Students, older folks, visitors to SD, good for daily use; bus stops everywhere!
	I appreciate the opening of the Rapid 225 but I think more is needed for the Southbay.
	How and Where?
	Better transit connections, greater frequency of service and reliability of service are all key to attracting more transit users.
	I can't rate this.
	Also need employers to arrange carpools for their employees and for nearby companies. We need better mass transit – quicker, In more areas and better weekend service.
	Rails/trolleys would be better than buses
	More transit options and better access would make mass transit a viable choice.
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	Invest in offroad transportation! Traffic is our biggest issue.
	Please continue to improve, with C reduction being the guideline for success. UT says seniors/poor will be hurt by recent changes. Please, be sure that doesn't happen.
	Shared Mobility is always needed, yet but an improvement in our roads would only make shared mobility more expedient.
	Cars & vehicles are needed too

	How about removing barriers such as walls, fences, dead-ends that block Right of Ways for bike and pedestrian use? More off-grade pedestrian crossings. In the city, I shouldn't need a car, bus, or train to make a short trip to get groceries. Pick the low hanging fruit!
	Transit is not available to farther away communities like Ramona.
	Buses are not the answer - transportation cannot be affected by traffic.
	You keep upgrading the city with buses and mass transit but that does not help drivers in the back country of San Diego. We need road that will the growing population moving to the back country. We need current roads widened to accommodate the current and future driving population. Communities like Ramona and Julian are driving on roads that were built over 60 years ago but population has grown and these roads are not equipped to handle the traffic that forced to use them.
	There need to be designated and protected bike lanes on ALL major freeways. Electric bikes, for tackling San Diego's many hills, should be utilized more, but safe areas to use them for longer commutes are needed.
	Need for connectedness between modes of transportation - train, trolley, bus, bike - to get to desired destinations.
	We need more traffic Lanes on hwy 67 to Ramona.
	Make waiting areas more comfortable/shaded.
	with a focus on building transit oriented communities and village density design communities in which walking is built into land use planning
	Fine if it doesn't include a flyover bridge for the 5/78 interchange
	Need to make sure that first mile/last mile connections are available, especially by foot, bike, and scooter
	More rail and less investment with freeway improvements, they don't work in the long run. Learn from the past. We can't keep expanding freeways, it encourages more driving which just causes more traffic and the expansion is useless, especially with an increasing population.
	Finding a way for more express routes is ideal, more frequency for trolleys or peak hours with increased prices, if necessary (particularly express routes.) Utilizing the center of freeways is also innovative with rail or bus service, as well as pedestrian friendly (automated) walkways in downtown/centre areas to boost walking traffic.

	This is ESPECIALLY needed in North County. More coaster stops please! One in Cardiff would be amazing and would get me off the freeway every day.
	Allow more money in the budgets so that more people can use public transportation in San Diego. More Sprinter type trains in high commute areas.
	It should not take 1.5-2 hours to wait for, and take the bus from Imperial Beach to downtown. The distance is only 14 miles. This gives no incentive to forgo driving for public transit, even in traffic, because the of the time efficiency.
	Rapid routes are great but people have to be able to get to them. When your bus runs only once or twice an hour it's not a decent alternative to driving. More routes in neighborhoods are needed.
	The time it takes to reach point b from a is ludicrous sometimes. It shouldn't take 4 hours to get from San Diego to Kearny Mesa or Miramar.
	Must be practical. Sprawl makes PT ineffective and inefficient with few centralized destinations
	Where is the emphasis on shared mobility? I only see public transit benefitting from this option. What about protected bikeways, improved connections for bikeways, improved pedestrian connections near freeway on/off ramps, and road-diets.
	Interconnected trains or tramway to and from San Diego down town to key drop off/pick up places in San Diego county
	Please stop using those monstrous Grunnman Flexible buses , use smaller and more frequent with free connections in a grid without making so many turns . I don't understand why I have to explain this to you !
	I feel like this is the root of many other issues we are addressing. If we have more walk/bike we help the climate, better air and public health. It all helps businesses more b/c when people walk and bike they see more and support more local businesses. They also feel safer to send their kids on their bikes out to the store to run an errand, or go get lunch w/out mom having to get in the car and drive them. It helps parking issues. It generates more sales tax for cities, money we can use for other things.
	I think frequency and speed of transportation is the most important. We don't have any faster-moving transit backbones such as subways that feed smaller, local routes.
	the 101 route along the coast needs improved headways.

	Bike to work and then to the grocery store. You will understand. Also suburbia is wholely unbikeable. If a trip takes longer then 10 minutes by bike then it is likely to be then converted to a car. Also we have hills, carry groceries and go surfing, so we need electronic assist. Lastly bikes are incompatible with stopsigns as a design principal figure out how to make bike paths that don't have stopsigns/lights in the way all the time. The things people need to be able to do on a bike are. Get to work(bike+20hr train/trolley/express bus to go onto the mesas and longer distances) get groceries(do time-distance mapping and figure out where you need to zone more grocery stores and other hotspots such as schools and libraries.) Lastly I need to get my watersports equipment to mission bay at 5am for the shoulder high glassy storm swell.
	I'm a little confused about this concept. With the N101 Streetscape, buses will get caught up in the increased traffic congestion caused by deleting two of our lanes. What we need is a separated bicycle lane in the RR right of way, through Leucadia, NOT elimination of two lanes for motor vehicles. In general, I do support more people using public transportation, when we can.
	Still subsidized because critical mass of users is not achieved. San Diego County will never (within the next generation [20+ years]) reach the point of sustaining by itself.
	Invest in uber and Lyft and not buses and pensions.
	Handicap and fixed busses, better deliver, be on time,
	People in southwest San Diego have extremely poor public transit options. It is limited and infrequent.
	with progressive mileage fees
	New northbound coaster between the current departures of 6:15 and 7:39 and 9:18.
	We MUST move away from single-driver SUV's & traditional autos.
	This concept is unclear...sounds good as a policy but what does it mean?
	We do not have a practical public transit system. If I can't get a train, or can drive to my destination cheaper and faster, I have no other option. We need better mass transit.
	I'm not sure I understand what the arrows mean. Does green arrow mean I want it to be better than today? Does the red arrow mean I want it to be worse than today?

	The stops need to be in the neighborhoods, not just major roads/intersections. With more routes with less stops. So that it doesn't take 3x's as long to get to your destination.
	Have no idea what you want here with rating.. Rate what? How it is now or the concept... not a good survey
	Increased routes & transit options is great, but doesn't quite make sense for the casual user. There should be options for transfers like in other cities. (i.e. Pay one fee, and take as many transfers as needed, within a short window, for no additional charge.)
	More frequent service, more hours of the day, leads more people to stop using cars.
	More buses is not the answer.
	fast track BRT lanes within local streets than can be converted to LRT in the future.
	And serves as a choice
	The key is how do you get us out of our cars and into transit, convenient, fast, affordable, easy to use and goes to where I want to go.
	the worst concept
	I feel like shared mobility and better transit access go hand in hand because if you don't have good transit access then no one will use transit and it won't matter because it won't be a viable transportation option for those who don't have good access to transit stops.
	I would like to see the HOV lanes on the 805 be opened up for solo drivers willing to pay. Those new lanes are barely used. I have to drive extra miles and sit in traffic with a less fuel efficient car while the HOV's are empty (except for the many people who illegally drive them).
	the rapid transit connections are a great idea. But you took away the neighborhood stops. How are people supposed to get to the major connections? Walk 1-5 miles? What about the seniors, the disabled? This is ludicrous.
	Your presentations are not friendly!!'
	I wish more information was provided on what is included in this concept. It is hard to rate with so little information.

	Dockless Scooters are an abuse of public space and a safety hazard. The City allowing these companies to stage their for profit ventures in the public domain is completely irresponsible. No real oversight, let alone public discussion. It's very disconcerting when City officials trade off General Plan quality of life for it's citizens for a weak misplaced solution.
	this seems to make the most sense, but it needs to include lower costs for public transportation and making the MTS system more robust and user friendly for middle class folks.
	Only if they are Shared public buses/trolleys/trains for more than 10 + people. We do not need more small electric vehicles that only hold 2-6 people. We already have Lyft and Uber that cause more traffic.
	Only if they are Shared public mobility like buses/trolleys/trains for more than 10 + people. We do not need more small electric vehicles that only hold 2-6 people. We already have Lyft and Uber that cause more traffic. We also need them running until 2pm for downtown areas.
	Encourage carpooling by opening more Park and Ride sites.
	Don't want to encourage additional transit routes where demand is minimal (no empty busses)
	shuttle from Balboa transit station to the beaches.
	Buses don't go where we need them to and are not flexible. Say I want to run an errand after work, now what? My house is a mile from the bus stop, how do a schlep 4 grocery bags to my house?
	Why is this called Shared Mobility? When I think of "shared mobility", I think of the sharing economy: ridesharing, bikesharing, scootersharing, etc. These services are useful for completing the first and last mile of a trip. These services also are operated by private companies. As a public agency, how do we provide the trunk services, improve infrastructure, and form partnerships that tie into first/last mile solutions provided by the sharing economy? Is this what the "Shared Mobility" concept is about? The description only mentions transit. What about biking and walking? What about mobility hubs? The description doesn't tell me much about the concept.

	Why is this called Shared Mobility? When I think of "shared mobility", I think of the sharing economy: ridesharing, bikesharing, scootersharing, etc. These services are useful for completing the first and last mile of a trip. These services also are operated by private companies. As a public agency, how do we provide the trunk services, improve infrastructure, and form partnerships that tie into first/last mile solutions provided by the sharing economy? The description focuses only on transit – which is great and is the trunk services we need. But what about biking and walking? What about mobility hubs? This concept needs to be renamed. This is not "shared mobility" and it doesn't seem like it is 100% transit either. The "flexible funding" in the description sounds like a sneaky way to slip in highway improvements into the concept, which does support transit, but also perpetuates car culture and certainly does not support "shared mobility."
	The median and extra lanes on El Cajon west of the 805 are not ok. True brt and Mobility lanes are needed. Remove parking on El Cajon.
	The median and extra lanes and the parking west of the 805 on El Cajon are nonsense and need to be transformed into real brt and a bike path!
	Pricing of road use and parking use is much more important than transit. We MUST reduce driving. More transit will create space on the roads which will induce enough traffic to fill that space. So Transit will not reduce driving. We must have good systems to price driving and parking and we must REDUCE the number of lanes. This will only increase congestion until people have adjusted. This is induced traffic demand in reverse.
	Focus on making transit competitive with driving. Focus on building transit where existing communities already exist.
	mas rutas en chula vista More routes in Chula Vista
	Trasporte accesible 1seguridad 2 y menos congestión vial 3 movilidad alterna 4 tecnología 5 Accessible transportation 1. Security 2 Less traffic congestion 3 Alternate Mobility 4 Technology 5

	Porqué no incluyen más líneas de Trolley, solamente Rapid? Al que pide poco, le dan poco. Este concepto no le hace justicia a las necesidades de mayores opciones de transporte masivo. Los BRT en San Diego no corren en rutas exclusivas, se atorán y atorán el tráfico vehicular. Las grandes ciudades tienen subterráneos, túneles, teleféricos, y esta opción parece que se agota en solo ofrecer más autobuses. Why don't you include more Trolley lines, only Rapid? If you ask for less, you get less. This concept does not do justice to the needs for greater mass transportation options. The BRT in San Diego doesn't run exclusive routes, they get stuck in traffic and cause vehicle congestion. Bigger cities have tunnels, bridges, aerial tramways, etc. This option seems to be limited to more buses only.
B. Connected Corridors	Being a solo driver does not mean that person can afford to be charged additional money. It may be necessary to be solo for many reasons including poorly planned transit connections.
	We do not need to encourage more driving and expanding of lanes. This will extinct us all from burning up due to the heat of emissions increasing the overall heat of the earth. Let's be smart and push for a change of habits, less driving more and more each year.
	Stop building highways and build more trolley lines.
	[Expletive] about highway connectivity. Connectivity for transit and active transportation corridors I do care about. But [expletive] motorways.
	I see highway improvements as a band-aid for systemic traffic congestion. Yes, freeway connections improve traffic flow, but what we need is less cars on the road. Highway improvements perpetuate car culture and does little to promote regional goals for smart growth, transit-oriented development, and reduced greenhouse gas emissions. We need to encourage more people to choose mobility options other than driving alone.
	Hoping express lanes does not include tolled lanes. Let's just increase roadway capacity
	The poor cannot access Express Lanes if you must pay to use them.
	This question is very confusing. I don't know if you're going to get meaningful results from the way it was asked.

	This concept appears to have a bias toward freeways. Freeways lead to sprawl, and more freeways lead to more sprawl. Improving freeways for sprawl that has already occurred inherently disincentivizes other modes of transportation, because people will drive SOVs as long as it is easy. SANDAG resources should go toward improving transit, not highways.
	There are so many electric vehicles at this point carpool should only be for 2 or more, buses/trolleys/future possible sprinter. We need more public transit not wider freeways.
	There are so many electric vehicles at this point carpool should only be for 10 or more, Public buses/trolleys/future possible sprinter. We need more public transit not wider freeways.
	We don't need highway improvement. we need to deter people from using their cars by themselves.
	I'm really not interested in building more highways.
	I wish more information was provided on what is included in this concept. It is hard to rate with so little information.
	Express lanes are being abused...need more law enforcement
	It is unclear whether this would be most beneficial for auto drivers or if transit projects include public and shared transit. Would love to see more express lanes for buses or trolleys, but I don't want to see more large automobile infrastructure.
	Sounds like more roads. how can transit take advantage if transit comes from neighborhoods?
	Focus on major interchanges and new HOV lanes on the I-805
	Too auto oriented. We need to focus on building a transportation network that doesn't rely on cars.
	There is a good argument in some cases to build out freeways for these types of situations, but largely, what we see is massive freeways, with barely used carpool lanes, and as the freeway widens, more and more cars just keep filling in.
	Connected Corridors should be considered for mass transit, bicycling and pedestrians as well. We have sidewalks in 92024 that lead to nowhere or a dangerous freeway underpass with no protection from cars= dangerous. I believe Caltrans is fixing this issue with the I-5 Widening Project. We need to make connections for pedestrians and bikes too....
	Connect the trolley to the airport!!!!!!!!!!!!!!!!!!!!!!
	We need to invest more into transit options, not just expanding freeways.

	I couldn't determine how to do anything on this page. Too complicated.
	The region needs to plan for a comprehensive transit project like that being built in Los Angeles and elsewhere.
	More bikes and public transportation. Less funds for cars. Trolley up the 805!
	auto/drone technology may outpace the need for this type of heavy infrastructure. Freeways should not be the mode of transit for our future.
	Auto/drone technology may outpace the need for this type of heavy infrastructure. Freeways should not be the mode of transit for our future.
	Auto/drone technology may outpace the need for this type of heavy infrastructure. Trolley lines and intersecting transit with major areas of interest are what we need. Freeways should not be the mode of transit for our future.
	"Handling heavy traffic by building more highways is like controlling obesity by buying a bigger belt"
	I don't like the concept of buying your way out of congestion. Poorer people as the ones most in need of transit flexibility.
	The people voting for this option are the ones who will be dead (from old age) before they see it developed. The people who do not vote for this option, are the ones who will have to deal with terrible decision making for the next 3-5 decades of their lives!
	No new lanes.
	We do not need any more lanes, we need mass transit that works.
	The amount of rebuilding of on- and off-ramps, the cost of such work, and the amount of disruption it would cause makes this seem like a pretty difficult to attain solution. Also, the marginal traffic gains don't seem like they would be worth the expenditure.
	we need it for sure, b/c we don't have walk, bike and public transportation. seems silly to keep investing on a broken system. so many times we want to take the train, but it's not running, or it's more expensive than uber. or we want to bike, but it's unsafe. I was born and raised here, the freeways are a disaster and need help, but we need to fix the ROOT of the problem.
	Solo drivers should not be allowed in "managed Lanes" that are apparently replacing HOV lanes with fees for use, something else I disagree with as these are publicly funded lanes
	What pain will we endure while these construction projects go on for years

	Express lanes are great but am concerned about continually inviting more cars onto the freeways versus improving public transit.
	I think improving mass transit and getting more cars (especially fossil fuel powered ones) off the roads is a must, even if we have to force it down the throats of some people who resist change. I am thinking of my grand children and their children's future!
	Express lanes only make things worse for those of us who have nobody to carpool with. Better public transport is the real answer.
	No to highway improvements, yes to transit and more rail.
	I only like this concept applied to transit; I believe highways should be deprioritized and maintained rather than expanded
	Superwide lane requirements have become ridiculous. Pushing the superwide lane width requirements/vision (county level?) contributes to unsafe high speeds when traffic loads are low, and increased congestion when traffic loads are high. Please lower roadway lane widths to get more traffic through the existing roads, lower speeds (slightly) and reduce congestion (significantly).
	This is where we need to focus our attention.
	No flyover for the 78/5 interchange
	We do NOT need any more freeways or freeway lanes unless they will be exclusively for buses or HOV.
	We need to radically reconsider the freeways as self-driving cars become more available. These are also potential future foundations for other infrastructure, if freeway verges were reconsidered from a land use perspective. Such perspective would allow such land to be utilized for affordable housing and other beneficial uses.
	Should have mass transit options (light rail) along along all expressways and separate bikeways along all expressways.
	That is a great idea but it does not help getting all the drivers to those concepts. More people are moving to the outskirts of San Diego and that has caused BAD problems with all the small road that lead to the bigger roadways. Mass transit and HOV lanes do those commuter no good if the can't get to them safely.
	Instead of adding lanes, use a lane to create high speed trains to get people places more efficiently.

	Ramona desperately needs a better way to get to jobs/services in other communities.
	This just keeps people driving alone and polluting the air. This should be the last option
	East count is a mess at many off these corridors. One of the most congested areas is the 125 S to 94 East. It is a daily issue. To get on and off a freeway is not a logical engineering construction. The congestion at the 52 over the crest in both lanes. Sorrento Valley on the 805. There are many areas where there is need of improvement... yet East county has many fixes that have not been addressed.
	Open your eyes. building out freeways and trying to squeeze more cars on roadways will be worthless before your start.
	I do not want additional lanes added. There should first be more trolley lines and better bus routes with quicker and more frequent service. Then we should move towards fewer lanes for single passenger cars. Do not build new freeways!
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	We need to change our direction for future transportation from more highway construction to supporting mass transit, biking, and walking.
	I am listing this as 4 stars since there are infrastructure improvements which could be completed to drastically reduce congestion in and around the base. These improvements would support GHG redux, and also help stimulate the economy, and improve environmental health in local communities.
	Again cost benefit...given the geographic constraints throughout the region coupled with fewer dollars where is SD going to get the highest ROI? it is not through public transit, i.e. buses and reduced fares.
	Light rail down the freeway corridors would follow high speed right-of-ways already existing. Smaller scale transportation spike off of major light rail routes
	Highway and transit projects should be separated. Dedicated transit right-of-way projects and highway projects should be their own concepts.
	The express lanes are a waste of money. Having the HOV lanes as part of the actual freeway allow better use of our money.
	Less cars, more trolley in all of Dan Diego county

	This concept doesn't de-incentivize driving
	Obviously a positive idea but very costly.....would like to focus on options for less car use
	I gave this 1 star to support the transit projects. We can't reduce GHG emissions without more transit options immediately.
	Assuming this applies to public transit, not just private motor vehicles?
	LESS freeways. MORE transit. We could pave over San Diego, kill our quality of life, and still freeways would be overcrowded. We NEED public transit
	As long as it allows full use all vehicles no cost off peak hours.
	This only gets 1 star because the answer to reducing highway congestion and greenhouse gases is to improve mass transit.
	DO NOT prioritize new or expanded roads, prioritize dedicated bus lanes and alternative transportation infrastructure.
	As in my previous comment, I live by the Oceanside transit Center. I cannot get to the Vista courthouse or other important places because there are no connections.
	Continued investment in more road capacity doesn't get rid of the problems of individual polluting. A focus on share transport would help more.
	Building more highways, express lanes etc is a 1950's solution to today's problems. Don't do it.
	Lumping highway and transit projects is a false decision built into the question.
	Like transit projects, not more express lanes
	Climate Change is a serious issue, and people will not give up driving solo without some impetus. Dedicated express lanes make a huge difference
	We need to reduce the emphasis on single commuter transport modes.
	This is too easily turned into more car lanes than decreasing car use.
	We need incentives to not drive and to reduce use burning of fossil fuels
	I'd rather this be solely concentrated on improving transit
	This option seems to be about infrastructure rather than transit routes and fares. I support double tracking the Blue Line and building the Purple Line, as well as finishing the Blue Line extension. I'm not sure what other infrastructure projects I would support, other than charging stations for electric buses.
	56 connectors should have alternating express lane for am/pm commutes

	Expanding lanes often does not decrease congestion. Important to give people more options NOT to drive.
	If improvements to traffic congestion are not considered as well, then HOV and Express Lanes are congested as well which defeats their purpose.
	I like reducing congestion, but there will be lots of CO2 emissions from the concrete itself as well as from the additional traffic it will facilitate.
	I like reducing congestion, but there will be lots of CO2 emissions from the concrete itself as well as from the additional traffic it will facilitate. Curious how this is expected to reduce emissions. What I understand about HOV lanes is that they really don't change behavior. (It's mom and kids or two employees in company truck.)
	Stop spending money encouraging more cars & drivers--instead make public transportation that is efficient and affordable.
	We need rapid lanes beginning from the border to mission valley. Many residents in the South Bay work in north county, so in order for housing to be an option for these families, you need to have access to drive to work every morning without the traffic congestion. Tragic access equals increase home sales which means a stronger South Bay.
	We can do both.
	this is not clear what I am to do here.
	I support the corridor improvements for transit projects but highway is included in this so I read that to mean more auto-centric improvements as well which I am not supportive of.
	This is a good idea if you plan to spend all your funds addressing driving vehicles long distances. These major corridors should be improved with tracks, or else parking hubs for train or express bus stops.
	Vast concrete highways are neither the future nor the solution to any of these problems & I'm very confused as to how this would help climate change if its promoting cars/commuting?
	I don't understand how this will have a positive affect on climate change. Building more roads will lead to more auto traffic.

	I could see a monorail system up the center of I5 from the border to Oceanside. Why does the current Trolley not go directly to the airport? Silly. Why does Amtrak stop downtown? For five years I could have and would have been a daily rider. But because I would have needed to drive about half way to my destination in Sorrento Valley, I drove my own car. Plus downtown parking is a scam.
	To address climate change we need more transit - which amazingly is not one of the options you are suggesting - and LESS HIGHWAYS. I only gave this 2 stars to support the transit projects. Not new highways or more lanes of any type.
	What our ranking means for this section is not clear. More concise explanation would be helpful i.e. what does my ranking tell you? What I think is best? What I prefer? or Whether I agree with the better or worse than at the bottom of the page?
	Confusing for seniors, but the explanation sounds good.
	I support maintaining our roads, but not expanding them. Building more roads will only encourage people to drive their cars instead of taking public transportation.
	Build more roads. We pay enough taxes. Stop raising the pay of your executive people.
	Route 52 and 78 are the worst to drive on. Highway 78 more so as it's ALL day long, even Saturdays there's congestion like if it was rush hour.
	Would be extremely disruptive while under construction, and may be outdated within 20 years.
	No matter how much we improve on roads or we develop new ones, congestion won't go away since our culture demands that we utilize our cars to transport from point A to B
	Improved express lanes people with cars and the money to afford them. I prefer solutions that focus exclusively on strengthening public transportation.
	Doesn't address more public transit needs
	Quit widening highways and building new bridges...we can't maintain the existing ones. We have the worst street maintenance in the country.
	We don't need more express lanes, we need more public transit.
	San Diego is unique in that it has broad transit corridors. We should be taking advantage of these to connect our far-flung neighborhoods to our concentrated workplaces. The I5, I15, and I805 corridors are prime for this. Putting commuter rail lines or exclusive high-speed bus lanes on these corridors would incentivize commuters to leave the car at home.

	This will not change much either. Carpool lanes don't solve the problem. Additional travel methods like dedicated bike lanes, or through city parks would be more helpful and worthy of spending this budget.
	I'm generally opposed to building bigger and better freeways to resolve fundamental transit issues. It's sort of like welfare for motorists and the auto industry - i.e. no real incentive to change deep rooted transportation paradigms.
	Funding that is siphoned to roadways is funding that is taken away from shared transit/clean transport options
	Even worse than A; failure to address climate change and traffic congestion. This is not a reasonable "alternative" to consider. I rated no stars.
	Seal off trolley stops and stop making them hangouts for the homeless and hepatitis
	Express lanes that provide for flow of traffic for longer distances without exits, such as 805/5 merge to Carlsbad/Oceanside would be a huge benefit.
	You just won't solve this with even more lanes and even more concrete
	given the percentage of people who can or will car pool or who will use managed lanes, and the advent of autonomous vehicles, our regional emphasis should be on the expansion and addition of general purpose lanes
	Highway projects increase Green House Gases and encourage or induce demand for more highway use
	NO TOLL ROADS! We already pay enough in taxes.
	I support as long as there are NO TOLL ROADS! We already pay enough in taxes.
	Connect the airport to the train. Sheesh
	Corridors should be focused on Transit. If they just push cars around they won't fix everything
	There should not be tolls for express lanes.
	Anything still prioritizing cars is admitting you don't care at all about the future health & well-being of others
	I would like to know what "transit projects" this refers to, as it seems to mostly be about car lanes.
	Highway Projects will not help meet SANDAGs goals, nor Climate Action Plan Goals, nor Vision Zero Goals.
	this is the problem not the solution!!

	No more money for CarCentric Infrastructure #DitchTheCar go #MultiModal Offer safe, reliable, continuous (in places) shuttles that Accommodate ADA and the rest #RollOn,. Walk on, etc. Conversely, More cars = More Pollution Oil, etc. contaminants pollute no matter how much more you charge for Solo/2 passengers. The contaminants change the pH of the Pacific The Pacific produces More Oxygen than all of Terra Firma Phytoplankton in the Pacific. man-business-Planet
	More lanes = more cars. Don't make it easier for people to drive. Incentivize public transit, EVs, and urban centers.
	Absolutely needed.
	I don't know that just creating express lanes is the issue. People who can pay for express lanes will, and maybe their transit will slightly improve, but really there should just be multiple routes. For example, there are really 2-3 main highways that are used exclusively. Due to issues merging (when there is a switch from 3 lanes to 5, or from exit ramps) traffic slows. For example, the huge amount of traffic traveling north on the 5 could be ameliorated by starting the traffic lights on the 5N on ramp EARLIER from Del Mar Heights. You have 2 lanes of traffic on the on ramp trying to merge and then all of them trying to get out of the exit only lane....
	Not a bad idea, but I still think the push would be on driverless cars.
	San Diego has overinvested in huge, expensive highway projects. Car travel should not be encouraged through public subsidies to the degree it has in the past. San Diego's bike infrastructure is pathetic relative to road/highways and deserves prioritization now.
	Actually, lets spend less on highway projects and more on shared mobility.
	We need to rapidly transition away from fossil fuels and automobiles as a mode of transportation. turn those express lanes into trains or public transit lanes instead.

	San Diego has prioritized road/highway infrastructure for too long. Investments should be made in active transport (bike/walk) infrastructure to rectify this imbalance and encourage more San Diegans to get out of their cars.
	The corridors for the 15 and 5 to the 78 need great improvement. It is consistently backed up during peak hours and begins to back up well before 5pm due to the design of the junctions. While the design may have been good 20 years ago, rapid growth has made these designs obsolete where 4 lane highways are now turning into a 2 lane junction with an on-ramp right next to the junction. There is quite a bit of land around these junctions that can be used to create expressways to help alleviate the congestion.
	These corridors need to focus solely on providing efficient transit, rather than becoming yet another means of allowing moneyed classes to buy their way into faster commutes.
	widening freeways does not result in clean air. It promotes more vehicular travel. More lanes should not be added to freeways - lanes should be designated for transit use only so as to deter people from driving and to not widen pavement in open space.
	It is already mindboggling that, UCSD, a self-claimed leader in sustainable and world class university is just being connected to the trolley. Even more puzzling is that UCSD is still not properly connected to the train. Why not have a shared trolley/train station near Gilman/15 intersection, is easy shuttle distance to UCSD?
	Although I see the value in increased connectivity, much of San Diego is already covered in freeways. I don't see small improvements of an already extensive system as real progress.
	Make carpool lanes access more efficient. Allow for more entries and exits
	Rating low due to transit access score. Cars are expensive!
	While I think corridor improvements are a great idea, I don't believe in using express lanes or charging people to use them. A carpool lane makes more sense and isn't elitist.
	This option makes no sense because it merely adds to an existing, dysfunctional transportation system network. It lacks a recognition that the region needs to advance its transit/active transportation mode shares and does not appear to encourage new technologies and approaches to transit.
	Connected corridors for automobiles only. No capital expenditures on transit please.

	NO MORE FREEWAYS! this is A FAILED 20th century concept for the auto/oil industries....every major study on highway road expansion have shown that adding lanes and adding more roads/highways ONLY INCREASES CONGESTION - it is A WASTE OF OUR TAX DOLLARS! STOP THE FREEWAY BOONDOGGLE.....INSTEAD - lets use our tax dollars for better RAIL PASSENGER SERVICE! A tunnel underneath La Jolla to get rid of the Mira Mar Grade would be a worthy project! Double tracking this part of the rail route would be good too! But adding freeway lanes at Million dollars a YARD is A WASTE OF TAX DOLLARS!
	With regards to this entire "Network Concepts" section - these concepts are so watered down and generalized that it's hard to get any useful sense of the differences between them or actual projects that would be prioritized. The public is smart enough to actually read descriptions and determine how they meet their priorities rather than being presented with cluttered info-graphics and "better than/worse than" arrows. This entire survey barely scratches the surface on providing any meaningful context or options. Determining what average star rating the public gives a one sentence network concept is an insulting idea of a "public participation process".
	I do not like this because it ties highway development with transit. What century is this?! The two are orthogonal. Stop building freeways San Diego - are you insane! It hasn't worked; it won't work; and it only stands to generate more and more liabilities. Build more light rail, add more buses on existing routes, and better connect the city.
	Current freeways aren't the issue. Even if we are to build more lanes, more cars would be on the road. Any transportation study ever would tell you that. We need to focus on getting people out of there cars, being mobile, and utilizing mass transit.
	We need GENERAL PURPOSE lanes. Commerce relies on highways, fix the interchanges like 78/5 and 56/5
	I have ridden public transport in Europe and it is very connected, hop off one bus and the next leg of your journey begins easily and close by. I miss that here.
	Please no more freeway widening
	More lanes is not the answer. Stop adding more lanes and shift focus to better public transportation infrastructure.

	As we complete or improve our highway systems, incorporation of express lanes for bus and multi passenger vehicles should be required... but not at the expense of losing any existing vehicle lanes.
	We should move away from freeway expansion and stop subsidizing and prioritizing single drivers.
	Esta opción de lo que habla es en más freeways. Está bien, pero que los paguen los usuarios. Es como el transporte público, se paga, pero no se le cobra al que usa la carretera, excepto a los que vivimos en Chula Vista (SR 125). Yo diría que todas las expansiones de freeways deberían de ser de cuota. y sí a SB-1! This option is talking about more freeways. That is fine, but users should pay. This should be similar to public transportation, paid for, but use of highways is not charged, only us that live in Chula Vista (SR-125). I say that all expansions should be charged, YES on SB-1.
	Excelente más corredores y con los insentivos para llegar rápido al trabajo si alguien se levanta más temprano y recoge a sus compañero by ser rotativo un mes uno otro mes el otro. Excellent, more corridors and incentives for those who arrive early to work by ridesharing
C. Policy Possibilities	We should improve the implementation of current policies and programs like the Climate Action Plan.
	Although tech is not a panacea, it offers now and in the future some real solutions to mobility. SANDAG should look to tech for the inducements that will make non-vehicular more desirable and useful.
	Congestion pricing would be great for the UCSD and mira mesa areas
	Technologies yes. Policies and Programs sounds like something I do not want.
	Seems to me that this alternative should be able to provide better transit access. Why not have include small autonomous vehicles to resolve the "last mile" problem as part of this alternative to improve access to transit?
	IF all 5 priorities would be improved under Policy Possibilities, this or Shared Mobility would be the way to go.
	Electric vehicles, etc.

	NO MORE TRANSIT! We waste tremendous amount of money on a system that is hardly used because it is slow, inconvenient and inefficient because our county is so big. double track LOSSAN - build a terminal so truck freight trailers can be loaded on trains and off the highways.
	If this option addresses other means of transportation besides catering to the car, then I am ALL for it.
	Sure, maybe some improved transit services would help. But, again, transit success is not rocket science. Low frequencies lead to poor user experience. Just add more [expletive] buses on the existing routes and given them lane and signal priority. De-prioritize cars and stop building roads and highways. It's cheaper, to boot!
	I like this because it is flexible. but it may also be hard to sell to the public - it's harder to walk back the built infrastructure. Are there equity concerns with a pricing heavy policy scenario?
	With regards to this entire "Network Concepts" section - these concepts are so watered down and generalized that it's hard to get any useful sense of the differences between them or actual projects that would be prioritized. The public is smart enough to actually read descriptions and determine how they meet their priorities rather than being presented with cluttered info-graphics and "better than/worse than" arrows. This entire survey barely scratches the surface on providing any meaningful context or options. Determining what average star rating the public gives a one sentence network concept is an insulting idea of a "public participation process".
	This is not plain English. You should consider framing these questions with greater precision that can be reasonably understood clearly.
	Invest in technologies to improve traffic on freeways
	This looks ok but access to transit should be a key priority of the region due to major income disparity issues.
	Use better smart signals for more efficient flow. Freeway off ramps and o ramps should sync better with local jurisdictions signalization

	This option should also implement the "advancement" of transit like the Shared Mobility concept. However, as with Shared Mobility, it only produces the same system that current planning would yield. The Policy Possibilities is a fairly vague concept once one get beyond the presented infrastructure for transit (and roadways). How does this option substantially improve the integration of transit with smart growth/housing? The future transit system needs more coverage, more unimpeded (dedicated) route infrastructure, more efficient (multimodal) transit nodes and more micro-area planning and services to ensure that the "last mile/quarter mile" resistance to transit is finally overcome.
	This description is extremely broad so it is hard to make a judgement. Smarter intersections seems like a good investment given how often I see people waiting at intersections for long periods of time when no one is moving.
	This is a word salad
	Why waste money on more vehicular technology? We need more walking and biking options
	Again, this concept is far too vague and car-focused to give it a favorable rating. Subsidizing transit for low-income residents is an important step, and smart intersections that are designed *with pedestrians and bikes* in mind to make their crossings more efficient and safe are also a key need in San Diego. But policy restrictions on companies like Lyft and Uber are essential to preventing vehicles from clogging our roads and displacing effective transit options.
	Main roads are the veins that run through multiple cities and in North County, even though the congestion is not as bad as downtown, the flocking of new residents has made driving through back roads a gridlock. Having technology and programs in place that understand the concept of peak hours for traffic that is not set based on the number of stopped cars but the flow of how main roads can ease the pressure of traffic would be beneficial.
	It's very unclear what this means in practice. I think there are tons of existing models of transportation systems that work better than ours, and would suggest getting the basics (functioning public transit, safe bike lanes) right, before focusing on expensive new technology. that said incentives and disincentives could certainly be an important part of this.

	Yes. Let's be proactive instead of reactive to these technologies.
	Signal priority should be given to transit, especially along trolley and Rapid routes.
	Signal priority should be given to transit, especially along trolley and Rapid routes. Also, SANDAG should reduce or eliminate at-grade crossings, especially on the popular Blue Line.
	I think this is a great idea. FINE/TICKET PEOPLE WHO CAUSE ACCIDENTS. They not only put people's lives at risk (probably due to being on their phones), but also they are causing MASSIVE traffic congestion and wasting millions of gallons of gas. This would not only incentivize proper driving/not using phones while you drive, but would show people San Diego is putting a priority on the environment and reducing the carbon footprint.
	This relies heavily on emerging technology, which may or may not be fully available or reliable. I doubt the city's ability to pull something off of this level of sophistication.
	Excellent use of technology Just don't put down any more concrete, etc. to implement it WiFi ... Phase in the Small Shuttles earlier, now. They're Mobile...make them Agile and Effective, too My friends and I use the public transit ...as possible, here. But, in other cities we're Avid riders. Connect San Diego Win-Win-Win People-business-Planet
	interesting definition that I'm not sure I understand the specifics of but looks like it's headed in the right direction.
	More charging stations for the advancement of electric vehicles. More parking at coaster stations
	Technology is a great resource but is not the only answer. It is important to build out the complete bike network in next 10 years to meet existing SANDAG goals for Healthy Residents and Vibrant Economy. Innovative Mobility, i.e. Bird Scooters will also become valuable stakeholders.

	Technology won't save anyone if you still use internal combustion engines to pollute in street designs that don't accommodate for people who make mistakes all the time & kill needlessly
	Most of us will never ride a bike to work! a lot of BS. too hilly
	I am always skeptical of new policy because it tends to push more costs onto the lower and middle class worker. Public transportation is good for some but will not work for many and this sounds like a punishment for those who cannot or do not use it.
	Are there going to be electric cars in the future
	That's a lot of stuff to dump into one category and I have zero idea what smart intersections are. Is that roundabouts? That sounds like a word for roundabouts. Roundabouts are kind of stressful but if there were a lot of them I guess I'd get used to it.
	NO TOLL ROADS!
	It's a cop out for SANDAG to rely on policies that are not within its authority to reduce GHGs and shift commutes away from SOVs. Focus should be on capital projects. Like the Purple Line!
	Too vague
	Embrace AI
	The only policy that reduces congestion and is flexible to new technology
	Fiscal incentives/disincentives are what it will take to get people's transportation habits changed. Along with a strong shift in providing public transport options that are quick and efficient.
	Cars, cars, cars. Everything is about getting more cars from A to B. Can we work on getting people out of their [expletive] cars? Please?
	Stop being greedy and become environmentally aware
	So long as pricing is affordable for all.
	Policy number 1. Build more lanes!
	Still only marginally better than "no project." No reason why these added "policies" can't be part of every alternative, if these policies are really supposed to be so effective. Not enough really creative thinking for a truly different approach in terms of transit system infrastructure and system operation. No truly BRT, for example.
	Really important

	Everyone already knows where the traffic is. Most major businesses offer electric vehicle charging stations. Employing new technologies is already being done.
	Unless one of the technologies is flying go-karts, this is almost as ineffective as transit.
	I don't see any way that this will take cars off the road because it does not address the problems San Diego has with getting from home to work in a timely fashion.
	The only part of this that worries me is the 'technology'...many of the driverless vehicle ideas, as well as the 'driver assist' technologies still have issues. The 'assisted braking' in our VW resulted in the brakes locking on the freeway--we had to get rid of the car!
	Very vague
	People definitely change their behavior with the right incentives.
	Likely to have the most impact with the least change in road infrastructure.
	CA drivers pay enough DMV fees to support the transit infrastructure. Stop raising the fees for any programs. Electric, hybrid, and non-gas using vehicles need to pay more. Gas users pay enough fees at the pump. CA government has more than enough money, stop taking the cream off the top and use it where you promised to invest it.
	What our ranking means for this section is not clear. More concise explanation would be helpful i.e. what does my ranking tell you? What I think is best? What I prefer? or Whether I agree with the better or worse than at the bottom of the page?
	This could potentially be so many things it's hard to rate overall.
	Tolling had better be a system that uses a transponder that is compatible with LA freeways and current toll roads in SD.
	The best option
	This all sounds good, but relying on technology that doesn't even exist yet is a reckless idea.
	This is so vague as to be meaningless. There are definitely policies I'd support but you don't give me the option to choose any. Some I'd support are building out significant transit options now. Safe infrastructure for bikes and walking. Safe infrastructure and guidance for electric scooters. Free transit passes for students and seniors.
	I don't have faith in this not costing a billion dollars. How about provide useful travel information on the freeway signs. Atlanta has a better approach - they tell you speeds and time to destination.
	Please lower the MTS Access fares.
	Please lower the MTS Access fares. Make it easier to ride the bus. Free transfers please.
	Policy suggestion: end free parking everywhere, including at office parks.

	Transportation should be free to all students. Then, cost should be based on income and miles driven to work each day. Those who drive over 20 miles to work, would get a break on public transportation to encourage carpool or trolley use. Also, a partnership with community colleges students that when they transfer to a local university, their public transportation will be free just as long as they are 1st in their family to go to college, carry a full load and maintain their grades up. This would show how SANDAG is invested in our future residents and community members of the South Bay. Along with investing in our future economy.
	One day a month when you can't use your car. Or pay a fine/tax to use it.
	We have to build the transit infrastructure- managing technology associated with new transit infrastructure is just a given. El Cajon BRT is case in point. The BRT was added but the signal technology has now been in testing for over a year and a half because the engineers keep finding flaws in the signal system. How do we consider technology improvements in a timely manner to benefit the public rather than keep having the engineers testing a system that keeps failing?
	An example would be helpful here.
	Need more charging stations and more fast access for long distances (bullet train)
	Also, any multi-faceted plan to reduce greenhouse gasses, improve habitability as we increase population and try to limit sprawl, includes these measures and incentives.
	All this crap is way too vague - your survey needs a lot of work
	These are important, but many of these policies proposals do not fall under SANDAG's purview for approval.
	This plan must be constantly sold to the public. This sounds very wonky and the average commuter won't understand that SANDAG is doing anything.
	Most aspects listed are appealing, though the tolled carpool and increased parking pricing aspects are not appealing.
	Emphasize zero emissions and electric cars. Helps with climate change and clean air!
	This option is supposed to achieve all of my five priorities, but I don't see how that would happen. How would policies build bike lanes? I hope it's not just sharrows everywhere.
	I am in favor of electric car charging stations powered by renewable energy.
	This is a false trade-off. We should be focusing policy on new technology while building more shared mobility corridors now. Tech will make the latter more efficient as it rolls out.
	I support flexible funding options.
	This is super vague, so it depends on what the policy possibilities are, but I think there are opportunities, particularly for bikes and transit, through policy

	Technology will help, especially since drivers are terrible killing 40K people a year, injuring another 100+K But first just wire up the buses to our smart phones.
	Until other forms of transit become safer and more available, people will use the car as a convenience. Cars need to be the last choice for getting around. And policies could cause that change.
	Technology is available to synchronize traffic lights, etc.
	Dis-incentivize SOV trips, but have functional alternatives in place.
	Of all the potential initiatives under the "more" button, none of them addresses the need for improved mass transit. This should be our priority for connecting the city and reducing emissions.
	Again, as long as off peak is free use of all highway resources.
	Unfortunately the Arrows did not register, maybe it was my pop-up blocker?
	Unfortunately the "Stars" did not display/register in the concept rating area. Maybe it was my pop-up blocker. Q: Is anyone else having this problem?
	Give us public transit -- get people out of cars. I love riding the train and trolley -- much prefer it to driving IF it went anywhere
	It is disrespectful you do not talk about adding standard vehicle lanes to the highways in any of your concepts. I believe it is the reason your proposed tax was recently shot down. Your approach is very slanted to the solution you pushed previously. You really are not willing to spend your money to fix our problem. Build more standard lanes. Car pool lanes really don't help congestion. If you insist that people are going to magically riding two to a car or taking mass transit in a community design for cars your are spending our money foolishly.
	Would this include free transit passes for students & seniors? Improving public transit? Improved routes/shared roads with bikes? Safe alternatives for pedestrians? Rules for electric scooters?
	This is so vague as to be meaningless. There are definitely policies I'd support but you don't give me the option to choose any. Some I'd support are building out significant transit now. Safe infrastructure for bikes and walking. Safe infrastructure and guidance for electric scooters. Free transit passes for students and seniors.
	Our community could do more with "fast train" options instead of the continued focus on cars for getting around.
	These policies need to make transit as affordable as possible without targeting low income drivers to pay for it. Maybe tax new car and boat sales in the city to help cover it?
	You don't get it. You need to move from the 19th century to the 21st century. Celestial mobility is the future.

	Not a fan of tolled carlanes. This puts more cost on the middle class who already move out to the suburbs just to be able to own a house.
	We need rail driven transit, not buses. Portland Oregon tried more buses and recognized the failure. We are, and will continue to be, living in the past century.
	There is no mention of rail. We will continue to live in the past. Sad.
	If this includes getting us off the ridiculous, inefficient, climate-change driving freeway system, I'm for it. My top priority is decent, clean, fast, and widely accessible public transit.
	Important that new technologies be thoroughly tested before introduction, so as not to cause public rejection in event of failures/accidents.
	Difficult to rate, very vague description
	Like what?
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	Two lanes in both directions, remove the ugly plastic yellow faux barriers down the center, and make turn lanes on Highway 67. Period. We need two lanes for 45,000 people to drive on.
	If one takes bold steps and makes significant policy changes and mode shifting programs this concept is the only one that could potentially work.
	As technology evolves, the added benefits to be used. I think it is a no brainer to make traffic/congestion more efficient by using technology to improve traffic flow.
	This many more strategies other than these. For example, prohibitions on new sprawl development that does not include transit service, requirements for transit subsidies, facilitate infill development where transit is already located and putting in transit infrastructure before communities are asked to take more density.
	These seem nice, but we really need to improve the physical infrastructure that has been ignored for too long already.
	Narrower lanes, more of them. Dividers to keep it safe.
	A
	Again need to work on the outside before you can manage the inside. Get the people from the outskirts into the cities first and then you can implement the programs. Until that happens the people who don't live in the city of San Diego are screwed!! We pay gasoline taxes just like everyone else but we are ignored when it comes to how that money is spent.

	Technology is only as good as how it is managed and its usability by the public. Example: automated fare machines out of order are useless. Apps must be easily accessed and easy to use with secure payment.
	Just proper timing of streetlights would be a major improvement.
	I don't understand why, in the graphic here, "my priorities" has only a small green arrow by Shared Mobility. I have indicated that as my highest priority after the umbrella issue of climate change.
	Anything will be acceptable without the 5/78 flyover interchange
	Great, but deprioritize cars
	When you make it less attractive to drive and more attractive to take transit(more lines, shorter commutes, better access, etc.) people will drive less, which is better for our environment.
	The future is here, it is time to get creative in ways to do something different! We need to spend some \$\$\$\$ on research and development!
	This is all about cars and focus should be on PUBLIC TRANSIT if it were useful more people would get out of their cars
	For god sakes find a way to better sync traffic signals. If the solution to every intersection is another light, Make Them Smart. So much wasted time. And you'd have fewer red light runners
	I completely disagree with fees/tolls being charged for lanes that are constructed using public funds and additional fees for parking. This will not reduce congestion, it will increase it as drivers will avoid fee areas and paying for parking, particularly when the net cost to them is less and convenience is more for them to drive. Technically managed intersections is good, but a system must be developed for power outages - presently these create chaos.
	New policy is not needed it's strict implementation is needed. Besides an interconnected train system like Japan is what we need
	technology is great, especially if it helps us manage epic train service. Look at how technology improved how we used taxi cabs.
	Unless we can force every vehicle in San Diego to install a synced computer system capable of driving with zero interaction from the driver, this just seems like a play-pretend option.
	This rent a scooter stuff works but not for commuters. Try forming guidelines for a commuter oriented leased electronic assisted bikes/ scooters.
	Better rideshare websites
	Good band aid solution, though would like to see traffic reduced by incentivizing businesses to hire local employees that can walk/bike to work.

	Honestly, this seems like a loaded and leading comparison. Of course the best option has a plethora of solutions, rather than a single aspect such as more Rapid Lines or more Highway Lanes. Overall, I find this network concepts comparison disingenuous.
	Again, sounds good, but it needs to be demonstrated in a project proposal
	I don't understand what this is. The description is not helping.
	Better, along with Shared Mobility. Less focus though on automated cars, and more focus on improving non auto oriented travel.
	A very long range approach, but more concert actions needed now.
	Privacy needs must be respected if technology and the "great eye in the sky" is seeing and managing these different modes
	I'm waiting to learn about biking and walking infrastructure.
	You need to stop height limitations, increase density to afford these concepts. Time to become a BIG Metro Area- All Cities along the corridors. Think BIG
	I wish more information was provided on what is included in this concept. It is hard to rate with so little information.
	We need to focus on active transportation systems and inhibit the use of cars by not rewarding drivers with HOV lanes, etc. There needs to be a focus on increasing ridership of the public transportation system.
	We need to focus on active transportation systems and inhibit the use of cars by not rewarding drivers with HOV lanes, etc. There needs to be a focus on increasing ridership of the public transportation system by decreasing rates, increasing frequency and improving the bus routes.
	I don't really understand this one - it seems like it could involve just about anything except infrastructure investment, which makes me nervous because it seems like it could lead to a whole lot of nothing, and a lot of money paid to consultants.
	I choose Zero but it does not let me change the star. No this is a privacy issue as well. We do not need our data being sold and tracked. Plus how much radiation/cancer will this technology cause to our public health.
	And adjust bus schedules to match demand

	Based on the current state of the art, this is not ready. Talk to me again in 5 years. Be ready to discuss network security.
	The Policy Possibilities concept does more to incentivize commuters to switch from driving alone to other, more sustainable mobility options. This concept is comprehensive. It offers multiple solutions that support multiple modes and work together to have a greater impact on influencing a change in travel behavior. Love it.
	The Policy Possibilities concept does more to incentivize commuters to switch from driving alone to other, more sustainable mobility options. This concept is comprehensive. It offers multiple solutions that support multiple modes and work together to have a greater impact on influencing a change in travel behavior. Love it. "Improved safety" is my top priority and this concept is showing a neutral effect on that priority. However, the "smart intersections" included in the description will greatly improve safety - especially for those biking and walking!
	Technology is only a means to an end. I will not be happier with infrastructure just because it's "smart" or "connected" unless it clearly serves an actual goal.
	Tolls and fees for all should be progressive and capped for those who are low income to only be a certain percentage of their income. Those who make more money will pay more to use the roads with cars.
	No need to reduce fares while you increase driving costs. If driving is more expensive than transit, drivers will make the switch.
	Si esta bien pero hay muchas personas y desabilitados que no creo que puedan sabe esto y se requeriría de personal para hacerlo,por ellos mismos. This is fine but there are many users and disabled people that may not know this, it would require staff to do it for them
	Se podría utilizar la tecnología TDM para que paguen los que deben pagar, y se benefician los que se deben beneficiar. TDM technology could be used for those who pay and benefit from this payment

Metroquest Survey Comments through October 31, 2018

Tradeoffs

Item	Feedback
Comment on Road Priorities	Mixing cars and bikes on our roadways is unsafe. They are too congested with traffic, speeders and impaired drivers. Enhance separate bike pathways.
	More space is a great idea!
	We have less road space, and bikes are not insured. Creating a very dangerous situation. Painting a bike on the pavement every 10 feet looks like graffiti. I've seen about 3 people riding bikes, taking up the entire road, where cars are congested.
	More space for bikes, people, and transit is definitely the dream in our oasis. I believe it is also our deliverance from the ill-effects of extraction and burning of fossil fuels on our planet.
	Most of our cities are oriented around cars. San Diego doesn't need more car infrastructure, it needs less. Remove parking minimums and create parking districts.
	Fix the roads first.
	I would love to see more of San Diego's roads look like the picture at right.
	Driving is stressful, bad for the environment, and sedentary. Biking and walking are not (given proper infrastructure). There are many bike lanes that abruptly end and are called a "bike route", which really just means you're biking in traffic with cars that don't want you there. Some places do not have any sidewalks. Look at the success of Lime, Spin, etc. People want these options. In conversation, people often say "I would like to bike but I am too nervous." With reasonable incentives and separation of bikes/peds and cars, I think many people recognize the benefits and would consider using alternative options.
	I think that a lot of our roads have space for alt space, while also adding a few additional for autos as well. What I see today is more aggressive towards alt space, while being aggressively neg for auto spaces, which is creating a whole new issue. I also believe that right now in SD, this money could be spent on more serious life changing issues NOW, rather than the roads. I grew up in SD, moved to Los Angeles 2002, VA, NC, and came back 2016 and it is very diff than what I remember growing up, and from living elsewhere, 150flights/year, etc. I see some changes that After 1yr back I can now see where most have evolved from. I had not been back to SD in 5yrs and that time away was eye opening for me and I would like to help my hometown!
	Let's make more space for bikes, people and transit. I would love to walk down a path like this in San Diego. It makes it more friendly to those not in cars

	I support this fully, BUT, you also have to educate people/parents so kids/teens are electing not to drive and LEARNING how to be more green. It requires the infrastructure, but also education! People think they can't live without their cars.
	Yes! This increases walkable communities and more viable neighborhoods
	We should not continue to prioritize cars at the expense of our environment, our air quality, and the safety of our pedestrians.
	Trick QuestionYou can't make More spaceBut, we can Reallocate the space we haveBased on Use PurposesPopulationsDynamic surge changes hourly and seasonally, etc.Prioritize pedestrian safety on the Sidewalk and make it Safe for Multimodal on the StreetEven if it's a Flexible Solution (think Zipper on Coronado Bay Bridge) Street clean the alleys of glass, nails, etc. and MultiModals can use themThink Watershed and incorporate Traffic Calming and Water Diverting engineering controls processes...from the Tops of the Hills... (Think Roman)Forward thinking now might look strange and scary, but the alternative IS scary.With love and kindness
	I think that if we're building towards a future of automated vehicles, less road space will be needed.
	For work commuters we are not going to ride bikes, and it is still too inconvenient and inaccessible (not enough parking, not frequent service times)
	Would like to see dedicated PROTECTED bike lanes - not just a white line along the side of the road.
	Roads should be safer for biking and walking to encourage these healthier alternatives. I cant even walk or bike to the store near me out of safety concerns! Oh
	I don't mind giving road space to bikes, but please, NO ROAD DIETS. They have been a failure in LA.
	No more lane diets. We need a balance of transportation planning. That includes improving roads and adding lanes when needed to reduce congestion.
	Why do these need to be the same corridor. why would I want to ride a bike on University Ave when I can ride on a residential street one block over.
	More space for walking and biking. Need traffic calming.
	Providing dedicated bike lanes does not work in all areas where motor vehicle traffic is high, and in transit areas where there are trains and trolleys, bikers may be at greater risk, as well as create risks.
	We NEED safe, and separated bikeways and sidewalks for pedestrians and cyclists. We're the 8th largest city in the nation and it's pathetic that we don't have connections for multi-modal transit.
	This will vary depending on roads, for some it may go in the opposite direction
	San Diego is a car slum right now. My mother drives for 30 minutes to go somewhere nice for a walk
	Drastically expand the light rail network, including a light rail line to east Chula Vista

	Bikes are a waste
	Depends on the location... in high traffic areas I would say more space for cars. But in downtown/metro areas, more space for bikes/people, etc.
	Automated vehicles will improve use of limited space for cars.
	If cities are going to approve building permits for more businesses or homes to be developed, then they MUST widen roads and add more lanes.
	I'm not sure how you could make more space for cars at this point, there's already so much
	More space for biked
	More space for public transit.
	This really depends on the location.
	Stop spreading disease, monitor the trash being dragged onto our nasty [expletive] trolleys and buses,
	The pictures in this section seem intended to generate some bias toward one option.
	More road equity. Cars should not be primary importance
	Adding width to support bike lanes is OK. I'm a cyclist but don't need isolated bike lanes. I
	Can you have both? I am a bicyclist and usually take a different route than I would in a car. Make the main roads bigger and make alternative bike ways on a parallel route.
	Driver's education is needed. There would be fewer issues if people were better drivers, and there were fewer illegal immigrants
	Think creatively: more space for transit and bicycles can be provided without a significant penalty for cars/parking.
	Seems to be a false exclusivity: Think creatively: more space for transit and bicycles can be provided without a significant penalty for cars/parking.
	This totally depends on the location and needs of the people/community. Could be either extreme depending on the situation.
	Eliminate bottle neck areas in san Diego example(52/125 both directions)
	More choices=less cars
	I believe there should be more space for transit, but no additional space for bikes. Replacing car lanes with bike lanes worsens traffic significantly, especially on side streets. Transit, however, can make use of dedicated lanes more efficiently.
	More bridges/tunnels for pedestrians in places with boulevards or busy intersections. Higher frequency of trains and buses. People avoid public transit because of the lack of flexibility. International cities prosper when there are several reliable options.
	I would like to see more bikes here but I'm worried about how safe it will be to use bikes without getting hit by cars.

	More space for bikes, people, and transit isn't useful unless the system is thorough enough to use regularly.
	The catch-22 of switching from car to bike is that the bike has to offer more convenience and functionality. People will have to get frustrated with their experience in a car in order to be motivated to switch. Make commutes and parking more challenging and people will eventually change their behavior.
	This survey is so confusing are you doing it on purpose just so that you can't really find out what a horrible job you're doing with our city
	Again, despite the temptation to add lanes, we can't make the same mistakes as LA. As someone who drives every day, and loves driving, even I admit that we need to DISINCENTIVIZE driving. We need to get people so frustrated with driving that they give shared transit a chance. Most San Diegans don't know how great a good transit system can be. But we need people to use it to justify spending money on it... And we need people using it to work out the kinks and perfect it.
	More space for transit, bikes, walk
	Pedestrians need safe sidewalks free of bikes scooters and other motorized fast moving dangers!!!
	We NEED a safe, connected, system of bike ways that an 8 year or 80 year old would feel comfortable riding on to drive any significant change in people choosing a bike ride over a car ride. A single, dangerous intersection or stretch of road along a route will significantly reduce the use of bike infrastructure. Please think about bike paths and lanes in the same manner you consider designing a freeway - a CONNECTED path from A to B.
	We need more road for cars. Talk to the people riding your buses. Nobody is happy riding a bus with strangers.
	In neighborhoods where there are higher levels of use of other methods of transportation, this wouldn't apply
	Necessarily the road including space for bikes is not always pertinent
	Transit, biking and walking all take up way less room than roads
	Natural spaces are critical for the development of the brain and communities. Nevertheless, because our society lives on the road to get to work, school and recreational areas, we must use some of our natural spaces to make these connections happen. Be creative! Get the right people to think outside of what has already been thought of: don't replicate what we already have. Think of a way both roads and nature can coexist to bring communities together and dismantle barriers to accessible educational spaces. If you can't make jobs and educational institutions accessible to those communities who need them the most, then, you must question your mission in the San Diego county.
	Real transition needs to be clear, consistent, but not jarring for an area dependent on cars.
	Although I really like to walk, SD County roads need to be improved, congestion needs to be eased. I have 2 jobs and taking public transit to them is not possible, otherwise I do not really enjoy driving, but I have no choice in the matter.
	Rural communities need improved roadways. Urban communities need more space for bikes and people.

	How can you have a blank trade off. city vs urban vs county
	How can you have a blank trade off. city vs urban vs county. If you have less cars in the city provide free/safe parking to leave cars behind and transfer to public transportation
	More transit meaning train service, not more buses - these are very underused
	In many spots in north county, there is no third lane or shoulder to share with bikes, peds and buses. Make those roads one way??
	Diversity of transportation options make SD more appealing
	We need real bike lanes, separated from the cars. And pedestrian pathways everywhere not just 1/3 of the cities roads.
	More consistent side walks.
	I think we could benefit from more transit, walking and biking space to encourage increased use of those options.
	We need to maintain roads for safety of driving AND we need to find ways to safely add mass transit, bike lanes, and pedestrian walkways.
	We should accommodate many different modes of transportation so people don't have to rely on their cars so much. This would reduce emissions and help to create community
	Where possible, widening streets for better turn lanes. Population is a lot of baby boomers who don't ride bikes! I see a lot of bicyclists breaking laws.
	Studies have shown that adding more lanes does not reduce traffic, so more space for cars just makes communities significantly less walkable/bikeable (super wide lanes) and does nothing to help traffic. This is pretty obvious
	Both can exist with the right improvements: signalized pedestrian crossings, loading/unloading carve out for delivery trucks, traffic calming measures, use of separate from the roadway bike paths
	We need less space for transit, biking, and walking than we do for more roads.
	\$1 million per mile was just spent on the coastal rail trail in Oceanside. Now they are considering reducing the traffic lanes on Coast Highway. I do not understand.
	Adding more space for cars has not worked in the past and will not work in the future. The only solution is to reduce the number of cars on the road.
	More space for walking, public transit bikes
	We've prioritized cars for TOO long. People first.
	Dedicated SAFE bike lanes would be wonderful
	Bikes, pedestrians, and public transit take up less space

	We want livable and complete streets!
	Limit electric scooters and enforce laws to keep them off streets at night and into bike lanes.
	Yessssssss
	you don't get it. only short term fixes exist in the old .terrestrial mobility. Move to celestial mobility where you can implement long term fixes
	In the long run, greater use of active transportation modes will free up more space for motor vehicles.
	We don't need more cars. Stop making space for more on the roads/highways.
	Cars create half of greenhouse gases. We must concentrate on mass transit.
	At some point we will need to shift work areas into residential areas. The morning south-to-north and east-to-west commutes are rough, likewise in reverse during evenings. We need jobs where people live.
	When there is only one thoroughfare, such as the Highway 67 photo used as an example, and the only place to pass other cars is in a 30 mph are of town with street lights, we need several bypass roads, not fewer lanes. Unless of course, the new technology is going to pick me up in the backcountry and fly me to where I need to go. The photo on the right would be blocked for half a block with one empty bus. Not the best use of space.
	More space bikes, people, and transit
	Rosecrans is at the maximum size so adding more housing to the area is not the answer. I haven't seen rapid bus lanes work? I haven't seen any numbers.
	We retired here to Leucadia to live a quiet life of walking and bicycling.
	No more space for bikes until cyclists obey the rules of the road!!!!
	I believe that more car lanes just encourages single driver car trips
	BUT--don't make driving less safe in the process, as has occurred in areas.
	More space for everyone by reducing lane widths. Reduce vehicle stoppages through driveway condemnation, left turn reduction, non-grade bike/pedestrian crossing, one-way conversions when indicated. Measure trip times to see where the city fails, where it succeeds. The city is like a microprocessor. It needs rational design.
	Bicycles should not be allowed where there are no bike lanes like Hwy 78 between Escondido and Julian for vehicles to safely stay in the already small lanes.
	Narrow streets, institute placemaking, read David Engwicht's work.

	As an ADA person, I have to say this town gets worse by the day as far as safety. Our sidewalks are cluttered with bikes & scooters & our crosswalks & crossing buttons are often blocked too. Bikes & scooters must have docking. The new bike lanes & bikes painted in the road are a mistake. This shows the city is okay with bikers taking the road, where cars were meant to be. Bikers don't have insurance, but want to dominate our roads. I don't mind sharing, but they aren't paying toward the road repairs & maintenance & as I mentioned before, don't have insurance. Why is it law that a driver must have insurance but a biker doesn't need it while riding in the same space? Point Loma is hilly and full of elder people. We drive cars. Walking is out now because of all the rental BS blocking sidewalks.
	Parking spaces are often too small. We need more angled parking spaces because they're much easier to get in and out of. More space is needed for cars due to congestion. But we also need more space for bikes, people and especially transit.
	There isn't enough roads for the number of people commuting. Bike lanes are not going to address the problem. More roadways for cars are needed.
	Encourage small energy efficient vehicles for shorter trips on local streets.
	We need to look to other countries and see how they make mass transit work. I always liked the idea of parking my car on a monorail type belt and moving me to the exit that I want to get off at.
	There is already to much space for cars
	The picture demonstrates to completely different scenarios. Once for commercial business and the other is a residential community. Not a good depiction or example to use. Neighborhood traffic is good and yes we could use better pedestrian space. We need solutions for the major avenues of transit. A center lane dedicated for bus service that way we don't have the bus stopping traffic to merge in/out of right sided stops. Take a look at how S. Korea manages it's traffic in Seoul. Koreans seem to have integrated mass transit into their canvas.
	My heart wants the latter but my reality check needs the former
	More space for cars and people
	We need more space for bikes and a safe hike commuter infrastructure as well as public transport that accepts bikes. Buses with only two spaces for bikes on the front are unreliable because you can get stranded if there are already bikes on the bus
	Constricting city/neighborhood motor vehicle traffic lanes to provide additional bicycle lanes is a poor approach as it re-directs traffic to other areas, away from local businesses. Space for pedestrians should be accommodated in the plans for businesses and shopping areas with the ability to move between one area to another efficiently and not having to use road space.
	This is the root!

	Reduce the number of lanes for cars and make more lanes for bikes and pedestrians.
	I believe we need to maintain and improve the spaces we have. I would support more space for bikes, etc., if it did not mean deleting lanes for motor vehicles.
	Oh, I had already written, think I erased it. I don't want to take away lanes for motor vehicles, which will make congestion much worse. I believe we can have more bicycle lanes and better sidewalks, but NOT deleting lanes for motorists, which comprise the majority of highway users.
	We should not invest in building more roads - just induces demand. Need more transit.
	Far too wide roads in golden hill and downtown. Need to convert to bike and walk lanes
	I live in Chula Vista and watch in horror as you ripped out our side walks and replaced them with narrower side walks that are closer to the flow of traffic so that there are TWO dedicated center lanes for the RAPID bus. I want space in for bikes and people.
	I have no clue how this interaction works and I studied interaction design at California Collage of the arts. (UI,ux,etc) do some usability so that you are collecting information in a way not wholly biased by the survey. ANSWER: Less space for cars more space for bikes, transit oriented development and walkable community's
	I prefer the idea of "parking hubs." Some city centers would be better off if we allow hubs where drivers could park or trolley lines could stop at and then commuters could utilize buses or shared scooters to navigate within the few blocks to their final destination. The important thing is dedicated biking lanes are better than parking spaces. Concentrate parking so they don't take up street real estate.
	Love the trains but we need a quiet zone to complete this project
	Wish we could eliminate cars, but we can't, because we have no other option in the region.
	Cars are not efficient enough. Mass transit. Connect to the airport via Trolley. Trains.
	Until mats can figure out how to be as efficient as a personal car, roads shouldn't be shared with less than 3% of the population using bikes, walking, public transportation. Cutting lanes for vehicles makes it more dangerous for bikes, walkers. Drivers patience is very low when sitting in gridlocked traffic.
	Road congestion should be top priority, NOT public transit.
	I don't understand which alternative I am up-voting or down-voting. One is above the arrows and the other is below the arrows.
	Making more space for cars is not the answer. Look to Europe for high density solutions. Autonomous vehicles will also significantly impact infrastructure needs by reducing the variability in traffic flows due to human behavior decisions.
	Protected bike lanes in Pacific Beach would be extremely beneficial to residents.

	I cannot look In all directions at one time to avoid cars, pedestrians, bicycles and scooters...set some enforceable laws for the R/W
	I've been reading Happy City by Charles Montgomery, and I am fully convinced that we have done ourselves a huge disservice by designing our cities around cars.
	Depends on the road. There are few places where more space for cars can make a positive difference alone.
	Until you have better public transit buses/Trollies/sprinter then we can talk about space for People/bikes. Otherwise traffic will be worse.
	Bikes priority
	It depends on the road. Main arteries should be mostly for cars, mixing bikes and scooters on a main road is a BAD idea. Secondary and residential roads can have a mix, with a greater mix as the number of houses versus business increases.
	Start transition road into shared mobility streets now.
Comment on Maintenance	Stop maintaining the roads unless cities want to raise taxes. Just build trolley lines.
	If we can't maintain the new stuff, there's no point in building it. Already, many bicycle lanes are functionally useless because they are constructed as afterthoughts and maintenance doesn't keep trees and shrubs from growing into the bike lane. Building me a new bike lane that's going to be neglected the same way is worse than useless, because when they exist motorists expect me to use them, even if they are unusable.
	Road maintenance is a survival issue. Failure to maintain the roads gets people voted out of office.
	Yes yes yes
	I believe that unfortunately many undeserved areas tend to be the areas not maintained and new infrastructure tends to benefit more wealthier communities and that I do not agree with.
	If the investment is in new mass transit infrastructure, I'm all for it. If it is investing in more roads, then no.
	If it's safe bike paths
	Invest in new infrastructure like public Sprinter/Train/buses/trolley in the middle of freeways and connecting East to West.
	Until the transit system is complete, it cannot compete adequately with the vehicle. Finish it and then the roads are freed for goods and services instead of commuters. Of course maintenance is important! I'm a civil engineer.
	Invest in new transit infrastructure - maintain the existing system of freeways without expansion.
	I'm tilting towards investing in new infrastructure simply because there's so little public transit infrastructure to maintain right now.

	The new infrastructure being for alternative modes of transportation, not widening highways or adding HOV lanes.
	This shouldn't be an either or. Both are equally important.
	I think both are crucial but it really depends on if investing in new infrastructure is focused on highway infrastructure or public transport
	Both are extremely important. Maintain existing system and invest in new infrastructure.
	This should not be an either or situation. Both are equally important.
	New infrastructure. New trolley routes. Connect to Airport. 15 corridor.
	We need to repair the roads that are potential risk for drivers but also invest more in new infrastructure.
	For bikes specifically
	I don't want new in detriment of maintaining the system. I just want to do some of both.
	You must do both
	Wasting monies on little used infrastructure is a waste of the main items are not taken care of.
	Should expand zero new roads. Maintain what we have. All new projects should be active and transit
	We should maintain and invest in transit infrastructure. To meet climate and public health targets, SANDAG needs to move away from funding increased vehicle usage and instead get more people onto buses, transit, rail, and using shared use mobility.
	We have a huge backlog of unfunded road maintenance, and now our city is trying to get grants to fund a N101 Streetscape project which would delete lanes and force five narrow, one-lane roundabouts on unwilling Historic State Highway 101 users. We do NOT want SANDAG to give grants for this supposed "beautification" project. We do need to put more money into repairing our deteriorating roadway infrastructure.
	It very much depends on the infrastructure, but at the same time, I have a hard time believing it costs as much to fill potholes as it does to construct new infrastructure.
	Why are these two choices at opposites? Why do I have to choose between the two?
	Change is necessary. My 20 something children are very mad that their parents generation is not doing enough to help earth continue to support future generations. Let's put some \$\$ into solutions, not continuing to do things the same old way.
	Smooth traffic flow on well-maintained streets at reduced speeds.
	Maintenance geared toward fewer vehicles using the infrastructure.
	Is it possible to build roads on top of roads in congested areas diverting more traffic to different areas? I wonder that domet8mes when in traffic as another way to increase lanes and more room for cars or bikes etc.

	The roads in the Ramona and Julian area have been left to rot. Money and manpower needs to be used in the back country.
	Look at innovate maintenance strategies, such as the addition of recycled rubber to asphalt for increased longevity and quietness of the road surface.
	I believe we should NOT build any new road infrastructure. I believe we should ABSOLUTELY build more rail, bike, and transit infrastructure.
	Need to build roads with more lanes. Quicker access to different parts of the rural parts of San Diego County like Ramona.
	Realistically, don't you really have to do both? And find the money?
	Fix the existing roads. I'd pick invest in new infrastructure if you could build a double decker freeway system
	New infrastructure does not mean sprawl or managed lanes for people who can pay.
	We need both
	Invest in new infrastructure
	These are not mutually exclusive of one or the other. BOTH are equally important!
	It depends on what "new infrastructure" we're building. New freeways? No! New trolley lines? Definitely.
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	We don't have much time to do something about climate change.
	I am hoping that the downward facing arrows on the right represent what I do not agree with or want. That is what I am selecting and with that intention, and for the previous question as well. Please take this into account regardless of survey setup. Thank you.
	Make the express lanes less congested. Build the trolley system from North County to connect with the city.
	Better maintenance of existing infrastructure is far more important -- poorly maintained roads are the bane of San Diego drivers.
	You are already spending 50% of revenues to maintain old stuff. Use the remaining 50% for celestial infrastructure.
	Invest in new infrastructure to prepare for the future.
	If maintaining the existing system means continuing to throw band aids and patches, you are wasting my money.
	We need to do both, in a cost effective manner!
	Maintain existing, but invest in new public transit, cycling infrastructure
	We should both maintain our roads and existing transit infrastructure, AND invest heavily in new transit, as well as safe walking, biking and scooter infrastructure

	Public transit is the only common sense solution
	We need both
	Both are necessary. Creating more public transit is the only common sense solution
	Consider converting lanes of old highway is into bike ways and adding treats Consider putting Roads on diet with bike lanes
	More frequent repairs of our city streets
	This is a false dichotomy. We should be able to maintain our existing system while investing in new infrastructure, particularly for mass transit and safe infrastructure for biking, walking and e-scooters.
	Again, both are necessary: maintain roadways (including pothole and sidewalk repair) and invest in new infrastructure
	The existing system is focused on the past- it's also cheaper and more politically viable. But new infrastructure is the only way to make a legitimate change for the whole region
	This is a false tradeoff.
	This should not be a trade-off. no sense in building new if the old is deteriorating
	This is a dishonestly loaded choice. We can and should do both.
	This is a false dichotomy
	Fix the darned pot holes! They're hard on my back & hard on my car!
	It is not possible to choose more or less new infrastructure without knowing what it is. I support double tracking the Blue Line and building the Purple Line. I do not support freeway expansion.
	We should repair and maintain existing infrastructure, but also, transform lanes to become more bike/ pedestrian friendly. Give more setbacks to pedestrians, safer bike lanes, etc. even at the expense of less roadways
	Make public transportation accessible
	These two options should NOT be in competition. We should both maintain our roads and invest in new infrastructure. Invest heavily in new transit, as well as safe walking, biking and scooter infrastructure. Achieve good and green objectives in this way.
	Good policy includes long term thinking
	Both are priorities
	Neither of these is right, as we should be rethinking how we do infrastructure in the first place - permeable surfaces, not impermeable; neighborhood and human body scale, not vehicle scale, etc.
	What kind on new infrastructure?
	We can do both.

	It depends on the type of new infrastructure (transit or more cars). You have to do both, Maintaining existing infrastructure is important, but new abilities need to focus on transit.
	For everything you build, you must factor Maintenance. This is a critical component when making decisions of what you will build, but when those decisions are made, they should be based on the best interest of the community and not on how many min. Wage job the maintenance portion will create. This is an important factor, but it shouldn't determine the priorities of the needs of the community. If you focus on helping people move towards educating themselves, and develop job skills, then the job creation will take care of itself.
	We should maintain our roads and existing transit infrastructure, and invest heavily in new transit, as well as safe walking, biking and scooter infrastructure
	This is not a tradeoff. We should both maintain our roads and existing transit infrastructure, AND invest heavily in new transit, as well as safe walking, biking and scooter infrastructure
	For far too long, the cry of lower taxes has resulted in badly maintained roads, bridges and other infrastructure. This is backwards thinking. I happily pay more taxes to have a truly modern infrastructure benefitting all of our health and economy. Low tax mantra is a false choice - we are paying heavily in health and other costs exacerbated by backwards thinking.
	Build new freeways! Stop your nonsense about corridors. Most people love driving a car. Nobody likes to ride a bus. People don't like to be forced into mass transit. It's awful!
	Do both for Pete's sake take care of the old and add new!!!
	Maintain existing
	I have to say neutral because if new infrastructure means new roads, I'd say just maintain... But if it means tunneling, bridges, or rail for new trolley and train lines... Or dedicated bus lanes... Or even things like "Hyperloop," I'd say let's do it!
	This one shouldn't be an either/or option. We can maintain what we have and grow our new systems simultaneously.
	I do NOT mean invest in new roads - but new rail and bus
	This depends greatly on the new infrastructure. Futuristic solutions with embedded LEDs to define lanes, or smart lanes would be ideal. Building more freeways is a stop-gap solution that is never enough to relieve congestion.
	The 21st century is here, and successful cities are ditching cars. We need to do the same. Rail networks, while an expensive upfront investment, dramatically improve quality of life for commuters. We already have a quality, albeit limited trolley network. We should focus on building up the network to connect our neighborhoods with our white collar job centers and universities. We are moving in the right direction with the UCSD expansion, and we need more of the same.
	Another trade off that completely depends on the situation.

	Both maintaining the existing and constructing new routes are required.
	No new investment into roads Lots of new investment into Trolleys and Trains!
	Only if new Infrastructure is in Rail train systems with high density planning
	solid, isolated repairs sometimes could be preferred over a long haul of new infrastructure.
	? Another false exclusivity? Of course the existing system should be maintained, while also investing in new infrastructure for public transit.
	This shows a pothole for maintaining the existing system, but my interpretation is that maintaining the existing system would include repairs and updates.
	Why can't both be accomplished? Otherwise new technology will utilize all the funds and less desirable/ affordable areas will be stuck with horrible roads for a long time!
	Maintenance and Operations costs need to be factored into all long term planning and prioritization. while I support infrastructure expansion, new technologies should be employed to the maximum extent to our existing system to reduce the need for infrastructure expansions
	I think it's best to improve what we already invested in and so we don't waste extra money, because we'd probably have to maintain the system anyways.
	Maintain existing roadways, stop freeway expansions, invest in new transit-first infrastructure
	Fix up existing roads
	More light rail!
	Invest in new infrastructure that replaces existing infrastructure.
	How about maintaining and improving existing systems, and including some new infrastructure???
	Need more infrastructure spending for transportation methods that do not actively damage what poor infrastructure we currently have
	We need to add the deleted freeways back into the circulation element
	We need to adequately maintain our existing infrastructure, but we need to invest in new roads and mass transit options. NO ROAD DIETS!
	We need to maintain the roads we have at an acceptable condition. But that's not to say we shouldn't be investing in mass transit.
	Depends on type of new infrastructure. If its for highways and road expansions than I would be opposed. Keeping our streets well maintained is valuable to all types of travel.

	Fix the current infrastructure and improve trash and weed removal on city streets and FREEWAYS!
	Maintain with New Materials Find WHITE options (mimic polar ice) Incorporate local businesses and residents in what, where, etc. via the App ... GetItDoneSanDiego Utilize public buildings, library s, etc. as public LogOn spots Maintenance must include feces removal Gutter cleaning Frequent Recycling and Trash receptacles, which are maintained ... Advocate And Educate for Active Materials Management Make it easy and people will do it
	We need to expand our transit network in order to make it a viable alternative for most people.
	You got to keep our existing infrastructure repaired and up to date. As we develop more robust systems there is an expectation that the existing infrastructure will still be there
	Both are required.
	let's invest in new infrastructure that helps with shared mobility and spend less on road maintenance for single-passenger vehicles
	Doing repairs correctly, along with proper infrastructure where needed could be achieved. Too much waste is spent on knowingly using a band-aid.
	Investment in new infrastructure is clearly needed to bring SD transit into the 21st century, but it can't be at the cost of failing to maintain existing bike routes to eliminate and prevent unsafe road conditions for cyclists
	New infrastructure is the future. However, having large potholes in a downhill bike lane is unsafe. Such fixes seem relatively simple compared to large projects and so should also not be ignored.
	My two bad bike accidents have been due to poor road condition (large cracks in surface). Prioritizing road maintenance on bike routes would be good.

	My two bad bike accidents have been due to poor road condition (large cracks in surface). Prioritizing road maintenance on bike routes would be good. I am against new car-related infrastructure because it has been prioritized at the cost of our health. Investing in new active transport infrastructure is needed.
	The roads are in horrible conditions. Stop wasting money on transit
	invest in train, bus and protected bike infrastructure. Not just cars.
	If we invest in better infrastructure it might get cars off the road and put less stress on the network. obviously I don't think we should neglect necessary repairs though
	I support new infrastructure to increase mobility. however I am not confident our gas tax funds won't be siphoned off for something else.
	Do both.
	No sé si está ligada al enlace anterior. Más infraestructura de lo mismo o nueva infraestructura de lo mismo? Si es nueva infraestructura, de trata de modalidades adicionales a las existentes? Responderé ciegamente... I don't know if this is linked to the last one. More infrastructure on the same or new? If the infrastructure is new, is this related to additional modes to the existing ones? I will respond blindly
Comment on Peak Pricing	People should not be allowed to pay to used the HOV lanes. These lanes were intended for multi-passenger commutes and should be reserved for those vehicles.
	California is still not culturally able to adjust to toll roads in my opinion. I literally will drive miles out of my way to avoid toll roads. Whereas in some parts of the East Coast, this is normal.
	Whatever SANDAG chooses, it must measurably reduce VMTs and carbon emissions in compliance with state laws, or the courts will take transportation planning management away from SANDAG.
	Congestion charge for downtown?
	There should be no toll to travel. He cost of owning a car are already high and we cannot always live close to work.
	those who choose to pay for managed lanes use free up space in the normal lanes. However we need to end allowing electric/hybrid free use of carpool/managed lanes. they wear out the lanes as much as any other vehicle.
	We pay enough already, controlling congestion by purse is wrong. I-15 wastes so much horizontal space for managed lanes, so much, you could have built 4 additional general purpose lanes in addition to the 2 new ones.
	how do you address equity concerns with this
	Toll pricing in Northern Virginia is a great experiment

	I like the idea of tolls for the simple reason that as a bike rider, I pay the same amount in taxes to transportation that a person driving a car does. With way less affect.
	Definitely explore congestion pricing
	I've already paid to build the infrastructure. Charging me to use what I paid for is criminal
	I've found car commuting to be unbearable (even from Santee to UTC) and prefer to bike as it is more reliable, no traffic.
	It is important that people who do not have the means to pay for tolls can still get to work. However, increasing the cost is a great way to encourage alternative modes of transportation and decrease traffic for those who drive.
	Selling our public roadways to corporate bidders is regressive, does not help the greatest percentage of the population per dollar spent, and removes future options from the table due to contracts with external entities. We need to keep our ability to manage our infrastructure flexible and free of corporate influence.
	Unfortunately, this selectively improves traffic. FOR THE WEALTHY PEOPLE. This puts emphasis on the fact that people who can afford it should drive, and "being green" falls on the shoulders of the regular class working professional.
	Free freeways does not mean less reliable!!! that's a matter of priorities and commitment on your part!!!!!!
	This is a little confusing. It seems like you're asking if people would pay more for access to car pool lanes separate drivers on roads by willingness to pay. Not sure if I would want to pay for such systems. I'm not too interested in spending more for roadways improvements unless it is needed for safety
	Transportation needs to be prioritized. The public should not have to chose between a reliable commute or having to pay for system enhancements. The public is already taxed and should receive adequate transportation infrastructure. With more people moving into the South Bay, there is no reason why the revenue cannot be used to pay for system enhancements. Budget priorities need to be revisited. Better transportation can boost the local economy.
	You're penalizing folks for taking a car when you're not willing to give them A Transit Schedule which works. Shame on you for this one.
	It's good in theory, but now that would mean people who cannot afford tolls every day lose more of their lives to traffic, further expanding the gap between rich and poor.
	Express lanes should be used for long stretches. Example would be where there current I-5 HOV ends at UTC. You could create a new express lane which would have DARs at major intersections like I-8 and the airport.
	How do we guarantee that the money spent on tolls will ONLY be used to maintain and operate the toll roads?
	Stop development! We have too many people and little space and scarcity of water. If you are going to build do it smartly and make sure homes and workplaces are built in the same community, jobs that can pay for the mortgages in those communities should be offered as well.

	No Cost. Less Cars. More Transit And Light Rail. The Purple Line.
	Tolls have the effect of discouraging participation by economically challenged people. They are the ones who may be forced to commute longer distances due to housing prices.
	How about using all our roadway improvement taxes, that we pay and have been paying, to go toward these things??? It's my understanding that much of this tax revenue is redirected.
	Don't forget to study the metrics of who beneficiaries and losers in tolled usage world- losers are generally the middles and poor who are forced into driving personal vehicles due to lack of adequate fast, flexible transit choices due to chaotic schedules caused by an extremely ill planned and unfair economic system!
	Tolled commutes contribute to economic inequity
	Drivers should pay their fair share
	I believe judicious use of both free and tolled lanes is preferable to a reliance on one or the other.
	Californians already pay the highest taxes in the nation. Seriously? NO TOLLS. It's mismanagement of tax dollars that is the problem.
	Good idea but also concerned about inequitable effect of peak pricing.
	If the tolls were for rail. NOT for roads
	With all the \$\$\$ we pay to the state for roads why are there seemingly more toll road options?
	Along with express lanes
	Please expand the carpool on the i15south from claremont to qualcomm.
	Yet another false exclusivity. No need for penalties, e.g. tolls, to achieve less congested commute.
	I don't see the advantage of tolled lanes being more reliable. 805 north bound out of the South Bay is clogged every morning. No advantage especially if the lanes just ends in another lane. Makes no sense.
	More reliable without tolls
	Weight based tariffs for heavy private vehicles. Mileage based fees are unfair in that they impact users who drive light fuel efficient vehicles the same as heavy inefficient vehicles.
	Use of managed lanes, if at a small cost, could be beneficial.
	I don't care about roads
	"No cost" is a misrepresentation. SB1 funds are a significant cost to the motoring public.
	Prices must be reasonable. Enough to deter congestion, but not enough to disable a once-usable lane.
	No one wants to pay additional money to get to destinations that LIFE requires. NO ON ADDITIONAL CHARGES TO THE PUBLIC. Use our tax dollars wisely and take advantage of funding opportunities that will help create a optimal infrastructure

	CA DMV and taxes are misused, so no more money from drivers or CA citizens. Manage your budget. Like most citizens have to do.
	You people got a hold of the transportation department and are running it to the ground. Stop high salaries and apply the budget to build more roads!!!
	There shouldn't be a trade off.
	Low toll cost will increase use instead medium or high priced
	I like to use the toll roads but I can afford to. It is hugely unfair however to those who cannot afford to pay. I believe we can have good roads, good public transport without making a 2tier society.
	We should charge more for cars which create GHG emissions and air pollution and require road maintenance and invest more in transit. We should create ways to ensure that lower income people are not paying a disproportionate amount (make this as little regressive a fee as possible)
	Nothing exist for free, but I'm sure those companies and government agencies who promote a better environment for the state, can be a partner to assist with offering free transportation to students, long commuters, and low income families. This would promote the use of public transit to save the environment. Everyone loves their cars and it has become an extension of our identity, but, if you make public transportation a cool choice where you want to be seen, like going to Starbucks, the youth will be the first ones to be want to save the planet while they ride and make a statement.
	Don't buy your premise here
	Tolls on roads hurt lower income individuals.
	HUGE justice issues in this option!!
	We don't need tolls we need correct use of the funds
	We can do both.
	Until more affordable housing is built closer to San Diego job centers, rush hour tolls are nothing more than a tax on people commuting a long distance so they can afford a home.
	Please consider charging more for cars which create harmful/polluting emissions and on vehicles that increase the need for road maintenance. Invest more in transit. Create solutions to ensure that lower income people are not paying a disproportionate amount (make theirs as little of a regressive a fee as possible).
	High earners shouldn't be able to buy benefits in the public utility space (roads) - that is exclusivist and un-American!
	Roads should be public and paid for through taxes. They shouldn't be a privilege for those who can afford them
	I do not support tolled lanes, as I think it creates a two-tiered system where wealthier people can pay to avoid congestion.

	I'm a senior on SS, I do a lot of solo driving & can't afford to pay the tolls.
	Incomplete. Prefer free transit and tolled road use.
	This is also a false tradeoff and if we increased transit and multi-modal mobility, you can also have a reliable commute.
	Tolled roads just increase our social stratification and more importantly, gives no impetus for community good. Tolled roads still suck up infrastructure budget and disproportionately impact the most vulnerable. We could easily have a system where rich people pay for less traffic on tolled roads while the middle class sits in traffic, and the rich vote down transit improvements since they are paying for tolled roads
	We should charge more for vehicles that create emissions and channel our energies into mass transit solutions. This should be as little regressive a fee as possible as not to impact lower income residents disproportionately.
	this is a deceptive choice because there are much better choices than either of these. Yes, it would require additional public investment, but that is a must!
	Consider converting lanes of old highway into bike ways and adding transit. Consider putting Roads on diet with bike lanes
	How about using all freeway lanes during off-peak times. They use this approach in the Northern California. Why not in San Diego?
	As long as off peak usage is all lane all vehicle free no cost.
	For every color which is a pollutant they should pay for the public transit user. Period cars must be fully charged for the burden and they represent. Public transit people should benefit from the fact that they are contributing to climate and reduced road cost
	Lower income people should not have to bear the burden -- taxes should pay for transit
	Pictures are misleading. You can have tolled use and have the same amount of traffic.
	We should charge more for cars which create GHG emissions and air pollution and require road maintenance and invest more in transit. We should create ways to ensure that lower income people are not paying a disproportionate amount (make this as little regressive a fee as possible)
	consider charging more for cars that generate more harmful emissions?
	This is unfair to the poor workers giving preference to the wealthy.
	Adding tolls does not equal a more reliable commute!! I used to live in DC and tolls did not help Northern Virginia!
	when are you going to exist the high maintenance old stuff. Celestial mobility is cleaner, better, faster, & cheaper
	Other places that have instituted peak pricing have had excellent results in reducing traffic in congested areas.
	So only people who have discretionary income should be able to use the less traveled lanes? NO!

	Peak pricing on top of the taxes we already pay... How about a policy to make Caltrans more efficient, less waste before resorting to the default position to raise taxes. It is not our fault our roadways are not well maintained it is due to the lack of fiscal management by the agencies to invest the capital into infrastructure. Why not outsource some of these services to private industry...they will execute better, lower price and be accountable.
	This is a false choice.
	I am not in favor of building a road system that the rich can easily use while the poor ride the bus. I hate toll roads.
	Pros and Cons: Although a 'toll' may help control road congestion, over time - it all becomes the same. Tolls hurt those who 'must' drive for work, often the more vulnerable. This is more of an infrastructure cost of living issue - that needs to be solved.
	No, hurts the poor
	This is not a "no cost" choice. We pay for our roadways through taxes and fees.
	Use toll revenues to fund public transit.
	False choice; how about no cost, more reliable commute
	This is a no win concept. If you make it a toll drivers will just use others roads/streets to get around it. No cost is what we have now and it DOES NOT WORK!!!
	Misguided. Work habits have changed to adjust to this kind of thing.
	We pay enough in taxes. No more fees!
	We should have reliable commute without toll use
	Maybe stop infilling communities with multi unit dwellings in areas that are tapped out. Our roads can't handle it, we are tapped out on electricity, water, police. We need open space for parks so people have a place to unwind & be happy. We are creating a nightmare by adding more condos and apartment buildings where single family homes were.
	No tolls
	I do not like either of these options. If paying tolls went to research and development it might be okay. But trust is a huge issue these days.
	I'm not sure if the image and the description means public transit or paid/toll lanes, but clearly the free option isn't cutting it. Adding a cost to transportation could allow employees to demand compensation from employers since there isn't enough nearby housing.
	I don't want more toll roads.

	In general, it needs to be more expensive to drive and internalize the costs of driving on society. Peak pricing (congestion pricing, cordon tolls, etc.) will be necessary strategy.
	Worth doing on existing highway infrastructure to fund transit . Do not use tolled revenue to build new roads
	We already paid for the roads. We still pay fuel taxes to maintain and build these roads. Proper use of fuels taxes can and does take care of the needed expense. Continued raiding of fuel funds have caused the problem. The failure of elected officials to have proper use of funds continues the problem.
	Vague
	Why not have both? less cost, more reliable.
	Add more reliable public transportation before implementing tolled use.
	Tolls do not reduce traffic. We need more mass transit, not more toll roads.
	Bad idea to benefit the wealthy. Short term use peak pricing to gain \$ to build mass transit. Cars aren't efficient. Move away from roads and bring trains/trolleys to everyday commuters
	More tolls if it reduces GHGs.
	How will employers and their employees work thru this? incentives, housing proximity to work?
	I'm for tolling if it is structured in such a way that it lowers the number of single riders in their vehicles in order to reduce the number of cars on the road.
	I'm for tolling if it is structured in such a way that it lowers the number of single riders in their vehicles in order to reduce the number of cars on the road while at the same time providing a robust alternative transportation that people can rely on instead.
	We pay taxes for these roads so it costs us plenty, let us get reliable public transit that cost less than actually driving and the taxes we already pay into to keep maintenance. San Francisco has good public transit.
	Tolled use has outsized impacts on the poor and middle class. Whereas for the wealthy the impact is negligible.
	The way this question is set up pushes the user towards the toll answer. Instead of tolls, why can't we use more high occupancy lanes or other methods to regulate traffic?
	This doesn't have to be a choice. Use my taxes to build more vehicle lanes
	Taxpayers must
	A false dichotomy. Raising tolls just pushes traffic to other, non-toll roads. It does not magically make traffic disappear.
	I prefer enough transit and active transport options that I don't have to think about traffic for my commute. Also, I work from home most days, so I really don't have to care anyway.
	Reliable commute, no cost toll use

	Make tolls progressive; those with more income pay more, cap low income to not impose higher costs on those that can barely afford to drive.
	Make people pay to drive
	Reducer el costo del cuota Reduce fare costs
	Claro que quiero menos trafico pero no quiero que me cobren para poder transportarme en mi ciudad. Las personas con menos recursos son las que mas manejan y somos las que mas pagariamos este costo. Of course I want less traffic but I don't want to have to pay to move around in my city. Disadvantaged people are the ones who drive more and we are the ones who would pay the price
Comment on Transit Service	This is too confusing to answer. Build new transit routes!
	Again consider dedicated bus routes and lanes over light rail. This has worked in Europe for decades. This gets an almost immediate improvement, shows people you are doing something. Then plan for light rail, preferably electrified.
	The trolley is very expensive. We should supplement with buses to reach 'the last mile'.
	Great question - I personally think that SD needs to get to a point where citizens feel like they can get anywhere using transit, and then we can improve service.
	You really need both but if you can really improve in one area it will drive better usage and that could drive better funding.
	Public Transit must be MORE convenient than cars to get us out of cars. Therefore: We need both More service on existing routes AND New routes to more areas. INSTEAD of more lanes/freeways.
	New routes will create more demand for more route services and less cars on the roads.
	To beaches, balboa park
	This question really depresses me. Most of the cities in the world have both more frequent trains and buses, and serve more areas, than San Diego. It's like saying "would you rather be vaccinated for measles or mumps?" It's the 21st century - we should be able to have both.
	In a town of 3M people that doesn't even have a direct transit route to the DOWNTOWN airport, this should not be an "either or scenario." We clearly need more routes (specifically to the airport and coastal amenities), and we need frequent services so that people will actually ride them.

	More and larger seats, and greater frequency during peak commute.
	There needs to be more trolley routes that extend to areas without a trolley nearby such as the PURPLE LINE along the 15.
	This should not be an either or. Both are equally needed..
	Trolley service to Otay Ranch/Eastlake is desperately needed.
	I don't see why we can't have both, like most major cities
	Expansion to underserved areas and from those areas to where those folks work.
	Can't we borrow best practices from other cities, along with our own data to help determine optimal frequency, etc.?
	The presented options are poor!! using both options together is 100% necessary.
	Get with the program! You are 20 years behind the power curve.
	Frankly, if you want people to actually USE public transit, you need to do BOTH. And you need an efficient solution to the "last mile" problem, given how spread out the city is. For instance, hybrid or electric minivans on hyperlocal neighborhood on-demand "routes", to bring riders to nearest bus/trolley stops or transit centers.
	There is no bus route to Mira Costa College, Belmont Sr living, Greek Temple, Jewish Temple on El Camino Real/Manchester in Cardiff!
	This can be both.. not either or
	It would be wonderful to have both....eventually. :)
	This answer is contingent upon the following one.
	Bad tradeoff choice here. If forced, improve services on existing routes until reasonably covered, then focus on expanding. Both are necessary.
	We need both! If I miss my train, there often are no other trains for hours or none at all. We have millions of people commuting down the I15 but there is no mass transit options except busses that sit in the same traffic I do. Our mobility in the region is a serious concern. Catch up to the times. Invest in some actual transit options.
	WE NEED BOTH APPARENTLY... BUS SERVICE TO MIRAMAR AND POWAY IS CLOSE TO ZERO, AND IT TAKES 1 1/2 HR JUST TO GO FROM UTC TO DOWNTOWN ON SUNDAY WITHOUT TRAFFIC !?
	We need both. We need more frequent service for existing routes and create new routes that will be accessible to other areas of the county.
	All the trolley does is allow people and homeless to travel free. The trolley has destroyed inland communities with free transportation for homeless and drug dealers to the suburbs.
	both

	This section of the survey is confusing.
	This section of the survey is confusing. I want more routes. Not sure if my answer is reflecting that.
	Only when justified by paid for users.
	I'd like more of the "last mile" services and perhaps a trolley system in north county that would join the 78/5 and the 15
	The region and corridors need to be organized around new routes AND more services on existing routes.
	We still haven't reached a critical point where money is better spent on more services. We still need more lines.
	I think we need both of the two extremes listed here.
	Prioritize where we see population growth coming
	There should be more service on existing routes, where those routes make sense. New bus routes and more frequent (and convenient) trolley service will be important too.
	We need many more transit routes and more frequent, earlier and later transit services.
	Both needed badly. This state is a joke in terms of public transit.
	If each of the major neighborhood hubs could be linked on a single system, that'd be ideal, but more realistic is simply making the existing public transit more convenient. Switching to a pay-per-distance system would probably help too.
	We need both, hands down
	Mass transit is not a good investment, take the money for public transit and invest in more roadways
	Transit from Encinitas to Airport
	I hardly believe that capacity is maxed out on existing routes Expand the trolley to SW college instead of the stupid bus
	We really need both. It's the most important issue, more transit, more often.
	What kind of service are you suggesting for existing routes. For bus/sprinter routes can there be more pick up/drop off locations? I think if one person needs to be picked up at a certain location everyday at a certain time, they should be able to make that happen. Would it be possible to create an App for public transportation that is like the Uber app, so bus drivers can see what their route is going to be based on what riders have input? I know this won't work for many transit riders, but the disabled ones do have helpers who can help them arrange their trips just like they do on LIFT and FLEX. The public transportation system needs to be a customer service ran program, NOT a profit and loss. I think that is on our government agencies providing additional funding, etc...

	More routes, more often to more places and in more neighborhoods
	Both are needed. A trolley to Kearny and 24hr service on certain runs including blue line trolley
	Transit needs to support more people bringing their bikes with them.
	NCTD does not provide enough routes and does not run frequently enough.
	Connect dense, pedestrian heavy neighborhoods first instead of connecting to suburbs where people are less likely to take transit and more likely to drive. San Francisco should be a model of great transit.
	The entire SoCal region is in need of more service on its existing routes. But we are also in need of more connections to more places. I believe the approach here should be balanced.
	Existing routes w/ increased frequency with better 1st mile, last mile solutions
	Again, transit shouldn't be the primary focus.
	Provide European level of service.
	Original plans had Light Rail on the I-15 corridor, sadly was replaced with HOV lanes on freeway providing lack of transit choices. In addition, Light Rail to Airport is needed.
	Specifically, better airport access
	If you really want more people to take public transit!
	I'm talking back country routes not more routes within the city where they already have a ton of services that are under utilized.
	You must allow me to chose both
	I don't see this as a mutually exclusive trade-off. New routes require extensive new infrastructure. Providing additional services on existing lines is a matter of scheduling and staffing.
	Strengthen the core network with additional frequency and span.
	San Diego is far too widespread with diverse traffic patterns. More routes are not the answer in the backcountry areas.
	Again, both sides of this question are important. We need to have good service, but we also MUST expand the service areas. There should be a direct trolley line to the air port, for example!
	I think we need more people feeling like they can get to more places.
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.
	For public transit to work you need more routes and faster existing routes but the funds nor the entitlements are available to do both. Maybe SANDAG should provide a cost benefit analysis?

	I rated this highly IF this is in regards to public transit. If it's in relation to cars, then no. I am perpetually frustrated by the horrible public transit we have here; It takes 3 hrs. to get somewhere via public transit to a place that takes 20mins by car. How are we supposed to combat climate change if our leaders refuse to make the infrastructural changes required for it??
	We need to reinstate Saturday and Sunday routes that were discontinued which cause people to lose their jobs.
	Both of these are important. We need a more comprehensive transit system with frequent service if we expect people to use it.
	what a mistake the 19 th century solutions. SANDAG needs to see the future not the past
	BOTH
	Both again!
	We should both increase service to existing transit routes AND invest heavily in transit service to new areas. And not invest in any new highways.
	I want both. New routes should be chosen based where people need it to get to work. Those people need it to be cheaper.
	We need both of these
	This shouldn't be a trade-off. Should have both.
	The trolley/streetcar needs to service inner-city communities. (A trolley along El Cajon Blvd. would help the large population living in City Heights, North Park, Hillcrest etc.
	extend transit lines to ALL parts of the county. Close freeway lanes if necessary to accomplish this
	I think both need to be expanded. More service (coaster for more than just commuting) and more services. Instead of more lanes on the 5, how about a light rail down the middle?
	It's critical to Have more frequent service on existing routes - all hours of day/week, at lower prices to increase utilization of public transit for the benefit of reducing everyone's transit congestion and climate health
	Service to new areas only if they are dense enough to support transit.
	Both are important as long as addition free parking is supplied at all pickup locations.
	Public transportation in my area is not available when I need to use it.
	This is another false dichotomy. We should be able to do both and not invest in new highways.
	Without high-density development around transit stations, mass transit is wasted investment
	I would say its most important to improve efficiency and reliability on all routes. New routes are great as long as they serve high density areas. I could also see better service on high usage existing routes.
	This is absolutely a FALSE tradeoff - focus on both increasing service and expanding network for transit to work for all.

	Another false dichotomy, we need both, paid for by not expanding freeways
	This does not need to be a tradeoff. Yet another false dichotomy
	Transit does not go where we need to be. Trolley is garbage. Needs to go to the beach, airport, north county inland needs rail service
	I'm not sure these are the only options, or that they are in conflict with each other.
	Again, make public transportation accessible
	Both!
	Bring trolley to Encinitas
	We need both more service and more areas that are served by public transit.
	Dedicated paths, speed and reliability. They will come.
	We need an east-west transit connection in north county between the 56 and the 78, and we need transit in Carmel Valley
	Why is new routes a trade off with more service on existing routes? Why not both?
	More service on existing routes will make transit a viable choice in those areas. This is better than spreading a poor level of service around thinly.
	This shouldn't be a tradeoff. We need both. This would make transit more competitive and more attractive. A faster, cheaper, safe, and clean system will be more appealing to people than driving their cars.
	We need new routes not more services for those who already have services in north county. If you want to keep a certain community happy, since they are affluent, then they probably think they need more services. But, if you look at the entire county as a whole, then you would see that services are not equal. Not all communities are equal and affluent people want to live in communities where they have all services if they chose to use them. Many times, it's not a necessity. Cater to them, and you have money in the city and a stable upper middle class/ wealthy community. I'm sure this is logical for SANDAG. It is only the ethical beliefs and integrity of those who make these decisions to see beyond this logic. Once you see the real needs, you begin to see what equity really means. Be careful, it is scary to see how the neediest members of our community live and even when they don't have much, they find a way to live. Perhaps, you don't want to make it comfortable for those who live without services. Maybe, they'll leave. When you decide who needs services, you are not just deciding where services are needed. You are deciding on who you want to assist in making their community a better place to live. You have a lot of power. I hope you use it with your heart and unselfishly.
	This is not a tradeoffs. We should both increase service to existing transit routes AND invest heavily in transit service to new areas. And not invest in any new highways.

	This shouldn't be a tradeoff. We need both, but the main priority should be to make transit competitive and more attractive (faster, cheaper, safe, and clean) to people than driving their cars.
	The coaster train runs too infrequently to be a reliable choice for commuting. Hour long waits between trains, no mid-day service. The cost of an inflexible day that the current system creates is the main reason I choose not to ride the train.
	I don't use mass transit. I love driving my car alone!
	New routes
	Hurry up I'm getting old !! Build it so that I may go !
	There needs to be a balance of increase of existing transportation AND New routes that go to more areas. One cannot get to North County easily via public transit if there are jobs that require travel there. Traffic and lack of public access to farther areas LIMITS job choices for the public in general.
	Very difficult to choose. We need both, but most importantly, in a way that will result in people arriving to their destinations in a reasonable amount of time. My commute to work is 10.minutes by car and 40 minutes by public transportation. And that's with me living a half block from a bus that drops of two blocks from my office! Imagine if I had to transfer along the way. It could very well turn into an hour for something that can be done in 10-15 minutes in a car. It's just too big of a gap to deal with it in its current state. I tried for a month, and couldn't last any longer.
	Too much emphasis on public transportation when they run a 7 to 3 budget deficit. Fix our roads and plan for new highways
	If I can utilize public transportation commuting to and from work, I definitely would!
	The reason I currently don't use the MTS is because of how limited it is. I live Downtown, but it still takes hours to get a few miles.
	Service from UTC, Kearny Mesa, Sorrento Valley, and Mira Mesa would greatly enhance commuters' routes.
	A reason why I don't take MTS more often is that it takes way longer to get to where I want to go with it, like 20 minutes to UCSD by car versus over an hour by bus!
	More practical transit commutes to Sorrento valley
	San Diego's transit weakness is that it doesn't service the key regions. There is no inland service that runs along I-15 or I-805, despite thousands of jobs being located along this corridor. The same goes for the SR-52 and SR-56 corridor. In addition, service needs to start central to neighborhoods, rather than along the edge, or to increase bus service to get to those corridor hubs.
	More service on existing routes now and more routes later but that needs to be the ultimate goal.
	I do not use public transportation because it is so inconvenient between my work and home.

	smallest least important form of transportation. just service what we have now.
	More frequent Coaster train service would enhance options. The trolley is a joke.
	Completely depends on ridership studies.
	Both ! More investment into trolleys and trains - both along existing and new corridors!
	Would like to see new routes added, but at the cost of building new infrastructure may not necessarily be the best answer. Existing routes could include an extended location so most drivers could benefit.
	Depends on type of service. Elevated light rail is dumb. Light rail on grade is cheaper and faster to implement
	Both are absolutely crucial.
	ANOTHER false exclusivity. Should be more service/frequency on existing, AND new routes/options.
	Should not have to trade off in this category - we need both
	Cancel the bullet train.
	more lines need to be established moving NE, E, SE, and S. A loop around balboa park for the booming urbanization and density in the area. Plan for the future.
	Expand trolley and other transit -- it's even working in Los Angeles!
	Here is my comment on the "priorities" section: Live in North County and it's a pain trying to get to the airport via Coaster. Coaster does not run at convenient times, especially in the evenings when my flight gets in at 7pm and I want to take the Coaster home. Also, to get to the airport via Coaster, after arriving at the Santa Fe Depot by Coaster, I have to walk with all my luggage to a bus stop, wait for the bus, pay the bus fare (which used to be free with a paid Coaster ticket), then arrive at the airport. There should be an easier shuttle to get to the airport and it should be free with a paid Coaster ticket.
	While I support investment in transit to new areas, these need to be carefully selected to ensure that transit usage is optimized and toll fare recovery meets reasonable metrics.
	More of both
	Care must be taken to provide balance regarding transit opportunities/choices based on individual needs! The single destination employment commuter has different needs than those who have constantly changing life/employment schedules.
	More light rail, including a route to east Chula Vista
	It needs to be both. But more routes are always best done now, rather than waiting
	There is still no reasonable means of commuting between San Diego and Riverside counties. Considering the number of people settling in Riverside county because they are priced out of San Diego county housing, this problem needs attention.

	New Routes to south of the 8 and through out San Diego and San Diego County. Also you need to add the Purple Line.
	Our transit stops need to be expanded. Think like Europe.
	I'd certainly love more service but it's difficult to form a strong opinion without knowing what new routes would be considered
	Mag lift trains and high tech high speed transportation, not more freeway lanes and slow trolleys
	We need both. Existing routes need more frequency (especially coaster) and major infrastructure (airport, UCSD) need to be on light rail
	Add express trolleys during rush hour
	If you provide more transit options, such as expanding the Trolley around the county. You will provide people an alternate way to get to their destination. These projects should be balanced and not include road diets. See my proposed Trolley Expansion: https://docs.google.com/presentation/d/1Zk04s7diQ7eSaF6jtHGeY8ihFpU4TehHTwtKDWqwPwg/edit#slide=id.p See proposed route (KML): https://drive.google.com/file/d/1GpMO2l9DIY4UkfqlZiSBONzWfU24eMI1/view?usp=sharing
	Both are equally valuable to increase and maintain ridership and both are much needed in San Diego.
	Transit service for my work commute isn't an option for me unless I want to DOUBLE my commute time.
	Put more public transportation (not buses) in areas where traffic is typically high. For example, extending the Trolley to UTC is a good start. However, don't put too many stops on the trolley, otherwise you make riding it useless - e.g., nobody commutes on the trolley from Chula Vista to Downtown, it takes forever and stops way too often.
	More public transport. Much more. !!!
	This is a vital component to our progress and we need both more routes to more areas and more service on existing routes, they both play a hugely important part in the progress we can make to function like a more cosmopolitan city like NY, SF, DC etc. we can do it San Diego! Think more options less parking spaces and we will break the pattern of more cars, it's that simple!

	Five minutes my [expletive] Lol Effective transit in the areas needed, as the demand dictates, supported with technology to Maximize Ridership between key hubs AND providing Safe Connections between communities AND Offering Safe, easy to use Connections to Multimodal pathways Wayfinding ECharging stations (ebikes, eMultiModals, eScooters, etc.) Solar panels with battery packs With regular maintenance costs factored in... You'll be saving money on gas... Reallocate the funds to Go Green and Clean
	On this tradeoff, I vote for whatever provides better service.
	Both are equally important. It would be great if the Green Line had shorter headways but new routes to more areas would be amazing too.
	Yes we need to continue to try to get people out of their cars by providing a better transit experience
	your two choices are ridiculous. common sense says some routes are used a lot and some routes ignored or non existent. Let's think anew. This all or nothing thinking and just throwing \$ at the problem is NOT creating a well coordinated useful transit system
	BOTH!!! For example, in North County, the Coaster is the only fast option, but is extremely expensive! Why not create a light rail for North County?
	This is a false tradeoff. We need investments in both of these to bring our transit into the 21st century and truly make it effective. A careful analysis to restructure transit to be more efficient would go a long way toward allowing both of these objectives to be realized at the same time. Spending more dollars on transit rather than private-public toll road type boondoggles is key.

	More service on existing routes would be great so we didn't have to wait so long for transit, but new routes are also welcome. We want light rail transit to the airport and universities
	BOTH!!!!!! But to get better adoption, you need more frequent buses on existing routes. That's better than bad service over wide coverage.
	Both options need more effort. Lots of talk and little action or slow action.
	Although more frequent service is also very important, I think the priority should be the ability to get from point A to point B. Just because there is an option to get from La Jolla to downtown, does not mean it is possible to get from a specific house in La Jolla to a specific restaurant in North Park in a reasonable time. The whole trip should not take more than twice as long as driving or people will not use it (or even can't use it if they cannot walk for long distances).
	Both would be nice. I do find it shocking that a city of 3 million does not have light rail connections to either its main university (UCSD) or airport. Almost every other city I visit has accomplished this.
	This is a waste of public funds
	Both. I would love to take public transport, but it takes 3-4x as long to get where I'm going. I would also love to take the trolley more places, but it just doesn't have enough stops in cities that aren't as walkable as downtown.
	upgrade the train tracks so they are resilient to climate change, and improve transit access by adding transit only lanes.
	This shouldn't be a tradeoff. How about more transit and less cars?
	Neutral because I want more service frequency but are there areas where we can have new nontraditional routes? (not full buses but something in between a shuttle and a bus? there are still major destination areas in the city that aren't connected by transit.
	Look around at the buses, mostly empty, most of the time. No more buses, people work where they can and live where they can afford. No one wants to waste hours a day on a bus, our county is big and unique
	I would use transit if more convenient. I live in San Marcos and the closest bus stop to me is over two miles away, too far to walk. If I want to take transit to San Diego I have two choices: 1) Bus or Sprinter to Coaster or 2) Bus/Sprinter to a "Rapid" Bus to San Diego. Point is both options take more than twice the time compared to driving. Not worth it!
	I think both are really important
	Money should be spent on Driverless infrastructure rather than train infrastructure. We can use existing roads, and intelligent cars can virtually chain up (like a train).

	Mas servicios fijos, agregando mas paradas e infraestructura a comunidades que no la tienen para evitar tanto uso de coche. More fixed services, add more stops and infrastructure to communities that need to reduce vehicle use
	Necesita más servicios a East County desde Otay Ranch y Eastlake, me toma más que 2 horas para viajar en servicio público cuando hay solo menos que 15 km entre los dos lugares More services to East County from Otay Ranch and Eastlake, it takes me more than 2 hours traveling in public transportation while there are less than 8 miles between the two.
	Para ciudad de escondido es necesario tener transporte escolar porque se gasta mucho dinero en transporte a nuestros hijos We need school transportation in Escondido, we spend too much money getting our kids to school
	Obviamente, mi respuesta se influye por la fotografía del Trolley, que me inclina a Rutas Fijas... (Ojo, el Trolley va lleno, no se necesitan estudios para saber que se necesita más, en el mismo lugar, y en nuevas rutas. Por favor, pensar en grande. Obviously, my answer is influenced by the Trolley picture, that is why I am inclined to fixed routes...(Watch out, the Trolley is full, you don't need studies to know that more are required, in the same place and new routes. Please think bigger)
Comment on Transit Types	Driverless!
	Flexible services produce drivers who think they own the van and can be prejudiced or unwelcoming to people they don't like. Same is true on all the mini-bus routes--14, 83, 84, 88.
	I like scooters and bikes as first/last mile options
	This is a tough one. I prefer an option that addresses both fixed and flexible. That "last mile" will be a problem for fixed services without the benefit of flexible ones.
	We will never have a functional transportation system if we continue to have sprawl development in our region. Wise land use planning is a must.
	I think that whatever is decided, San Diego has to get really serious about higher density and mixed-use development. There is too much sprawl to make some means of transportation effective.
	Flex transit options is a great idea!
	I don't want any
	There should not be a compromise here, both are essential in any strategy

	With some mix of flexible services in the more suburb areas?
	Need it all, do not only need one or the other.
	Fixed routes to major destinations AND the ability to keep moving from there.
	Free transit for seniors. and students. Take the money allotted to help people use transit instead of creating expensive transit that no one uses
	Trolley to the Airport...like a real "big boy" city
	Totally agree, we need to make it more flexible so it is affordable and can be adjusted according to each situation
	Both are needed And with technology, surges can be accommodated And with a flexible fleet Every person can be accommodated
	Again we need both especially in SD because we are a bit more spread out than some communities but if we do this our neighborhoods and businesses can thrive! Much like social media has expanded the reach for communication, mass transit and connecting options will help mobilize our citizens like never before, we can do this SD! The beginning will be costly but we have no choice but to advance away from CO2 producing automobiles and toward clean transportation ASAP like now! Thank you for the chance to add to your work, be bold, be strong, be brave, we need to join the responsible urban movement NOW and the citizens of this area who call this home and those around the globe are counting on you!!!
	They are both important and can actually support each other.
	They are both important and can actually support each other. Would be nice to have flexible transport from old town station to local areas and downtown station to balboa park, zoo, airport
	Fixed routes to major destinations and job centers should be a priority. An example of a new Trolley / light rail expansion that could be built would be through Mira Mesa and Miramar. This would start at the new UTC transit hub where the blue line ends. More people would use this line since it is near major job centers and it would help alleviate congestion in Mira Mesa, since people would have a new transit option. The new trolley stations should act as a multi-modal hub and bus service should web out from those locations. This will provide more reliable mass transit service. If the service is reliable and hits major destinations, more people will use it. See KML of my proposed trolley expansion plan: https://drive.google.com/file/d/1GpMO2I9DIY4UkfqlZiSBONzWFU24eMI1/view

	Again, high speed trains like the ones used in Japan.
	Flexible service such as FRED support our aging population.
	Another tough decision!
	Our city should be as agile as possible.
	Restore the green line route from old town to City Hall in include a stop at the new court house....or extend the current blue line West with a stop at the new courthouse and civic center then North to Old Town and the University.
	Currently in the San Diego region it would appear that we now have adequate fixed routes to major destinations; now we need more frequent "last mile" services in many locations.
	Trolley is great for big events. too expensive. not enough coverage for population.
	I strongly support flexible transit services as a general concept, particularly with the coming of autonomous vehicle systems; however not all transit can be provided in a flexible format (such as rail corridors) so a combination of these approaches is necessary
	I consider a coaster station at the airport to be a litmus test for whether govt is serious about mass transit, or not. When there is a coaster station at the airport, maybe I will begin to take you seriously.
	More of both
	Again, live in North County and if San Diego Airport is to remain downtown, then north county residents need better transit transportation to make it more convenient to get to the airport.
	This left-right function will bias people against whatever is on the left. "Flexible transit services" will increase VMT and serve fewer passengers.
	I'm just learning that flex transit may be better than the trolley, etc. Love subways, trolleys and other rail, but if self-driving vans and buses can perform better, go for it!
	YOU NEED BOTH!!! if the Coaster drops you off in Sorrento Valley you need transit from there to get ANYWHERE. how about transit working together- like the trolley meeting the Coaster in SV??
	Your bus/trolley drivers are [expletive] lazy
	The light rail seems too focused on corridors that do not promote tourism or trade. There needs to be a connection to the airport and beaches. these locations will generate more ridership and increase revenue to make it sustainable. The current UCSD connection is way over budget based on potential return.
	More flexible options. Been here for 50 years. Transit services rarely go where I want them to go. I'm not going to walk more that 6 blocks in dress clothes.
	Good question, they're both critical

	Need to define what you mean by "flexible transit services". A true system will incorporate both "fixed routes" AND flexible services. Basic backbone should be TRUE BRT, as opposed to the so-called rapid bus service being built now (not so rapid!).
	Flexible transit services are what Uber and Lyft are for. Leave that to the private sector.
	More "major" destinations.
	Both services benefit the moving public. Fixed routes are necessary, but flexible options are quick and convenient.
	More train stops in urban area where parking is already bad like Normal Heights, North Park, City Heights, Etc. Connect these to work hub and school hub
	Another one that completely depends on the situation. Could be either one.
	Privatize transit - Uber, Lyft, etc.
	These two are not necessarily a trade-off. Think of the major routes as main arteries, and the flexible services as surface streets. If the main routes go to neighborhood transit centers, the flex vehicles can take it for the 'last mile'.
	Fixed routes with park and ride options
	Fees need to accommodate the necessity of ride-share vehicles like Lyft or Uber, or Bird if SANDAG only takes commuters from hub to hub.
	Now we need a Train or Trolley from UCSD to Sorrento Valley!! Why go back to Downtown, San Diego?
	I do not support the bullet train. I think it's a ridiculous absurd idea and probably just a way for you to spend money that we can't track
	This is unrelated to this page, but this is the most convoluted survey I've ever taken. Sure, I got through it. I'm very tech savvy and patient. But this... Why!? I can't even imagine trying to do this on mobile.
	We have enough public transit options. Quit throwing our tax dollars at a non-viable solution.
	Probably a hybrid. High-volume transit to fixed destinations, then flexible low-volume transit that branches out to specific neighborhoods.
	Lite rail to the airport
	This is another where it's going to take a mix. Hard to direct one way or the other.
	Both!!!
	There needs to be more options for airport transportation from north county on I-5, I-8, 52, and I-15.
	I don't like buses. Maybe I would use the trolley transit.
	I think both types should be available. Fixed routes for the obvious high traffic corridors and flexible service elsewhere to adapt to increases/decreases in growth patterns.

	I think both types should be available. Fixed routes for the obvious high traffic corridors and flexible service elsewhere to adapt to increases/decreases in growth patterns and changes in demand.
	We should research how transit has successfully been implemented in similar cities and regions, and use the type of transit that will best meet our goals of reducing GHG emissions, reducing air pollution, and providing convenient, affordable, safe transit.
	Who decides what a major destination is? Can our institutions of higher ed. be a major destination?
	Why not both rather than one or the other?
	I favor both--would give them each the highest recommendation if that option were allowed
	A combination of both is the obvious choice. Higher volume hubs need the fixed reliability, for the diffused areas, flexible reliability makes good sense.
	We need both. Not discussed in these options is appropriate scale.
	No to uber and lyft. No to electric scooters.
	Why doesn't the Coaster go to Petco Park, Convention Center and Airport
	fixed and flexible complement each other.
	I don't have any examples of public flexible transit service except for citizens with special needs... existing examples rather than a picture would have been nice.
	Obviously we need both to have an effective system. I don't think we can have just one or the other.
	Both are important. We should use an all of the above strategy
	I think flexible services are needed to get people to the first/last mile, in addition to the fixed routes.
	I had to drive when I worked in SD because otherwise when I got off Amtrak I would have had no way to get to my office except expensive taxi
	Other last mile solutions are better. better fixed routes will help
	Another false dichotomy, we need a complete transit system, using a mix of fixed and flexible services. Fixed routes (rail) is by far the most cost-effective way to move people, and flexible "last mile" solutions make rail attractive to more people.
	Again a false tradeoff.
	SD area is so large, that flexible seems appealing, but serve density first and then branch out to new ways of working in transit.
	Please, please provide new transit services
	both for sure! WE need some sort of connecting service between the two to reach origination and destination points

	We should look at similar regions/cities that have had success with both transit options and use the type of transit that will help us meet our goals to reduce emissions and expand safe, reliable, affordable transit.
	Makes economic sense to have a flexible systems that adjusts to need.
	I think fixed routes are much more cost-effective.
	No more trolleys. Takes too long, costs too much, and you're stuck with it. Buses or other vehicles that are flexible can be reorganized to meet demand. Get me where I need to go.
	Public transit relies on predictability. Specific bus and trolley route and docked bike stations are critical. Users must be able to plan the route and know their arrival time
	Research 'ecobici', Mexico City's truly integrated high-tech, docked bike system. Please!
	Both are necessary
	Both are important together with greater frequency and lower cost to the rider.
	We should research how transit has successfully been implemented in similar cities and regions, and use the type of transit that will best meet our goals of reducing GHG emissions, reducing air pollution, and providing convenient, affordable, safe transit.
	Need both
	Who made up these trade-offs?
	BOTH. Let's learn from what other cities with similar issues have done.
	Are you kidding? Please move to the future even some of your website show you know there are other options. PLEASE LOOK AT PASSENGER DRONES. you can run them over the ocean or over utility right of way (ROW) initially!
	Both are needed including a rail transit to the airport!
	Fixed routes are great for service along high-volume routes that are unlikely to change, but we need bus and other flexible services in many other places to accommodate changing conditions and smaller ridership.
	This question is too general. By the way, you need to run the trolley to the airport.
	More info please
	More help to carpool. Electric scooters for the final mile.
	Again for public transit to work you need both but SANDAG, City and County have failed to lead and have a bold vision to bring SD into the 21st century.
	Your survey style does not allow for innovation. Such survey styles are always backwards looking because they do not survey for what innovations are possible. This is a classic survey flaw.

	Do you see a photo of the backcountry of San Diego County in these sample photos. Of course not, because it isn't possible.
	Linear fixed-route transit in dedicated right of way integrated with "microtransit" which could be provided by private companies, purchased with a single app (mobility as a service).
	How about neither? Has anyone ever done a cost/benefit ratio over our inefficient trolley?
	Transit service and types aren't either/or. Let's invest in improving both aspects of service and types. Cars/fossil fuel answers don't work, let's get people working on healthier solutions.
	You need both.
	I think both are necessary as part of a sophisticated transit "ecosystem".
	Flexible routes are nice, but fixed routes guarantee a route. It's more appealing to know and see where you're going versus not knowing if your ride will get detoured. That's why streetcars, cable cars, etc. are more attractive to ride than buses.
	These services are both necessary.
	San Diego needs to start using automated electric shuttles on short routes. Balboa Park could be a showcase for the technology.
	I'd like to see a better system from Temecula to Escondido in the short term, and a rail system in the long term, with routes on the 56 as well.
	Need more & frequent fixed route AND need flexible support transit to get you to final destination.
	My comments on the last transit question reflects my answer to this one also.
	Again we need more of both. But in Encinitas we have no flex transit so I rate that slightly higher.
	This is what we need
	We need both
	de-invest in mass transit and invest in more roadways
	We need both but we for sure need a high speed train to major areas that is economical and runs all hours so we use it for work and personal
	Again: both. The idea that this is a zero-sum trade-off is dangerously short-sighted.
	I would like more fixed routes to major destinations, but also want flexible transit services from the major destinations.
	Should have higher frequent and more reliable fixed route transit. Safe pedestrian and bicycling access around neighborhoods for last mile commuting can help.

	We need more connections between major origins and destinations which will require both flexible and fixed improvements
	When parking is available to serve people will use. But if you can't get where you want to go it is useless.
	When parking is available to serve people will use. But if you can't get where you want to go it is useless. Talk about a totally slanted survey. How do you expect to get truthful answers. This whole poll is one directional. Even these answers will be misconstrued A true disservice to the citizens and residents of san Diego county.
	Both of these should exist in tandem. I feel very strongly that both fixed routes and flexible transit services should exist (and be improved) simultaneously to be most successful.
	I think that this is highly dependent on context. But I do believe that both transit types have a role in our future.
	Trolleys and trains are fun to ride. It's an adventure. The bus is not fun and has a stigma of being gross.
	I want flexible transit service.
	We need both. More flexible transit services will allow people to travel to minor destinations. We also need more fixed routes to get us to major destinations faster.
	Flexibility can be introduced via on-demand private arrangements (Uber, etc.)
	More frequent service on fixed routes for more hours. Expand flexible services where density is too low for fixed.
	I get How to answer the questions now, but it is not very well designed, as down arrows generally indicate a negative opinion.
	Again, both options would be wonderful.
	This also can be both.. whatever the market will support. Driverless cars will change the dynamic.
	You need both of these, except that the "flex transit service" should emphasize taking people the last mile to/from mass transit stops.
	Again both are 100% necessary. Housing affordability also comes into play here.
	Neutral as both are needed
	If there is enough infrastructure for bicycle riders, etc., getting between main hubs using public transportation should meet most peoples' needs
	Riders prefer and will choose a train-like ride over other options. Consider servicing the consumer.
	Effective, efficient public transportation follows fixed routes. Disabled people and elderly people should have flexible transportation options, but the rest of us can get a Lyft if we need it - and if the city subsidized a competitor to Lyft, that would really be crazy
	To beaches

	More fixed Public Transit routes and Public transit electric trollies like in San Francisco that can take you to main points of interests. Less electric cars on the roads. People can actually stay healthy by biking/walking as well. Trollies for uphill areas.
	Both, to get us OUT of our cars and make public transit MORE convent than our cars.
	Really need both. Coaster is too infrequent outside of rush hour but there are not enough low cost flexible connections or last mile access.
	In a city like San Diego, both are required. We need major transit to major neighborhoods, and then allow flexible transit to fill the gap in between.
	Access to the San Diego Airport via a trolley line up Harbor Drive from the downtown train station. More than the SAN proposed onsite airport people mover, a direct link to both new terminals from the Santa Fe Station is needed to reduce traffic through local neighborhoods, reduce congestion on freeways to the airport, reduce pollution, reduce tax burden on local residents for building and maintain infrastructure that benefits airport users. Coordinate with MTS, Amtrak, Coaster, and especially Metro on schedules and fares so combined modes can more efficiently and effectively be used. This would include consistent bike access to different modes of transit, (get rid of Amtrak bike reservation say), and prepare to allow more bikes on trolley and buses. Multi-mode transit/bike will become more and more utilitarian for first/last mile commute and travel.
	Use a hub and spoke system. Major transportation to a designated hub, then flexible light transportation for the last mile.
	Free Ride is exceptional
	Rail. Get those buses off the highways.
	Remove roads increase developable land increase transit

**San Diego Forward: The 2019-2050 Regional Plan
Network Concept Open House and Community Conversation Comment Cards**

No.	Network Concept A Shared Mobility
1	Se me hace fabuloso ya que el flujo de transporte va hacer veas viable, y sería menos flujo de transporte. I think it's great because the flow of transportation will be more viable, and there will be less travel flow.
2	As the county and cities build new communities they must focus on grid like road/street systems if they really want a focus on "public bus" systems like, moveable developers install on a grid (as Chula Vista, National City [[?]] early San Diego once did). How will electric scooters fit in this mobility concept.
3	FRED is a great idea. We should have more of it
4	Stop imagining that people will stop driving cars and start riding bikes. It's a crazy notion that has not one stitch of [[?]] to support it.
5	Shared mobility: use eminent domain to create bicycle-only R.O.W's through private commercial and Apt. parking lots.
6	Doesn't do enough for climate.
7	In 1988 when I served as President of Citizens Coordinate for Century 3, AKA C3, I signed the ballot argument in favor of proposition C, which designated CPO (later renamed SANDAG) as the regions growth management agency. Over the years I've been disappointed in the organization it's become.
8	My main concerns are an urgent need to address climate change now, (since we are already experiencing the severe consequences of continuing to use fossil fuels all over the planet. Our country has faced severe hurricanes, floods, sea level rise, drought and huge wild fires and environmental and social and economic justice. All these issues are connected. We cannot mitigate the worst effects of climate change unless we work for decent jobs with livable salaries, housing that workers can afford (including for those who work downtown). We need to fight racism and all forms of discrimination. We need to illuminate the overconsumption that corporate brainwashing has foisted on our people. The kind of "growth" we need is a cultural shift which will put concern for people and communities above the economic growth that is usually meant when the term "growth" is used. What will not help: 1. expansion of freeways 2. downtown gentrification, which already exists in San Diego - the need is for low-rent housing for those who work in hotels, offices, restaurants, etc. downtown. 3. NIMBY attitudes which refuse to help solve the problem of people without housing.. 4. Anti-immigrant actions by the feds 5. Profiling by local public and violence against black and brown folks Please forgive poor writing - it was hard to concentrate while the program was going on

9	I understand the purpose of planning is to help shape the future. However, drivers outweigh transit users- that needs to be kept in mind. Also, MTS' perspective of dumping "poor people" onto trolley system is flawed- we need high end housing near transit stations, not low income housing. In LG (?), Celcius tenants (market rate) use trolley more than [[?]] (L/M).
10	I like the more frequent buses, however right now it would take 2 1/2 hours to get from Oceanside to SDSU. How much improvement in this time can I expect in the future through this plan.
11	Need more options here. Increase frequency and more routes.
12	Rural Neighborhoods- 67 and 78 - Slow for Ramona - Thanks - The Maxson Family
13	This is old school 19th century you don't have enough money to have an impact. Move to 21st century.
14	No
15	Develop rapid transit along the I-15 connector! (stadium to North County) - Access from suburban communities - i.e. those along Pomorado Rd. to get people to transportation Hubs
	Network Concept B Connected Corridors
16	Sería más rápido el destino y le ahorraría tiempo. It would be faster to the destination and save you time.
17	There is, and has been a need for a third major freeway midway between the 5 and the 15 from the Fallbrook Bevelry to Miramar Road.
18	Not enough. Won't change much.
19	Turn highways into bike lane and fast speed bus lanes. Reduce car lanes - cars - only electric cars.
20	We should stop strangling motor vehicle traffic, including public transit and vehicles, by stealing traffic lanes and converting them to bike lanes. Stealing lanes congests the streets with no balancing benefit.
21	Time crossing transit lines so the N-5 vehicles cross the E-W lanes halfway between the N-S vehicles and vice versa.
22	"Backbones" are a core. A community is a body that must also have and use both hands, and learn to stand on two feet. We need a connectivity out in the neighborhoods, to benefit from strong backbones.
23	Doesn't do enough for climate.
24	We already have the backbone - let's augment, use technology to enhance.
25	Weakest of the concepts. Builds upon status quo, we need real change.
26	Less \$ for highways. Focus on transit.
27	You need to plan for celestial mobility below 1250 feet.
28	No

	Network Concept C Policy Possibilities
29	OPL
30	Nos haría más flexibles para ahorrar tiempo en compartir la ruta. It would make us more flexible to save time on sharing the route.
31	Noted that rail service in the county is often intermittent and not available north and south on many weekends, pan[[?]] out the value of our roadway system which overtime could use expansion and more interconnection. Our U.S. constitution calls for roads, horses, carriages, wagons were left out (i.e. therefore their modern equivalents buses, trolleys, cars)
32	Less focus on A.V.s and new smart technologies. They're super expensive most of the time and too far away to be super concerned with. I'm for experimenting. We should experiment with congestion charges, new bus routes, increased parking prices, etc.
33	Speed limited pedestrian zones that limit vehicle speeds via automobile computer control system. -Subsidize bike commuters -CAIR vehicle rebates for Ebikes (car) -Better local bicycle infrastructure
34	Please plan and implement microtransit in the Carmel Valley, Del Mar Heights and Terrace, Torrey Hills and Pacific Highlands Ranch communities
35	This is the right vision. Use technology apply it to public not carpool! Make public transit lanes faster than car - private lanes. Stop free car parking everywhere. Reintroduce bikes/dock stations as part of public transit.
36	To design intelligent transit, determine where new housing and jobs will be built. Then estimate how many new transit riders will be there. With those data, figure out where and how to make transit.
37	This has the most room for creative use of existing technologies (suggest basic review of literature on proven solutions in other cities which are way ahead of "America's Finest City"). Also, this has hope for emerging technologies and creative thinking, small scale trial ideas.
38	Best concept. But still includes too many freeway expansions in EJ communities. Advance transit in EJ communities and restore purple.
39	Active partnership with a ride share company (lyft) to support ridesharing subscriptions. They announced it will go nationwide today. 10/18/18 Lyft/Uber free on toll roads.
40	Ditch buses and give Uber vouchers. Invest in shifting job centers to population centers. Use market - price point
41	Upgrade to smart signals!! Please! Too many false red lights with "ghost cars" mileage based user fee. How can we make these plans fair?
42	Has some good ideas.
43	You need to plan for shared bike and scooter lanes
44	Better of 3
45	Have fare-free zone circulating around downtown
46	Other

47	Do your plans reflect/expect driverless cars shared vehicles - like Uber minus the driver?
48	Me parece fabulosos todos los proyectos para este plan de transporte en el futuro para nuestros hijos. I think all the projects for this transportation plan are great for the future for our children.
49	An aside - County policy concerned about climate change should prohibit further construction in communities at sea level. And should [[?]] their [[?]] to open natural space- that is if they are really concerned. Bus fares should reflect the true cost of providing the service - which I believe is near five dollars a [[?]] \$2.25. The first step in "active" transportation is the requirement for sidewalks five foot wide wherever dwelling density is above four dwelling units per acre, children should not be walking to school in the middle of the street, wheelchair users shouldn't be in the street either. The basic building block city circulation is it's sidewalks one shouldn't walk down the middle of the street to get to a bus stop. An aside - All gas/fuel pumps should have the tax per gallon posted on each pump (federal, state, county, city) to remind us what we are paying. Then too - these tax monies should only be used for Roadways, bridges tunnels for not nebulous "transportation projects" (which apparently includes bus fares and rail).
50	SANDAG should include more motorcycle/scooter parking to encourage this mode of transportation as an alternative to driving an automobile. Also need safer bike lanes to encourage bicycling as another alternative. I would ride my bike more if I feel safer on the streets. Bike projects are taking too long to plan and implement. We need them now - not later.
51	C seems best but I'd like the focus to be on cheap/trial actions. E.g. protected bike lanes, bus only lanes downtown, new trial rapid buses, guaranteed ride home additions to bus passes, etc.
52	Weight based fees (DMV Reg?) for revenue. Heavy inefficient cars pay more than light fuel efficient cars.
53	Include "open trolley carts" to accommodate bike/transit riders so that people can combine multiple modes of transportation and replace their car trips for groceries, shopping, etc... Urge MTS to accommodate more bicycle access. Expand caged bike parking outside of SANDAG jurisdiction in commercial areas, recreational/open space area (ex: Balboa Park) and in popular tourist/Friday night date night areas such as Little Italy/Gaslamp. Work with San Diego County Bicycle Coalition to advocate for more caged bike parking everywhere in San Diego County. Do not let caged bike parking be free; charge .15 cents to .50 cents per hour! Thank You
54	Scheduling 90 minutes for public comment and only using 5-10 minutes for actual comment is disingenuous

55	Measurement: public transit = drive. Aim for parity. Cars are not fully priced - private car should be charged to pay for public use.
56	Identify residential areas more than two blocks from a transit line. Survey those areas with four questions: 1. where would you like a transit trip to start; 2. where should it take you; 3. which days of the week should it be available; 4. what time of day. Analyze and design the 2050 transit plan.
57	Asking for one top priority does not seem to work, because most of audience (10-17-18 Jacobs Center), rebelled: They get it, that it is complicated, has to have multiple parts. Suggest: Ask top three priorities, and can ask "which ones is most important to you?" or rank your top three as #1, #2, #3.
58	This whole presentation was badly done - Audience complaints were fully justified. You'll get bad data and unsatisfied participants
59	Any progressive making decisions about purple transit must be required to use public transit 4x week- all times of day and weekend - they lose their jobs if they do not comply - you can't understand transit if you don't use it.
60	Reinstating Transit in Northern Coastal Communities- City of San Diego. Interconnect Fairbanks Ranch, Rancho Santa Fe, Carmel Valley, Torrey Highlands, Del Mar, Del Mar Heights, Torrey Hills, and Rancho Penasquitos. The total population in these villages is 136,254 and growing... The population is diverse in ethnicity, age, marital status, and occupation. Where do they work? Del Mar High Bluff Business Center, Sorrento Valley, UCSD, UTC, Torrey Pines, Rancho Bernardo, and Downtown San Diego. Amongst these cities are where the population shop and eat; as well as play extracurricular activities. How do they get there? Only by car! The result is stress, smog, traffic, accidents, health issues, and isolation. Transit today, there is nothing on the 56 or between the 56 to the 78. Proposed similar routes to 103 Rapid and 440 Rapid. Proposed route (North to South) to start at El Camino at Via Della Valle, South on El Camino Through Carmel Valley, Continue South on El Camino past Route 56 towards Torrey Hills, west on to Carmel Mountain Road to Sorrento Valley Rd, South on Sorrento Valley Rd to Sorrento Valley Transit Station, and possible connection up to Genessee to reach Blue Trolley Line station via I-5. We have waited long enough... we want to get started now! What are your next steps?
61	We want the purple line trolley, not the bus. We were promised this in the mid-nineties. It's time to put the trolley in.

62	All three concepts are limited, and skewed to extending and expanding local freeways. The Key beneficiaries of this approach are sprawl developers, who were subsidized with new access when SR 125 was built. Otay Mesa developers should have been skewed to cough up funding for SR125, but thanks to CALTRANS and SANDAG, they got a free ride. SANDAG should focus on the elements in each concept that support the development of a regionwide Rapid Bus transit network, with dedicated lanes for the buses, outside local roads and freeways, without sharing the road with cars and trucks, which would kill any [[?]] of a Rapid Bus System, as we've seen with SANDAG 's failed El Cajon BRT effort. RBT buses should be focused with compressed natural gas, with a goal of moving to electric buses as they become available. The RBT network should be designed so that as future funding becomes available, they could be converted to support an expanded light right transit system, one without overhead electric wires.
63	1. Express Trolleys to Downtown 2. Grade separate SR 67 and Maplevlew 3. Add SR 125 North to SR 56
64	Caltrans/SANDAG needs to say no bio-gas in Lakeside. I live on Hwy 67 - Widening the Hwy will destroy my quality of life. The main corridors need to be better so these non East County residents don't cut through.
65	Concerned with SANDAG's plans for Hwy 67, sand mining impact, proposed traffic on Moreno from Food Waste Plant
66	Rural Neighborhoods - 67 & 78 Slow for Ramona- Thanks - The Maxson Family Hwy 67 is the main way in and out of Ramona, and it is broken! The highway is unsafe. There are too many cars crammed into too few lanes with insufficient shoulders and narrow road width. One short curve around Mt. Woodson alone is the source of over 60 collisions and 12 fatalities. The flow of traffic is impaired. Long lines of commuter traffic coming and going into Ramona. With more housing projects already approved, this problem will only get worse. San Diego needs better access to San Diego County's premier wine region, historic Julian, the backcountry, and desert beyond. Evacuation is impossible. Two major disasters have created paralyzing bottlenecks for fleeing citizens. Hwy 67 caused the community evacuation plan to fail. In times of emergency citizens need to be able to get out, and emergency vehicles need to be able to get in. There is a plan to fix it! Starting in 1988, Caltrans has had a plan to widen 67 to four lanes. This plan has been delayed time and time again, most recently moving this project to 2050. We cannot wait any longer. The need has never been greter, and the time is now. Make Hwy 67 an Immediate Priority on the San Diego Forward Regional Plan! Join the many local officials and organizations who see the need, and are committed to solving this serious transportation problem without delay: Congressman Duncan Hunter, Senator Joel Anderson, Assemblyman Brian Jones, Assemblyman Randy Voepel, County Supervisor Diane Jacob, Poway Mayor Steve Vaus, Ramona Community Planning Group... and more!
67	Good job lads. Glad to see all three plans. Keep bicycles and open space!

68	Wouldn't trust the spontaneous menti.com comments as we didn't get clear instructions for some questions. Strange to have three networks when final plan won't be just one network. What's the point of presenting ideas this way?
69	I want better local public transportation in Encinitas.
70	Improve SR 67 in Ramona and into Poway. We are unable to be a normal neighborhood - walking, riding bikes, having guests as the highway is too dangerous to navigate. Thank you.
71	Please update and remodel the Escondido transit center!
72	Vocabulary is completely inaccessible - most people don't understand these concepts. Provide list of definitions. The ranking list clearly indicates your proclivity against public transit. The fact that I couldn't find 3 options is shameful.
73	Don't like the idea that MTS is raising the age for seniors
74	Green line trolley stops in River Walk - critical for planned addition of 4300 new residential units sooner than 2035 - bump up to 2025! Retrofitting older community associations for EV charging
75	Have you thinking/consider in Early Education Outreach? Sad to say that I'm in my 30s and I do not know/never have take a public bus before, and so are my sister, my parents and all the friends I hangout with. Not sure because I am Asian who only taught to use a personal car or because other factors. You can suggest I look up online which I did but sadly fear got in the way. I was thinking how many people who are like me out there who not willing to admit I do not know, therefore never take public transportation. If we could train children since little help them feel comfortable to use public transportation maybe there will be less people like me. Study does show that customers who used your services 2 times are 9 times likely to re-use your services again.
76	Main suggestions: Make all rapid bus lanes into trolley lines; Add trolley service to Oceanside and Escondido; Rail is easier to use and cleaner form of transportation than buses; Remember, the California High-Speed Railway is coming to San Diego in the 2030s. We need many trolley routes to make it easier for locals and tourists to use the high-speed rail system; Bring the trolley to the San Diego International Airport; Bring the trolley from Downtown back to Hillcrest, North Park, etc. as it used to be; Bring the trolley to all major malls, major tourist attractions, colleges, and universities, the beaches, business areas and residential areas. Once this is done, you'll have trolley services throughout San Diego County; Add protected bike lanes to all Rapid Bus Lines; Add protected bike lanes on all freeways; Either we are going to be serious about making mass transit a priority for the future of San Diego or not. If we are being honest with ourselves, we need to add rail services throughout San Diego County; Trolley service is permanent and serious business; The trolley does not jerk and move as much as the buses; Buses are prone to accidents and difficult to understand.

76 cont.	Rail vs Bus Test Ride the trolley from downtown to East County, now take a bus. Which is the faster ride? Take a bus from Hillcrest to Escondido. How long will it take? Most likely 4 hours or more. Now take a trolley. You cant there isn't one but if there was a trolley, it would be a fast trip. Rail has Always been a better form of transportation than buses Trolley service means the city is dedicated to excellent mass transit because rail lines have to be planned and are permanent. So planning for rail is serious business. Is San Diego serious about excellent mass transit for San Diegan's and tourists? Trolley service has an extremely smooth ride. The trolley does not jerk forward when stopping and it does not jerk back when starting to go forward, and during the ride for the passengers. Trolley service is alot safer than the bus since the trolley lines are usually in traffic lanes. And when the trolley tracks are in traffic lanes, most car and truck drivers are extremely careful around trolleys because drivers know, that in case of an accident, the trolley will always win. It is also very easy for the riders to understand trolley routes. Bus service is the worst form of Mass Transit The bus jerks forward when stopping, the bus jerks backwards when starting out, the bus jerks from side to side when travelnig down the road. Due being thrown about when sitting or standing on a bus, this make bus transit the most uncomfortable form of modern transit service to known to humankind. Buses are difficult to stand in since they are always jerking back and forth and left and right. Buses are more prone to accidents since they are in traffic with the rest of the cars and trucks on the road. Bus routes are difficult to understand.



Transit & Tacos: Bringing Transportation Planning to the Streets of City Heights

Summary

On October 25, 2018, the City Heights Community Development Corporation (City Heights CDC) Transportation & Planning Program held the first Transit & Tacos event at Fair@44 in City Heights from 2:30 to 6:30 PM. The goal of this event was to make regional transportation planning efforts accessible to all residents of City Heights and Mid-City; and to conduct community engagement for the San Diego Forward Regional Plan update process. This "Transit & Tacos" is the first in a series of ongoing events as part of a project aimed at popularizing the planning process and bringing various key transportation planning decisions to the attention of all City Heights residents.

Methodology

The location of this Transit & Tacos event proved to be crucial to its success. All stations and materials related to the event were located in the southwest corner of the Fair@44 space (4350 El Cajon Blvd. San Diego, CA 92105). This area is directly adjacent to El Cajon Blvd., a major commercial corridor at the heart of City Heights, and a major public transit corridor with five popular transit stops within short walking distance from Fair@44. This portion of El Cajon Blvd. is also a major pedestrian corridor. The Fairmount and El Cajon Blvd. intersection is popular with motorists as well; with 50,000 average daily vehicular traffic (ADT). City Heights CDC selected this location due to its visibility to pedestrians, transit riders, and motorists on one of City Heights' busiest streets. The multi-modal nature of El Cajon Blvd. provided an appropriate balance of potential event participants.

This Transit & Tacos was composed of two main input-gathering stations, one informational station, one informational display, and an incentive distribution station. City Heights CDC staff and volunteers directed participants from the entrance at the southwest corner of Fair@44 to the first input-gathering station, composed of SANDAG's Network Concepts survey (available through 10/31/2018). SANDAG provided print copies of the survey in English and Spanish, as well as cards with information on how to take the survey online. SANDAG and City Heights CDC staff were available to answer questions as participants completed the survey.

After completing the survey, participants were directed to the second input-gathering station, where City Heights CDC staff and volunteers asked participants to provide input through the Mid-City Project List Dot Survey. The Dot Survey (attached) listed all 2035-phased projects geographically related to City Heights and the Mid-City area in the current SANDAG draft Network Concepts project list (As of 10/25/2018). This survey was created by City Heights CDC using the SANDAG Draft Network Concepts Project List as source material. Participants were given five stickers, and were asked to allocate these based on their transportation priorities. Participants could place one sticker on each



of the top five most important projects to them, or allocate several stickers to one or several projects. The Dot Survey listed the project title, a short description, and an illustrative image related to the project.

MTS and SANDAG staff were invited to attend and provide information on regional transportation planning and specific multi-modal projects throughout the event. SANDAG provided numerous displays with information on the San Diego Forward Regional Plan update process and draft Network Concepts. MTS staff provided information on transit service operations, upcoming regional transit fare changes, and their own survey on proposed fare changes.

City Heights CDC contracted a Spanish interpreter to facilitate activities for Spanish-speaking participants.

Participants were given two taco vouchers after completing both the SANDAG survey and Dot Survey. City Heights CDC contracted a local vendor to provide tacos as compensation immediately after participants provided their input.

Input

City Heights CDC staff recorded 650 total responses to the Dot/Sticker Survey and 135 completed SANDAG surveys in both English and Spanish. City Heights CDC requests that these results be considered in the development of the Network Concepts for the San Diego Forward Regional Plan update. The Dot/Sticker Survey response distribution is as follows:

Table 1.1. Dot Survey Results

Project Title	Description	Responses/Votes
Purple Line Trolley	Trolley from Chula Vista to Kearny Mesa, via Mid-City	98
Rapid 625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	27
Rapid 10 on University Ave.	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	59
I-805 High Occupancy Vehicle Lanes (SR 94 to SR 15)	Expand freeway with 2 high occupancy vehicle lanes, plus connecting lanes, between SR 94 and SR 15	26
I-805 Occupancy Vehicle Lanes (SR 15 to SR 163)	Expand freeway with 2 high occupancy vehicle lanes, plus connecting lanes, between SR 15 and SR 163	37
High Occupancy Vehicle Connecting Lanes between	N/A	33



I-805 and SR 15		
Bikeways	Connecting Southeast, Mid-City, and Mission Valley via Fairmount Ave.	97
Tolls for all High Occupancy Vehicle Lanes	N/A	9
Rapid 215 Infrastructure Enhancements	N/A	22
Peak Period Buses	653: Mid-City to Oceanside Transit Center via transit guideway from I-15 to Qualcomm (peak hours only) 690: Mid-City to Sorrento Mesa via I-805 Corridor (peak hours only)	33
Reduced Transit Fares	N/A	130
Increase select local bus frequencies to 10 minutes	N/A	79
	Total	650

Since each participant was given five stickers, it can be assumed that 130 people participated in the Dot Survey.

Insights

City Heights CDC observed two main insights from the first Transit & Tacos event and considers it an overall success.

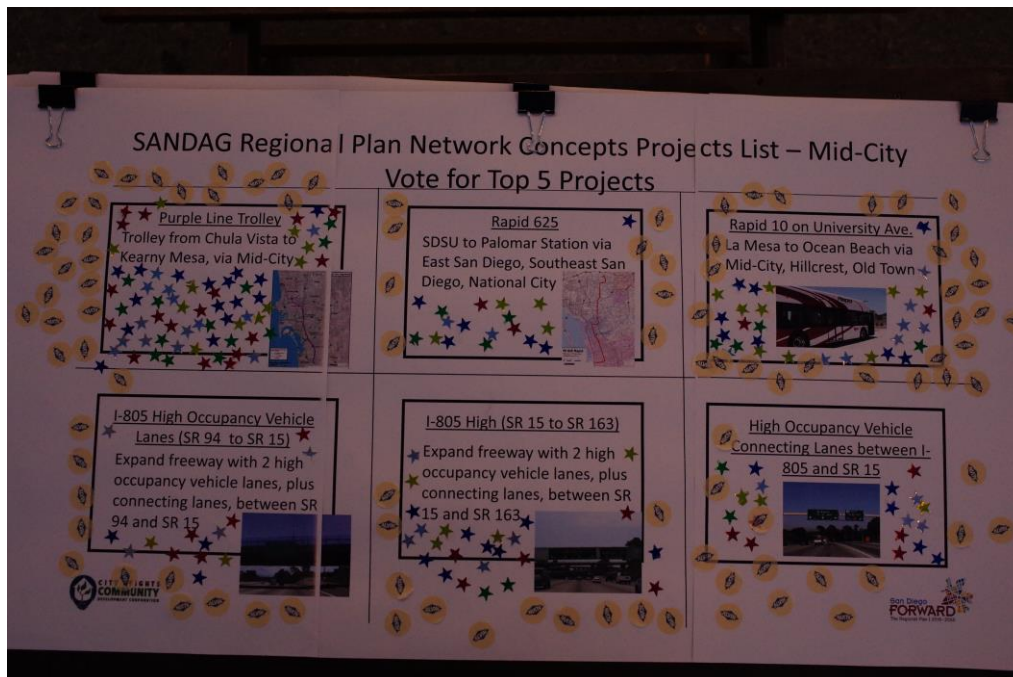
First, City Heights CDC recognizes the value of the incentive model used at this event. Providing two free tacos to participants proved to attract many people to the event and produced record-breaking input. Staff received constant positive feedback from participants regarding the incentive model. We conclude that participants are more likely to provide higher levels of input and attention (such as the SANDAG Network Concepts survey and the City Heights CDC Dot Survey) when there is an attractive incentive involved.

Second, City Heights CDC concluded that the top three most important projects to this sample of Mid-City and City Heights residents are Reduced Transit Fares, the Purple Line Trolley, and Bikeways connecting Southeast, Mid-City, and Mission Valley through Fairmount Ave (respectively).

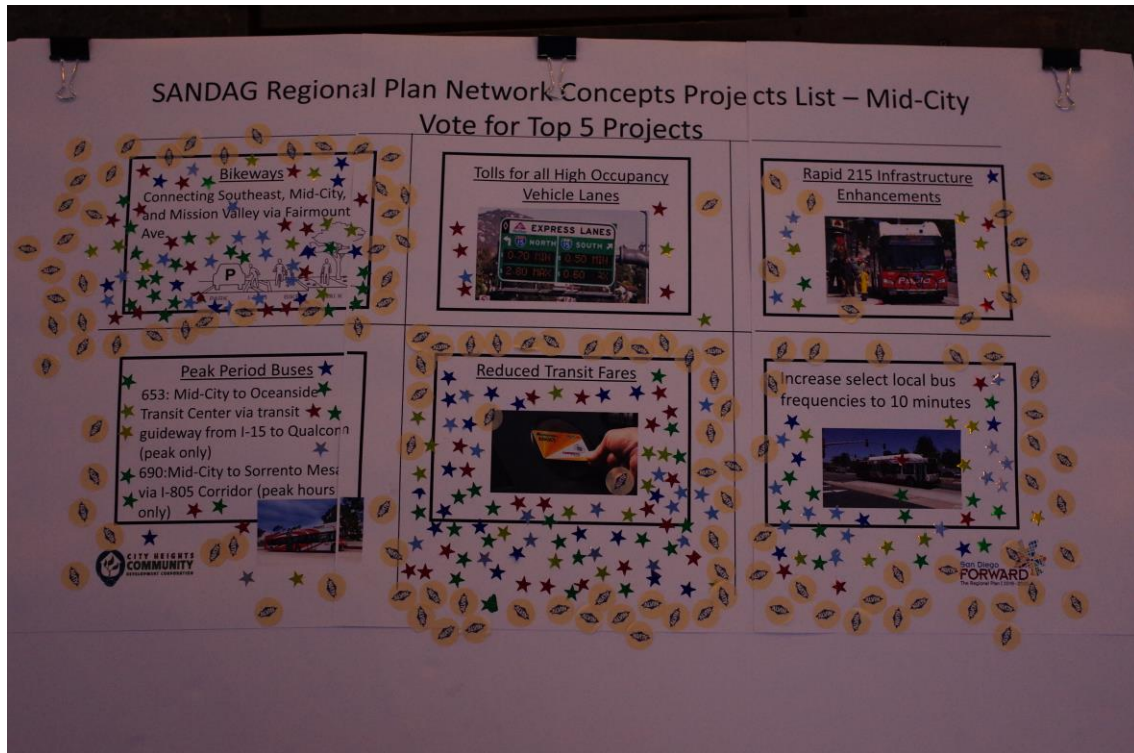
Application to Research

The success of the first Transit & Tacos event has proved its viability as an engaging and effective input-gathering and informational campaign. City Heights CDC plans to apply a similar methodology and incentive model to future events aimed at popularizing the planning process in City Heights and Mid-City.

Images



Sticker Survey (Board 1)



Sticker Survey (Board 2)



City Heights residents participating in sticker survey after completing SANDAG survey.



SANDAG staff assisting City Heights CDC staff in administering SANDAG survey.

Comments Collected via Mentimeter at Six Community Conversations, October 15-27, 2018

In two or three words, what appeals to you most about Concept A?	In two or three words, what appeals to you most about Concept B?	In two or three words, what appeals to you most about Concept C?
October 15: South County Community Conversation		
More transit	Managed lanes	New Technology
Increased transportation options	Better for environment	Pay as used
More transit connections	Indifferent. Less traffic for those on bus	Positive for continued cost improvement
	Why is it either or	To abstract
More efficient transportation	GHG reduction	Climate change
More Transit		Emerging tech
Mass transit rapid	Highway focused	Best performing concept.
More efficient traveling	Cost effective	Nimble, creative approach
Less push to mass transit	Less push to mass transport	Less appealing than concept A. Do like use of technology.
Buses instead of costly trolleys	More flexibility	Best outcome
Must move faster	Implement faster	
Access to bus	More accessible	More direct user cost burden
Slight improvement	Managed lanes	Creative
Lots of connections for transit	Good freeway connections	
Reduces effects of climate change	Fights climate change	Encourages behavioral change
Connectivity	Service needs to run later	
Connection		
Less expensive faster implementation		New technologies may increase efficiency of existing infu
	Realmente tiene que cubrir trasporte colectivo y personas desabilidadad y de bajo recurso porque sabemos que es muy amplio esta comunidad y debemos de ver el buen comun	
Quick and cheaper		Paid by users
Need congestion management		
Mass transit rapid	Con	Congestion relief

October 17: Central San Diego Community Conversation		
Uses funds wisely	Nothing.	Efficiency and constructive solution of discouraging driving. Must have a robust transit system tho
GHG reduction	Not appealing. Managed lanes for Rapid is good.	Best group of ideas, changes the culture. Concerned re impact on low income residents.
Transit to jobs	Using smart tech	More nimble, appeals to wider users
Sounds good to me- May bring in more riders to MTS and trolley systems	Quicker in corridor	Good power parking spots incentivizes electric autos
Rapid networks	Bus lanes	
Better use of tech and budgeting more funds for bike riders and pedestrians	Not appealing if u encourage single drivers to buy lanes. Need better ideas	Improved tech definitely needed. Invisible cars in turn lanes is waste of time and gas/electric vehicles. Cameras in interest tips
	No more freeway lanes	Active planning management —of course. What has SANDAG been doing all these years??
Good for environment	Makes overall system a little better	Lower transit fares — charge more for driving
		Change policy to move businesses closer to communities
	The smoother increase of flow that more HOV lanes create	👎
More transit is good. 👍	Everyone drives because there are no other viable options. Invest in transit.	choice.
Modernizing public trans	Incentivizing carpooling/zero emissions	Supporting green tech
Shared mobility is confusing Don't want car pool Want predictable cheap public transit With tras Doc lanes for speed faster than personal cars	Encouraging cars is horrible plan Need to charge cars driver for pollution and climate	Use This future oriented approach for smart public transit Lower price for public Charge for cars
Improved access to where we want to go, quicker.	Better use of exist facilities	Forced incentives. Won't get it passed.
Transit investments	Nothing	Reduced transit fares. What about access and affordability of electric vehicles?
Nothing	No more freeways	Clean air
Improve the streets for driving and transit.	Bus lanes	To create better ways to commute.

Improve our existing transportation modalities. Climate control as a priority	More focus on neighborhoods	New ideas outside the box. Incentives, infrastructure
More options	Increases capacity	More personal choice
Nada	No mas Freeways	Tarifas reducidas
Nada	Carries para autobuses	Tariffs reducido
Quicker roll-out, lower capital cost than fixed rail	Necessary evil to upgrade legacy investment	Best ROI of the 3 concepts
Not very appealing: pour more money into same highway corridors, have more transit in same place. Not enough focus on the larger network that MUST TIE INTO these high volume corridors.	Seems so car oriented, how can it help. This can only be a part, not a network to really connect origin to destination. Every 'body' needs a backbone, but must have circulation and connections to use both hands and stand on two feet.	Most open ended, most room to try integration of methods and technology.
Invests in transit. But more needed. Reduces GHG but not enough to meet the State's goals.	We have enough freeways. Stop polluting already polluted communities.	This is the best of the 3. Let's make transit more affordable. But needs to include Purple Line and Route 550 advancement.

October 18: East County Community Conversation		
Nothing	Better system of managed lines	Use technology- use drones, not trucks, to deliver goods
Transit connectivity	Carpool lanes	Lots of technology improvements
Increased frequency	Helps transit	Smart signals
Shop La Mesa		
Nothing, safety should be priority	Nothing. Needs more safety	Nothing, why is safety being sacrificed
Nothing We are a car culture	Cal trans designs roads that go from five lanes to three - problem	Technology!! We put man on the moon!!
Additional services and routes to Alpine, shared quick mobility	Faster access should not cost more, improve and expand infrastructure and electric lanes	No to all those policies, yes to EV charging conversion stations for all cars and love smart signals
Little benefit	More capacity, better safety	spend \$ on pavement NOT programs
Trolley, trains, climate	HOV lanes?	Probably the most realistic long term
Nothing	Less traffic on surface streets	Electric vehicle incentives
Access to buses	Improved air quality	Embracing new technology
Nothing. Build more roads!	MORE HIGHWAYS. YEAH!	Technology yes! Smart signals. Yes! No additional fees. Yes on 6
Nothing. Not sustainable	Did not see benefit	Concept D. Partner with private sector and incentivize ridesharing subscriptions.
Less stress during commute	More capacity	Smart traffic sensors
Nothing.	Fast trak	Trolley
Nothing	Maybe less traffic	Smart signals
Express trolleys	Rapid on 52 to 15 to downtown	
Air quality	Use of technology	Moves future along
Frequent.	We need more hov lanes	Smart signals
Yes to less roadway congestion!	Improve current roads!	Horrible idea! Hireduce Road Congestion
Nothing	Reduced traffic congestion	Tolls and paid parking penalize employees who have to travel to employment centers
Climate change	Encouraging people to carpool	Smart signals. Toll roads
Frequent Buses	Carpool lanes	Not everyone is tech savvy
Nothing	Shared carpool lane	Encourage employer altered schedules
rapid bus	major corridor improvement	seems unrealistic

Rapid bus		
Rapid bus	Encourages carpooling	Innovative technology
get to work in a reasonable amount of time	Unappealing. Messy and confusing	Make people think about options
increased population, preserved environment	technology	support consumer level EV
Nothing	More capacity and uses current infrastructure	Why are there not incentives to business to hire local residents versus more penalties
Rapid Bus	Reverse lanes	Smart technology
Doesn't work in the rural Lakeside area	The connectivity	Smart signals
Not forward thinking	Existing infrastructure	Replace buses with Uber vouchers
Transit Connectivity	More capacity, better use of existing highways	Smart signals
Not much	Less congestion on surface streets safety on 67	Too many fees
More technology Little More bike and walk access than we have today.	Nothing changed from today really.	Best of the three. Expensive Gives incentives to take public transportation as long as it goes where I need it to go
	Connected corridors with technology to influence mobility decisions	Vmt charges dislike.
I don't see it helping me in my future at all!		Smart single
	Safety on 67!!!!	More safety!!
Not applicable to SR67	Helpful to electric cars	Need smart lights at Maplevue corridor on SR67
none	Smarter managed lanes	smarter lane controls & Technologies
Better connections for last mile service.	Better use of what we have already.	Electric vehicle support
Rapid buses and more frequency. Should get people out of cars	Encourages carpooling	Paying for driving
Less expensive.	Less cars	Lower Transit fares
More routes	Possibility of electric car lane Shop La Mesa	Golf carts only in La Mesa
Better use of resources and services for all.	Not much	Can promote economic just systems to fund transportation.
Walk - bike lanes - beach trolley	Bike transit access	Shared mobility

October 23: North County Coastal Community Conversation		
Better mass transit	Faster freeway times	Going to have to change behaviors - tough in our region
	Infrastructure solely for self driving cars	
Improve bus service	Make existing lane into rapid bus. NO EXTRA LANES!	The cost/concept is not equitable.
Improving public transportation is key	Not a good idea for the environment, carbon footprint, and greenhouses gas emission. Plus it penalizes the most financially insecure commuters	Any policy to encourage the use of public transportation makes sense in these days and age BUT the public transit needs to be improved at the same time to meet the real needs of San deigns. How about penalizing car idling?
Interesting concept Need the trolley to come to the North County coastal area; up I-5, use existing infrastructure areas	Better transportation options. I like the car pool lanes. Focus on mass transit that people will use.	I like the cost / incentive program. Raise the price of gas to increase the mass transit ridership. Put mare transit hubs in employment centers. Connect mass transit to the main airport.
Rapid buses	Don't want the managed lanes	More transit possibilities No tolls
More connections	Not much new here.	
More rapid buses and connections		
Emphasize the "rapid" in Rapid Buses	Won't traffic just eventually match the new freeway capacity? Doesn't de-incentivize driving	Love mobility hubs, makes transport more streamlined. But don't penalize people who have to travel far to work
More frequent busses.	Managed lanes sounds like a good idea, but won't this take a long time to build? Weakest of the concepts.	Upgrade to smart signals! Mileage user fee in replacement of a gas tax is a positive to me.
Efficient& Environmental	Carpool \$\$ goes to transit	Limits highway expansion
More north/south rail	No more freeways, no Lexus lanes.	Smart lights and roads for future
No new transit proposed? Mass transit to the airport?	Didn't seem to add much to the status quo.	Concerned about equity issues. Must reduce transit cost and expand transit options for that to work.
Like shared mobility and its plan to expand.	Manage existing lanes.	Upgrade signal lights.
Why not light rail?	Too car-oriented... don't like	LUV technologies and ADD transit

More bus routes	Carpool lanes	Incentivize shared transportation use, but don't increase prices thru tolls, etc.
Rapid Bus transportation to connect key areas		Upgrading smart signals
Transit emphasis with early buildout. However, bus rapid transit utilizes freeways and sprawl. Need more transit in low income areas.	Does not promote a mode shift to transit. Facilitates those who can pay. Not those who need.	C has most flexibility but maybe slowest to implement
Efficient movement of people and goods	No new lanes but manage existing ones	Stop subsidizing driving
Improved commute time	Faster, better service for people who opt to take transit.	Sounds flexible/adaptable.
Rapid bus services Frequency of train Lane on freeway for buses only	Money given to transit services	
		Smart signals good
Electric not diesel buses	Not much. We have enough fwy lanes.	Improve bike/ped infrastructure!
Less roadway congestion	Climate change as a priority	Lower congestion and air pollution
	Too many cars	Increase gas tax to reduce number of cars
Improve schedules	Incentivizes carpooling	X
Improving public transportation and public health	Focuses on climate change but too car oriented	Most forward thinking concept. Attention must be paid to creating social equity. Revenue should flow toward last mile to encourage use of public transit
More Rapid buses sooner	Road tolls help support transit	Liked tolling existing lanes
Dedicated lanes for buses.	Dedicated lanes for buses.	
		Like that it could discourage driving SOVs

October 25: North County Inland Community Conversation		
Flexible Rapid service. Not fixed rail.	Policies make all the difference	Policies make all the difference
Better for climate change	More connections	Less congestion
Increased transit, last mile connection	Managed lanes for Rapid buses only. No more freeway widening.	Performance results tell the story. Flexibility. Need to change culture.
Not much	Better emergency evacuation. Congestion relief.	doesn't help the backcountry. More pavement not programs.
Better routes and schedules	Costly and does not reduce congestion	Behavior changes important. Great when coupled with A. Electric vehicle support
Transit options Bike Helps climate change Transit	Nothing. This approach will make everything worse. Please don't go this direction	Lower transit fares Funding focus on transit Need a better list of policies
More rapid lines	Realistic	Intriguing but too much uncertainty
Improved climate	Nothing	Like congestion pricing
Not car-oriented for once	They should use only highway funds	Start to better price driving
Better transit and improved climate	Faster mass transit	Less impact on climate
Less carbon emissions	Should be geared toward autonomous	Fees could create more mass transit usage
	Managed lanes create a 2 class society—not good	
Connecting systems. First and last mile		Congestion relief is most important. Cars are freedom to come and go as you please
Sharing and more options	Transit is a priority	
Clean air is good, but not much here that improves roads. Need 67 on here.	Nothing. Road congestion worse, safety not improved.	This concept hurts rural areas, especially mileage fee. Don't do it.
Improved climate	Smart technology	Best all around
	mass commuting via HOV lanes, via rapid bus.	Don't do it, already a lot of road taxes
Better use of existing mobility infrastructure there more transit mobility portions	You are losing the battle you need much more	You need more incentives. More mobility choices
Connection is good but we need more Coaster, Trolley and Skytram breakthrough to and from airport, downtown beyond etc.	Less freeway more Coaster and Trolley expansion please	Most promising thank you!! Less parking lots more housing and transit will help our community and planet.
Nothing	Realistic	Pie in the sky

October 27: Central San Diego Community Conversation		
	Better highway connections	Embrace technology to improve transportation across all modes
Better connections	Connections are great	
		Reduce congestion
Increased frequency	With managed lanes, is the freeway going to get smaller	Less confusing concepts/ideas
More transit stops	Shared mobility walk bike	More use of technology. May not be affordable.
Better access to major transit Shared mobility More choice, flexibility Direct access to major sites	Access Clean air	Coordinate with goals from social programs I.e. live well
Quick to market Larger volume of ridership	First and last mile don't get addressed Didn't address non-freeway corridors	How will the long term infrastructure be paid for as the penalties for individual ridership drive loss of gas tax revenues?
Increased frequency and routes	De-emphasized solo drivers	Unrealistic amounts of goals and aspects
More transit	Like multimodal network	Likes that it reduces VMT, GHG and traffic congestion
Better transit access and frequency	Dislike emphasis on roads, penalizing drivers	Active mgmt. thru tech seems good. Hate all the fees ideas
Increased shared mobility	Nothing	C should be a "no brained" for SANDAG to incorporate in A
Increased mass transit.	Less general purpose lanes.	Using policies is important for the best outcomes. There are creative critical methods we can use to lower impact on low income people of color.
More routes	Most appealing is that everyone dislikes it	
I like the expansion of transit access and more frequent trips. Price as always could be a prohibition for some riders.	Too limited in scope	Policies might be the best way to get people out of cars.
	I do not see how this changes my being able to get to from trolley or bus early in the morning, later in the evening, and weekends from my house in Paradise Hills.	I think this will lead to many unintended negative consequences for low income families.

Yes, this concept can be implemented sooner.		More potential to change transp behavior.
More access to shared transportation	Too much \$\$ in one transportation bucket	Has the most benefit for San Diego
Rapid Busses Micro Mobility - shuttles Make more Mobility Hubs	Really stress more use of technology. (Schedules, locations) Switch busses from fuel to electricity	
Cheaper is better	Too expensive. Not enough value per buck.	Adding tolls to single drivers sounds great.
I like concept A, it seemed to be climate change favorable.	I don't like Concept B. With San Diego's horrible freeway infrastructure that was built before the population growth, will never catch up with itself. We don't need any freeway enhancements at all.	The better of the 3. Appeared to be greener than the others. Still lacking any equity among different communities. Very vague directional goals.
Flexible shared usage	Predictable	Need to balance high usage and impact on income tiers
Fast implementation.	Don't see that much more or different offered than A.	This concept seems kind of invasive. Like the technology.
More routes		Best of the three
More rail like trolley. If you do BRT you must have dedicated lanes for the system.	Don't expand fwy but do dedicate a lane for buses.	Support lower transit fare and nothing else.
Often times having systems closer to people's houses can mean more stops, this causing routes to run slower. Can this hurt our effort to bring choice riders to the bus?		
Incentives and Customer Service. Requires behavioral shift, and intense public education campaign. Set aside incentives dollars, to facilitate increased use.	All about the highways, and that's not the direction we should take . More percentage of dollars and public transit.	Regressive policies impacting low income communities, but this can be addressed with incentives. I like that it is based on dynamic economics.
I like better access to transit and more service	Not enough changes to public transit	Worried about tolls reducing congestion. Have experienced opposite in NYC area. Need better access in order for people to chose not to drive even if there is an additional fee
	The freeways have already been completed. We don't need more. What we need is to make and complete the best mass transit system available known to humankind. That is RAIL. We need to expand the trolley system throughout all of San Diego County.	To me, it boils down to this. What is the greenest, fast, most comfortable, safest and permanent form of mass transit? RAIL. We need to expand trolley service throughout all of San Diego.