

COAST, CANYONS, AND TRAILS COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Appendix C: Engagement

C1. Draft CMCP Engagement Activities

C2. Final CMCP Engagement Activities

C1. Draft CMCP Engagement Activities

TITLE VI STATEMENT

The California Department of Transportation (Caltrans) and San Diego Association of Governments (SANDAG) assure that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance, as required by Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, Federal Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), and Federal Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency).

Caltrans and SANDAG will make every effort to ensure nondiscrimination in all of their programs and activities, whether they are federally funded or not, and to ensure that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans and SANDAG will facilitate meaningful participation in the transportation planning and decision-making process in a nondiscriminatory manner, including providing meaningful access for persons with limited English proficiency (LEP).

For more information on Title VI of the Civil Rights Act of 1964 at Caltrans please visit: <https://dot.ca.gov/programs/civil-rights/title-vi>

For more information on SANDAG's Title VI Program and Language Assistance Plan, please visit: <https://www.sandag.org/index.asp?fuseaction=about.civilright>

LIST OF SUBJECT MATTER EXPERTS AND STAKEHOLDERS

Table C-1 Subject Matter Experts and Stakeholders

SUBJECT MATTER EXPERT AREAS	STAKEHOLDER WORKING GROUP AGENCIES/ORGANIZATIONS
<ul style="list-style-type: none"> • Flexible Fleets <ul style="list-style-type: none"> ○ Micromobility • Mobility Hubs <ul style="list-style-type: none"> ○ Placemaking • Transit Leap <ul style="list-style-type: none"> ○ Bus Service ○ Trolley Service • Complete Corridors <ul style="list-style-type: none"> ○ Active Transportation ○ Goods Movement ○ Traffic • Next OS • Other <ul style="list-style-type: none"> ○ Equity ○ Land Use ○ Environment 	<ul style="list-style-type: none"> • California Coastal Commission • Caltrans • City of El Cajon • City of San Diego • City of Santee • County of San Diego • Marine Corps Air Station (MCAS) Miramar • San Diego County Bicycle Coalition • San Diego Metropolitan Transit System (MTS) • SANDAG

LIST OF OUTREACH EVENTS AND EFFORTS

Table C-2 Outreach Events and Efforts

DATE COMPLETED	OUTREACH AUDIENCE	TYPE OF OUTREACH	NUMBER OF ATTENDEES/ RECIPIENTS	OPEN TO PUBLIC OR INVITATION	MEETING FOCUS/ OUTCOMES
7/15/2021	General Public	Meeting	34	Open to public	Share project information and seek input on existing conditions and transportation needs in corridor
9/1/2021	Friends of Tierrasanta Canyons	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/2/2021	La Jolla Community Planning Association	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/2/2021	NAIOP San Diego	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/9/2021	San Diego River Conservancy	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/14/2021	University Community Planning Group	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/14/2021	Mission Trails Citizens	Presentation	Unknown	Open to public	Share project information and encourage public participation

DATE COMPLETED	OUTREACH AUDIENCE	TYPE OF OUTREACH	NUMBER OF ATTENDEES/ RECIPIENTS	OPEN TO PUBLIC OR INVITATION	MEETING FOCUS/ OUTCOMES
	Advisory Committee				
9/20/2021	Highway 52 Coalition	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/21/2021	Clairemont Mesa Planning Committee	Presentation	Unknown	Open to public	Share project information and encourage public participation
9/23/2021	Biocom	Presentation	Unknown	Open to public	Share project information and encourage public participation
10/4/2021	Circulate San Diego Vision Zero Committee	Presentation	Unknown	Open to public	Share project information and encourage public participation
6/29/2022	General Public	Meeting	32	Open to public	Share information and seek input on proposed transportation solutions

Public Meeting Comments

Public Meeting #1 Comments

The following questions were asked via the Zoom polling feature at Public Meeting #1:

- **How did you hear about this workshop?**
 - SANDAG website
 - At another SANDAG meeting
 - Virtual engagement site
 - Social media
 - SANDAG e-blast
 - Other electronic news source
 - Newspaper advertisement
 - Community group or organization
 - Word of mouth
 - Other (please post in Q&A)

- **We'd like to know more about you. What's your connection to the project area? (Check all that apply.)**
 - Live
 - Work
 - Own a business
 - Visit for shopping/entertainment
 - Attend school
 - Visit recreational areas
 - Travel through the corridor area
 - Other (please post in Q&A)

- **What are your concerns about freeways that need to be addressed? (Select up to three)**
 - Safety

- Traffic congestion on SR 67
 - Traffic congestion on SR 52
 - Lack of carpool lanes
 - Freeway congestion resulting in motorists using surface streets
 - Other (please post in Q&A)
- **If you are able to ride a bike, what would it take for you to consider riding a bike instead of driving? (Select up to three)**
 - Separated bikeways
 - More route/destination choices
 - Public access to e-bikes
 - Bike share program
 - Secure bike parking
 - Sufficient bike transport on transit
 - Other (please post in Q&A)
- **What would it take to make pedestrian options more comfortable? (Select up to three)**
 - Safe/accessible sidewalks and crossings
 - Wider sidewalks
 - Access to transit options
 - Shaded sidewalks
 - Rest areas
 - Traffic calming
 - Other (please post in Q&A)
- **What would it take for you to use transit more often? (Select up to three)**
 - Increased frequency
 - Faster travel times
 - Enhanced station amenities
 - Reduced fares
 - More choices in modes of transportation

- Greater span of services
 - Direct routes to where I need to go
 - More comfortable transit vehicles
 - Feeling safer on transit
 - Other (please post in Q&A)
- **What amenities would you like to see at mobility hubs in this corridor? (Select up to three)**
 - Bike/scooter share
 - Interactive Information kiosks
 - Package delivery lockers
 - Seating/rest areas
 - Retail services
 - Electric vehicle charging
 - Complimentary WiFi and device charging
 - Wayfinding & digital signage
 - Connections to bike/pedestrian routes
 - Other (please post in Q&A)

Table C-3 Public Meeting #1 Comments

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
1	7/15/2021	Darcy Gabel	Public Meeting #1	caltrans e-blast
2	7/15/2021	s121738	Public Meeting #1	Caltrans email
3	7/15/2021	Matt Krantz	Public Meeting #1	I use the corridor to go to the beaches in La Jolla to surf. I live in Tierrasanta. It's my dream to bike to the beach.
4	7/15/2021	Jim Baross	Public Meeting #1	Bikeways connectivity!

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
5	7/15/2021	Cecily Taylor	Public Meeting #1	Barriers to pedestrian/bicycle connections
6	7/15/2021	Deborah Knight	Public Meeting #1	This is a hugely concrete-centric plan. Widening the 52 through Marian Bear Park would severely damage Marian Bear Park and the MSCP lands there. The Connectors between 52 and 805 and 52 and I-5 would even further damage Marian Bear Park and MSCP lands. This corridor has a lovely name about canyons while being highly destructive in San Clemente Canyon where Marian Bear Park is and destructive to the MSCP lands protecting habitat and species there. DO NOT WIDEN 52 between I-5 and I-805.
7	7/15/2021	Jim Baross	Public Meeting #1	Training and enforcement for motorists and bicyclists sharing roadways
8	7/15/2021	Jim Baross	Public Meeting #1	I am not hearing any projects for motorists' behavior modification: slower speeds, better sharing/yielding to pedestrians, etc. I expect that encouragement, enforcement, and education programs should be included. Please.
9	7/15/2021	Cecily Taylor	Public Meeting #1	Internet on transit so I can work on my commute
10	7/15/2021	Tim Bilash MD	Public Meeting #1	LAte hour access
11	7/15/2021	Tim Bilash MD	Public Meeting #1	Get stuck after 11 pm from trolley areas.
12	7/15/2021	Tim Bilash MD	Public Meeting #1	Might consider powered bicycles
13	7/15/2021	Jim Baross	Public Meeting #1	are charging stations for Ebikes included with Hubs?

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
14	7/15/2021	Anonymous Attendee	Public Meeting #1	other: bike parking
15	7/15/2021	Ellen Bevier	Public Meeting #1	Cleanliness and security
16	7/15/2021	Deborah Knight	Public Meeting #1	There are multiple Mobility Hubs planned at UTC and Voigt Drive and Executive Drive but ZERO protected bike infrastructure anywhere in the area. YOU CANNOT BIKE TOO OR FROM THOSE HUBS
17	7/15/2021	Deborah Knight	Public Meeting #1	What is the Plan's MODE SHIFT? I see nothing about that.
18	7/15/2021	Jared	Public Meeting #1	Are adding managed lanes to the 52 fwy currently be planned and if so what sections along this corridor?
19	7/15/2021	Matt Krantz	Public Meeting #1	I really like what your team is doing. I'd love to bike more in San Diego. I just feel unsafe on most of the roads. I love the bike corridor on the 56. I'd love to ditch my car.
20	7/15/2021	Jeff Dosick	Public Meeting #1	Connected bike lanes please
21	7/15/2021	Jeff Dosick	Public Meeting #1	Great question!
22	7/15/2021	Karin Zirk	Public Meeting #1	Just because an area is in the Row doesn't mean using it doesn't harm our natural resources. For example the mid coast trolley destroyed oak trees that were hundreds of years old and running thru the flood plain in Rose Creek. How do you propose to protect sensitive habitat even when it is in the ROW

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
23	7/15/2021	Deborah Knight	Public Meeting #1	I am on the University Community Plan Update Committee. They are drawing in vastly expensive protected bike lanes, but I see no potential funding to get them actually built.
24	7/15/2021	Karin Zirk	Public Meeting #1	How will bike/ped users travel across freeways and rail corridors?
25	7/15/2021	Anonymous Attendee	Public Meeting #1	How does Vision Zero factor into this corridor plan? Is it an analysis criteria? Are the criteria weighted? And does this weight highly?
26	7/15/2021	Matt Krantz	Public Meeting #1	Now with e bikes available you can get to pretty much any place within our corridor. We just need safer routes that are more protected.
27	7/15/2021	Jim Baross	Public Meeting #1	A major barrier for bicycling east from the Rose Creek trail is the rail lines. Can we get across there somehow?

Public Meeting #2 Comments

The following questions were asked via the Zoom polling feature at Public Meeting #2:

- **How did you hear about this meeting?**
 - SANDAG website
 - At another SANDAG meeting
 - Virtual engagement site
 - Social media
 - SANDAG e-blast
 - Other electronic news source
 - Newspaper advertisement
 - Online advertisement
 - Community group or organization
 - Word of mouth
 - Other (please post in Q&A)

- **How well do the proposed transit strategies connect to key destinations in the corridor? (On a scale of 1 to 5, where 1) Does not connect well, 3) Connects moderately well, and 5) Connects very well)**
- **How can local transit services be improved to be more attractive than driving? (pick your top three)**
 - Increase transit frequency (e.g. buses arrive every 10 minutes instead of every 30 minutes)
 - Provide more transit options
 - Increase speed; needs to be more competitive with driving times
 - Increase connections/services to get me from the transit station to my destination
 - Better pedestrian/bicycle connections
 - Reduce need for transfers
 - Reduce fares
 - Provide accurate up-to-date travel time information
 - Improve safety
 - Other
- **What do you think are the most important priorities for creating Complete Corridors? (pick your top three)**
 - Dedicated lanes for transit
 - Protected bike lanes
 - HOV lanes
 - Incorporation of technology to improve traffic flow
 - Dedicated parking and charging spaces for EVs
 - Safe routes for pedestrians
 - Other
- **Are there other highways or streets in the corridor that should be considered for Complete Corridor improvements? Please type your answer in the Q&A box**
- **How well do the proposed active transportation strategies address your concerns? (On a scale of 1 to 5, where 1) Does not connect well, 3) Connects moderately well, and 5) Connects very well)**

- **How well do the mobility hub locations meet the travel needs of the corridor? (On a scale of 1 to 5, where 1) Does not connect well, 3) Connects moderately well, and 5) Connects very well)**

- **What type of Flexible Fleet options would you use the most?**
 - Car share (e.g., Zip Car)
 - Scooters (e.g., Lime scooters)
 - Neighborhood shuttle
 - Rideshare (e.g., UberPOOL)
 - Bike share (e.g., e-bikes)
 - Ridehailing (e.g., Uber, taxi)
 - Other

- **What are the most important issues that transportation technology should be focused on addressing to improve travel throughout the corridor? (pick your top three)**
 - Provide more HOV lane capacity during congested travel periods
 - Give priority to transit vehicles
 - Incentivizing transit and alternative travel choices
 - Bike/Pedestrian priority signals and detection
 - Integrated app for trip planning, booking, etc.
 - Real-time information for trip planning
 - Real-time information for emergency response
 - Other

TableC-4 Public Meeting #2 Comments

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
1	6/29/2022	Anonymous Attendee	Public Meeting #2	Will any of the bike improvements help connect to mountain biking in PQ Canyon and the trans-county trail?

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
2	6/29/2022	Sally	Public Meeting #2	bike and walking on clmnt mesa over 805 is scary. those need to be separated away from traffic on the rode
3	6/29/2022	Ryan	Public Meeting #2	Bi-directional managed lanes
4	6/29/2022	Tate	Public Meeting #2	Where possible, more roundabouts should be considered, like the ones in Birdrock on La Jolaa Blvd. Cars drive slower, more friendly to pedestrians
5	6/29/2022	Lynn aliment	Public Meeting #2	With millions of dollars on deposit from East County residential developers for the expansion of Highway 52, what year specifically will the stretch from mast Boulevard to SR 125 be expanded to 3 lanes in each direction. Thank you
6	6/29/2022	Ryan	Public Meeting #2	Are there any plans to update the convoy offramp along the 52? Lots of traffic with trucks going to the dump.
7	6/29/2022	Tim Bilash MD	Public Meeting #2	how do ebikes and tandem ebikes fit into the plans?
8	6/29/2022	Henry Helmuth	Public Meeting #2	UCSD student here - a direct bus route/ transit connection from campus to Convoy St. area would likely be heavily used by students (the restaurants on Convoy are a very popular hangout spot for students)
9	6/29/2022	Minjie Mei	Public Meeting #2	Increase frequency. more competitive, increase connections

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
10	6/29/2022	susan gates	Public Meeting #2	Clean and sanitary. Regular clean seats rails and floors
11	6/29/2022	Henry Helmuth	Public Meeting #2	Once again, as a UCSD student, the only thing keeping transit from being faster than driving to school for me are the 15 minute headways for the blue line. If this were to be doubled to 7.5 minutes I would not need to deliberately time my commute as much. I could rely on the train coming much more quickly on average
12	6/29/2022	Tim Bilash MD	Public Meeting #2	Poll#4 have to resolve the feeling safe on public transit vs staying on your own expensive vehicle desire. outlying/SD city issues are in conflict
13	6/29/2022	Ryan	Public Meeting #2	A park and ride lot in Tierrasanta that is serviced by these new bus Rapid routes would be great!
14	6/29/2022	Minjie Mei	Public Meeting #2	Survey does not work for me
15	6/29/2022	deborahknight	Public Meeting #2	I was not able to answer the polling question - it did not respond for me
16	6/29/2022	Mark	Public Meeting #2	Is there a link to the pdf of this presentation. Thanks, Mark
17	6/29/2022	Minjie Mei	Public Meeting #2	5

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
18	6/29/2022	Ryan	Public Meeting #2	How many of these new bus routes will serve Tierrasanta?
19	6/29/2022	deborahknight	Public Meeting #2	How can I possibly answer that based on a few minute presentation?
20	6/29/2022	Tim Bilash MD	Public Meeting #2	/i wouldl emphaize point to point convenience and connectivityof all the different types need to look at specific examples. Riders may follow the path of least resistance.
21	6/29/2022	Tate	Public Meeting #2	Naturally if driving is faster, that will usually be the chosen option. This includes walking or otherwise from stations to final destinations
22	6/29/2022	deborahknight	Public Meeting #2	Phil asked for comments in the chat on improving transit connections, but the chat is not working for me
23	6/29/2022	Anonymous Attendee	Public Meeting #2	C ME: how much of improvements on 52 are alternatives to avoid traffic on 15/8? is there analysis of pass thru vs local use? what is the problems trying to be resolve? i do not see how these improvements impact the environmental/climate issues
24	6/29/2022	Anonymous Attendee	Public Meeting #2	All these will increase roadway traffic, no?
25	6/29/2022	Minjie Mei	Public Meeting #2	HOV, technology, protected bike lanes

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
26	6/29/2022	Mark	Public Meeting #2	Is there somewhere we can see the details, such as location, of the proposed improvements to existing roads/ramps.
27	6/29/2022	Minjie Mei	Public Meeting #2	5
28	6/29/2022	Harry Nunns	Public Meeting #2	My device shut down during the bike portion of the talk- could I see the corresponding poll and respond to it? Thank you!
29	6/29/2022	Minjie Mei	Public Meeting #2	5
30	6/29/2022	Minjie Mei	Public Meeting #2	rideshare

Virtual Engagement Hub Map Comments

Table C-5 Comments from the Virtual Engagement Hub Map

ID	DATE	CATEGORY	COMMENT
1	6/28/2021	Flex Fleets	Pedestrian and biking access across SR 52-Encouraging multi-modal connections 1) We should make these pathways and connection points more appealing to people by creating wider trails, groomed trails, and adding lighting, signage and wayfinding routes. 2) How can we create more opportunities like this where we can connect to nature, to other neighborhoods, to shopping areas, to public transportation, etc...without getting in our cars?
2	6/29/2021	Complete Corridors	Interchange Reconstruction at the CA 52/CA 125 Interchange west of Santee, CA.
3	6/29/2021	Complete Corridors	Reconstruct the I-5/CA 52/La Jollia Parkway Interchange to improve freight movement.
4	6/29/2021	Other	Reconstruct the I-8/CA 67 Interchange to eliminate the dangerous weaving movements that occur on I-8.
5	6/29/2021	Complete Corridors	Reconstruct the CA 52/CA 67 Interchange to eliminate the dangerous weaving movements resulting from drivers on CA 52 Eastbound getting off at Magnolia Avenue and CA 67 Northbound getting off at Prospect Avenue.
6	6/29/2021	Complete Corridors	Reconstruct and widen CA 52 from CA 163 to I-15 including the CA 52/CA 163 and CA 52/I-15 Interchange.
7	6/29/2021	Flex Fleets	The bike paths going up and down the 5 do not connect to the 52, even though there is parkland/trails all along the south side of the 52. The ability to ride down Genesee or Regents to the 52 and then connect with the bike paths down the 5 would be great.
8	7/1/2021	Complete Corridors	The weave between Mollison and 67 is too short and causes a lot of sudden braking. The connector also slows down, maybe from the sharp turn and lack of shoulders.

ID	DATE	CATEGORY	COMMENT
9	7/1/2021	Flex Fleets	The loop from southbound Magnolia to eastbound 8 could use an LED sign that flashes when someone pushes a button to cross.
10	7/1/2021	Complete Corridors	This off ramp to Main St backs up onto the freeway when people use the crosswalk at the signal. There should be more room on the ramp to hold vehicles.
11	7/1/2021	Complete Corridors	Traffic backs up on Bradley, especially during school pickup/drop off. The Bradley Bridge needs to be widened to allow separate turn lanes at the intersections.
12	7/1/2021	Transit Leap	A 20-minute drive to downtown takes an hour on the trolley. We need a transit option that takes 20 minutes, otherwise it is not worth investing in.
13	7/2/2021	Flex Fleets	The entrance and exit for the bike path is a tough one. If you wish to enter with any speed at all you need to ride on the sidewalk. A wider ADA ramp or redesign of the sidewalk curb could allow a westbound cyclist to enter the path from the roadway. Advanced detection for the eastbound cyclist to minimize time spent sitting at the traffic signal might be the best solution with the current configuration.
14	7/2/2021	Complete Corridors	(I-8 between) Braided ramps between Mollison Ave. and SR-67 would eliminate weaving, also possibly consider widening SR-67 North on ramp from 1 lane to 2
15	7/2/2021	Other	Flyover ramp from southbound SR-67 to eastbound I-8
16	7/6/2021	Complete Corridors	another lane would greatly reduce traffic and accidents especially after santo rd to the 125
17	7/7/2021	Flex Fleets	the paved 52 Bike path needs to continue to the Rose Canyon bike path to give a better East/West route for cyclists going to/from La Jolla. PB and MB.
18	7/7/2021	Flex Fleets	Allow for cyclists to ride in the breakdown lane. This would allow for an easy commute for cyclists because this stretch of road has limited hills. Many communities around the country do this and it is very effective.
19	7/7/2021	Flex Fleets	the Balboa, Santa Fe, Morena area needs to be improved for cyclists and pedestrians. This is a very dangerous area and could be a huge asset if it was done correctly.

ID	DATE	CATEGORY	COMMENT
20	7/7/2021	Flex Fleets	Finding away to remove the need to navigate the canyon grade for pedestrians, disabled people, and cyclists, by building a bridge (similar to San Deguito river park bridge) or utilizing gondolas with bike racks, would increase pedestrians/cyclist ability to get from Clairemont to the new trolley.
21	7/7/2021	Flex Fleets	Finding away to remove the need to navigate the canyon grade for pedestrians, disabled people, and cyclists, by building a bridge (similar to San Deguito river park bridge) or utilizing gondolas with bike racks, would increase pedestrians/cyclist ability to get from Clairemont to the new trolley and for Clairemont High students to walk/bike to their school and home.
22	7/7/2021	Flex Fleets	Reduce median size on Clairemont Mesa, which everyone ignores the no-turning signs and put barriers. Put protected bike lanes on both sides with parallel parking near the driving lanes. The reduction in the median should give enough extra space for the one way bike lanes and the bikes can share the turn lane close to intersection. Reduce the speed, and consider rotary/round about at the smaller signal intersections to decrease speeds and give direction changes an easy option.
23	7/7/2021	Complete Corridors	speeding is an issue in this area and needs to be addressed. Possible rotary installation at smaller intersections, which decreases speeds over all.
24	7/7/2021	Other	I would like to thank you for having an excellent format in which community members to give input on this project.
25	7/9/2021	Flex Fleets	Bike lanes along Madison would help connect residential areas to the trolley stations.
26	7/9/2021	Complete Corridors	We need to allow more broadband competition to make broadband access more affordable.
27	7/9/2021	Complete Corridors	Rose Canyon is an important wildlife habitat and essential EW wildlife movement corridor. It is not just a transportation corridor. I urge that this program identify and provide usable underpasses and overpasses that are needed for wildlife, both along and across the canyon to mitigate the fragmentation of the canyon by the current transportation facilities.

ID	DATE	CATEGORY	COMMENT
28	7/9/2021	Transit Leap	Am an essential worker in the Kearny Mesa area (near Convoy/Clairemont Mesa Blvd.). My employer provides a free MTS pass. However I cannot use this to commute because the existing routes require an excessively long amount of time and are indirect (the route planner tool says the best route for me to get to El Cajon is via the Morena Boulevard trolley station?!?!), which results in getting to El Cajon after the end of service on the El Cajon bus routes if I have to work after 7 PM.
29	7/10/2021	Flex Fleets	La Jolla Village Drive and the continuous section of North Torrey Pines road do not have bike or pedestrian infrastructure or it is very paltry or poorly maintained. There have been multiple cyclist deaths just in the past few weeks there. As a crucial corridor connecting to the Nobel Drive and VA trolley stations, this road deserves separated bike/ped infrastructure! Personally, this would allow me to bike to the trolley stop when it would be practically impossible to do so beforehand.
30	7/13/2021	Flex Fleets	The City has chosen the Coastal Rail Trail (CRT) alignment to go up Gilman (c. 2 miles), through UCSD then via the I-5 Bikepath to Sorrento Valley. UCSD is fully on board, adding greatly improved bikeways through campus. City has Gilman Cycletrak fully designed. SANDAG needs to recognize the City's chosen alignment for the CRT, which only needs the Gilman segment to be completed.
31	7/13/2021	Flex Fleets	SANDAG should delete from the RTP the old Coastal Rail Trail (CRT) alignment through Rose Canyon, to Nobel Drive, to Judicial Dr, to Roselle Canyon, to Sorrento Valley Coaster Station. The City has deleted this alignment from its SD Bike Master Plan and chosen the CRT up Gilman, thru UCSD to Sorrento Valley. The \$54 million in the RTP for this old CRT alignment should be reallocated to Active Transportation projects likely to get built that promote mode shift to biking, and address equity.
32	7/13/2021	Complete Corridors	Do not widen SR-52 through San Clemente Canyon. This would have a major negative environmental impact on Marian Bear Natural Park. If a lane is added, it should be only in the wide median between east and west facing existing lanes.

ID	DATE	CATEGORY	COMMENT
33	7/13/2021	Complete Corridors	Do not build the Corridor Connector from 52-WB to I-5 NB. They would be a massive concrete structure in a location that is already a snarl of concrete highways, and crossing over environmentally sensitive habitat in Rose Canyon.
34	7/13/2021	Complete Corridors	Do not build Corridor Connectors between 52 WB and I-5 NB. They would be massive new concrete in a spaghetti of highway concrete, and further degrade Rose Canyon over which they would pass.
35	7/13/2021	Complete Corridors	Do not build Corridor Connectors between 805 NB and 52 WB and between 52 EB and 805 SB. The 52 is much lower than the 805. There would have to be massive concrete structures that would have negative environmental impacts on Marian Bear Park.
36	7/13/2021	Complete Corridors	Do not build Corridor Connectors between 52 WB and 805 NB and between 805 SB and 52 EB. These would have to be massive concrete structures that would have negative environmental impacts on Rose Canyon.
37	7/13/2021	Complete Corridors	Do not add width to the existing 52 - if any lane is added, it should be in the existing median. South of SR 52 is Marian Bear Park, much of it in the MSCP. The environmental impacts on Marian Bear, MSCP lands, wildlife usage of the area, and on human users of the park would be enormous.
38	7/14/2021	Complete Corridors	125/SR 52 exchange needs to be widened to reduce backup. 4 lanes down to 2 causes major delays.
39	7/14/2021	Flex Fleets	Sidewalks and more street lights along the length of Pepper Drive would increase safety for pedestrians (of which there are many) and drivers. This is a primary connecting road to 67/52 for residents of El Cajon (Bostonia) and Lakeside (Winter Gardens)
40	7/14/2021	Complete Corridors	Intersection needs repair/repaving. This is a major intersection for anyone traveling east on Pepper Drive, which is primarily residential, but also a route to multiple schools and businesses.

ID	DATE	CATEGORY	COMMENT
41	7/14/2021	Complete Corridors	15 S/52 E exchange experiences massive amounts of backup. Needs to be redesigned to improve traffic flow, as it backs up far enough to impede traffic flow in southbound lanes.
42	7/14/2021	Complete Corridors	backup of eastbound traffic on SR 52 is unsafe and leads to accidents/congestions. Widen 52, ideally to Cuyamaca exit, but at least to 125.
43	7/14/2021	Flex Fleets	Would love to have a tunnel under Balboa connecting the bike path. Having to bike on the road and cross balboa when people are driving 60+ in a 45 is unsafe.
44	7/14/2021	Complete Corridors	Any roundabouts in Clairmont would be very helpful with moving traffic. The increase in high density developments is congesting our streets and causing more traffic. I believe roundabouts would help alleviate some of the headache. I would look into reviewing the traffic lights. It seems like I make a light, get stopped, make one, miss one. If the light you are at turns green, by the time you come to the next light, it should also be turning green if you are going the speed limit.
45	7/14/2021	CCT Public Online Comment Form	I know this isn't specific to this area but if everyone is concerned about transportation and it being useful, why doesn't the trolley go to the zoo, beach, sea world, airport, anywhere the people of san diego and tourists would like to go. People don't want to rely on public transit to get to work because it isn't reliable and people can't afford to be late to work. Stop thinking about just work and think about where people want to go! Thank you :)
46	7/14/2021	Flex Fleets	It would be great to have a safe corridor to get from Tierrasanta / Santee or east county to the beach in La Jolla via the 52 corridor. I would use it every weekend with my family. It would be so much easier to bike than it is to drive and try to find parking.
47	7/14/2021	Complete Corridors	Connect Regents Road to South
48	7/14/2021	Complete Corridors	Connect Regents Road to north

ID	DATE	CATEGORY	COMMENT
49	7/15/2021	Other	please do not widen the 52 thru Marion Bear park, It is an amazing place to hike, close to home for me and a wonderful place with trees. It is such a rarity in San Diego to be able to hike under trees. the sometimes creepy guys ought to be cleared out once and a while, though.
50	7/15/2021	CCT Public Online Comment Form	please don't widen the 52 thru Marion Bear. it is a wonderful close to home area to recreate/hike. there is a lot of wildlife in the canyons and there are wonderful trees i wish that you could connect it to mission trails some how/
51	7/15/2021	Complete Corridors	There are only 2 thru lanes in each direction between the 163 and 15 freeway. There are also no HOV lanes on the 52 between the 5 and 15 freeways.
52	7/15/2021	Complete Corridors	Bottleneck due to reduction of 3 lanes to 2 lanes.
53	7/15/2021	Complete Corridors	Heavy traffic congestion in afternoon with cars using claremont mesa exit as a thru lane to ramp around traffic. This creates more traffic that is merging from eastbound 52 onto 15 south.
54	7/15/2021	Complete Corridors	Signage to exit 52 to use 15 freeway could be improved. Add lane painting prior to exit, add which lane is for north/south 15. Many cars miss this exit to use 15 freeway and go all the way to Santo to exit and go back on 52 west.
55	7/15/2021	Complete Corridors	Add onramp and offramp loop(s) on this side of freeway so cars don't have to use signal to make left turn.
56	7/15/2021	Complete Corridors	Add onramp and offramp loop(s) on this side of freeway so cars don't have to use signal to make left turn.
57	7/15/2021	Mobility Hubs	Build mobility hub/park and ride
58	7/15/2021	Complete Corridors	Convert this area to managed lanes so there are additional westbound lanes in a.m. and eastbound lanes in p.m.
59	7/15/2021	Complete Corridors	Add meter to onramp from Regents to 52 west

ID	DATE	CATEGORY	COMMENT
60	7/15/2021	Complete Corridors	This intersection is always backed up with long cycle times. Change on and off ramps to right turn loops instead of making left turns.
61	7/15/2021	Complete Corridors	Add exit only lane for Santo
62	7/16/2021	Flex Fleets	A bike and ped connection from the Rose Creek path over the rail line to University Heights is needed. A study exists for a connection up the hill north of 52.
63	7/16/2021	Flex Fleets	A bike and ped connection across the RR tracks is needed to allow east west bike connection to and through Marion Bear park or along the 53 shoulder.
64	7/16/2021	Flex Fleets	A safe way for bicycling across between sections of Marion Bear Park is needed.
65	7/16/2021	Flex Fleets	THE 52 CORRIDOR only serves motor vehicles. It should have parallel bikeways.
66	7/16/2021	Flex Fleets	the 52 corridor should have a parallel bike way east west across the 805 and 15 hwys.
67	7/16/2021	Flex Fleets	the section of 805 from Nobel to GOVERNOR SHOULD HAVE SHOULDER OR BIKE PATH ACCESS ALONG IT (sorry for the caps). The surface street connection alternative is longer, hilly, and less safe due to the frequent intersections.
68	7/16/2021	Flex Fleets	Same comment as above; provide for bikeway along 805 from Governor to Nobel. The surface street alternative is hilly, longer, and less safe due to the # of intersections.
69	7/16/2021	Flex Fleets	Safe connections to HS please. driving sucks but biking and dying is worse.
70	7/16/2021	Complete Corridors	Add managed lanes
71	7/16/2021	Complete Corridors	Add managed lanes
72	7/16/2021	Complete Corridors	Add lane here so right lane doesn't become exit only to 805 and cars have to change lanes to continue on the 52
73	7/16/2021	Transit Leap	Add Rapid stop so you don't have to walk 1/4 mile up the hill to catch bus
74	7/17/2021	Flex Fleets	Sidewalk down from clairemont dr down hill needs wider, safer side walks

ID	DATE	CATEGORY	COMMENT
75	7/17/2021	Complete Corridors	This area is always backed up. There are too many lights, not walker friendly, not clear bike path directions
76	7/17/2021	Complete Corridors	Avg speed of drivers on this stretch is above speed limit. Crosswalk signals needed
77	7/17/2021	Flex Fleets	Getting through claremont square is not easy or enjoyable. Would love to see a clear bike path and walk path
78	7/17/2021	Complete Corridors	This area is a wildlife corridor connecting Marian Bear Park to the back county. Freeway noise is already extensive which affects wildlife, as well as people trying to connect with nature. DO NOT build anywhere along our park systems.
79	7/17/2021	Complete Corridors	Traffic noise pollution is atrocious in this park. Don't add more lanes unless there is also a way to block noise pollution. Nothing new should be proposed without the first priority to be to add wildlife corridors between fragmented habitats these giant roads have created.
80	7/17/2021	Flex Fleets	Don't add extra car lanes. Add extra bike lanes separate from the road. Force people to be so miserable in their cars they stop being lazy and get on a bike. That said if San Clemente and North County are a sign of the future, everyone will soon have electric bikes for all their short commute needs and we will need bike lanes to stop bike congestion.
81	7/21/2021	Transit Leap	Make the Miramar Hill tunnel a priority
82	7/21/2021	Flex Fleets	Please complete the Coastal Rail Trail through the UTC/Rose Canyon area.
83	7/21/2021	Flex Fleets	Roads near UCSD should all have protected bike lanes. Many first year students are not allowed to own bikes. These roads are build more like freeways and bike lanes need adequate protection from cars.
84	7/21/2021	Flex Fleets	The Gilman Drive portion of the CRT needs to be connected using a class IV or Class I bike trail to the Class I trail along the I-5 at Gilman & Voigt.
85	7/21/2021	Complete Corridors	Add managed lanes between 15 and 805 freeway.

ID	DATE	CATEGORY	COMMENT
86	7/21/2021	Complete Corridors	This interchange needs to be changed. Poor and outdated design.
87	7/22/2021	Complete Corridors	Contrary to what was being said about not building the connectors, I believe it should be built because of drivers carpooling having to go all the way from WB SR-52 to switch multiple lanes to go on the NB I-805 HOV lanes, but take into consideration the environmental impacts of the region.
88	7/23/2021	CCT Public Online Comment Form	INCREASING Concerns of outlying San Diego pedestrian signal lights, Roadkill. Distress upon reconfiguration and excess number development projects near to, or adjacent to, wild land corridors, sensitive and not, especially in human transportation corridors. ... [Additional Comments] To Be Continued. ...
89	8/3/2021	Complete Corridors	This light sucks
90	8/3/2021	Complete Corridors	Leave Rose Canyon Open Space Park as is. It is vital to the community and the environment. Putting a road over or through it would be devastating.
91	8/3/2021	Transit Leap	Change the yield sign to a stop sign and make crosswalks at this intersection safer.
92	8/3/2021	Flex Fleets	Make safe bike lanes along Governor to the middle school so kids can safely bike to school.
93	8/3/2021	Flex Fleets	Do not add bike lanes on Clairemont Mesa Blvd. Instead, opt for a Bike Boulevard on residential streets - specifically Conrad Ave - to route cyclists away from traffic and connect them to other bike infrastructure. Bike Clairemont and City of San Diego have discussed this possibility and are working to make it possible (similar to what was done in PB Diamond st.)
94	8/3/2021	Flex Fleets	No connectivity to the new Trolley station on the north side on Morena. No sidewalks, bike lanes. Car speeds in excess of 50mph, not conducive to cycling. Add infrastructure on Morena Blvd and to connect to transit stations.
95	8/3/2021	Complete Corridors	Car speeds to high (50mph +)
96	8/3/2021	Other	Car speeds to high (50mph +)

ID	DATE	CATEGORY	COMMENT
97	8/3/2021	Complete Corridors	Car speeds to high (50mph +)
98	8/3/2021	Flex Fleets	Balboa Ave - Car speeds to high (50mph+)
99	8/3/2021	Flex Fleets	No pedestrian connector/sidewalk from Clairemont Dr. to N. Tecolote Trail entrance. Not safe
100	8/3/2021	Flex Fleets	No safe connectivity over the 805 for Bikes/Peds. Please get bikes off Clairemont mesa blvd.
101	8/3/2021	Flex Fleets	Please legitimize Keller Canyon/Limerick ave trail head. Its been a community asset for decades.
102	8/3/2021	Transit Leap	Not enough transit connectivity from the Square to other areas (beaches, Kearny Mesa) Please consider Rapid/freeway buses
103	8/4/2021	Flex Fleets	Bike lane down 52 would be fantastic. Connecting Clairemont to rose canyon by bike would be great
104	8/4/2021	Flex Fleets	Connect here to rose canyon bike path. I used to just go across tracks. I'm not sure what will happen with new trolley line post covid.
105	8/4/2021	Flex Fleets	It would be great to have an easier, shorter bike route from Mission Gorge Rd to Tierrasanta on into Kearney Mesa. Has this been looked into?
106	8/4/2021	Flex Fleets	Creepy middle-aged men sit in their cars at this parking lot.
107	8/4/2021	Transit Leap	I would love to see a trolley line on one of these east-west corridors (i.e. 52, Clairemont Mesa Drive, Balboa Ave) that connects with the new trolley line along the I-5.
108	8/4/2021	Complete Corridors	All of Clairemont Mesa Blvd. needs major pothole repairs. It is NOT SAFE. And the weeds are a fire hazard. Frankly, Clairemont Mesa Blvd. makes Clairemont look like a slum.
109	8/5/2021	Flex Fleets	A continuous and well connected bike route through San Clemente Canyon would open up all sorts of bike commutes through the area. Electric assisted biking has allowed for farther bike trips, and a more accessible experience for many people,

ID	DATE	CATEGORY	COMMENT
			and a good East/West bike route would help to encourage more people to run errands and commute via bike. San Diego is really bike-able if you don't have to contend with too much surface traffic.
110	8/5/2021	Flex Fleets	Tierra Santa Blvd. needs to be connected to Mission Gorge / Princess View, even if just for pedestrians. This would substantially increase cycling and alternative transport from residential areas to industrial and commercial areas. Please quit protecting the few in Tierra Santa and open this corridor up to many more folks that would benefit from this. Thank you for listening.
111	8/5/2021	CCT Public Online Comment Form	This survey is biased and only looking for affirmation of what you already plan to do. Why do you pretend to want community input? Your intentions are very transparent, even to a 5-year old.
112	8/6/2021	Complete Corridors	Please do not place a road going through Rose Canyon, preserving these trails is important to the neighborhood.
113	8/6/2021	Complete Corridors	The Yield sign at Governor and Stresemann should definitely be a stop sign--it's too difficult to gauge the speed of cross traffic and it causes too much confusion.
114	8/6/2021	Complete Corridors	The traffic on HWY 67 is well beyond its design capacity. There's accidents on the stretch from Maplevue to Scripps Poway Parkway on a constant basis. The error of not running SR 125 up to at least Scripps Poway Parkway is taking a toll not only on our people's well being but our environment as well. The stop and go congestion through this section is adding to an increasingly dangerous climate change. This situation should be of utmost importance.
115	8/7/2021	Complete Corridors	Eastbound traffic often slows dramatically as cars move left to avoid the 805 interchange ramps, extending the left lane another mile to west, on the east bound side of the freeway would help to elevate this.
116	8/7/2021	CCT Public Online Comment Form	I had nearly finished completing the survey, when my thumb accidentally grazed over the very long "Close" button at the bottom of the survey button, and the survey window accidentally closed and lost all my input. I'm not going to re-complete the survey. You may end up losing feedback results because of the way

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			the Close button is too early pressed while holding a smart phone in your hand. Instead of the long close button across the bottom, you should use an "X" at the top of the window.
117	8/7/2021	Complete Corridors	I hope you move forward in planning on the widening of the 52. In pre-COVID days, this was a nightmare to drive. Its getting back to pre-COVID days, it will soon back up as before. It MUST be widened.
118	8/7/2021	Complete Corridors	Going north on the 67 in the morning is difficult because of the back up at the rodeo grounds. This merges merges into a single lane north, it takes too much time. Please widen these lanes, it will help getting on the 67, thus, decreasing 52 west and 15 north.
119	8/7/2021	Complete Corridors	Stop and go traffic on route 67 is a major cause of increased air pollution. Smooth flow of traffic at reasonable speeds would reduce the stress, and improve air quality. The lack of freeways east of I-15, and the additional cost of time and pollution, is a tax on those who want to live in a lower cost of living area. Let's clean up our air and save time and money by increasing the limited access highways on the 67 corridor.
120	8/7/2021	CCT Public Online Comment Form	The improvements needed to move people from the affordable places that they can live, to where they can earn a living is one of the basic tasks of a regional government. But you know that. What seems missing is that moving people to some of these areas are also best accomplished with individual vehicles. You would have to be a world class athlete to do the 50 miles uphill from downtown to Ramona. So Bike Lanes would be nice, and maybe even usable. But with no controlled access freeway, I'm not sure where the bike lane could go. Buses, trolleys, or trains also do not seem possible based on the population density of rural east county. It seems like it is time to install the infrastructure / roadway to move people and goods to the northeast along the 67 corridor. It would be an environmental

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			improvement over the current high congestion, slow, polluting, stop and go traffic that exists currently.
121	8/7/2021	Transit Leap	Pretty much no transit option at all. Minimum walk 30 min to a bus stop. Close to antigua/vallarta
122	8/7/2021	Transit Leap	No public transport option available . 30 min walk to any bus stop
123	8/7/2021	Mobility Hubs	Car sharing parking would be great.
124	8/7/2021	Flex Fleets	No bike or walk lane from tierrasanta to sorrento valley or coast
125	8/7/2021	Transit Leap	There should be a rapid bus from sorrento valley (lot of business) direct to santee/el cajon with a stop at exit Santo road
126	8/7/2021	Complete Corridors	A 2nd access into Wildcat Canyon from the west would improve the safety of the tribal lands, and improve the fire safety of the entire region by creating another exit from this area. Reducing the traffic on Wildcat Canyon road would also make that road safer. And finally another road would allow for recreational bike traffic into an area of the county that is currently off limits to bike riders.
127	8/7/2021	Complete Corridors	Stop lights in an area that should have a controlled access highway slows traffic, increases air pollution, and increases global warming. Moving traffic through an area faster, and with fewer stops, will improve air quality. Past time to make SR67 a freeway.
128	8/8/2021	Flex Fleets	Greenfield is the only practical bicycle route across El Cajon north of the I-8, yet the bike lane is only marked on the west bound side, and the lane ends at Johnson, with little room for cars and bikes. The bikes have to cross right turning traffic both at Magnolia Elementary School and at the aptly named Graves street. East bound, there is no bike lane and frequently no paved shoulder The dirt is rough, with large potholes dangerous for bicyclists.

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129	8/14/2021	Flex Fleets	It would be incredible to have a seperated bike path along La Jolla Parkway and the 52 along the entire distance. As it is, there are very few places to cross major freeways on a bike, usually it's dangerous, high-speed roads with on- and off-ramps causing vehicle/bicycle conflicts. A path that would go along/under the freeway and enable a cyclist to connect to neighborhoods would be amazing.
130	8/14/2021	Flex Fleets	Clairemont Mesa Blvd is extremely hostile to cyclists, yet they have few ways to cross the freeway and are forced to ride on roads like this. CMB is a major artery and one that should accommodate bicycles as well as motor vehicles.
131	8/14/2021	Flex Fleets	On Cuyamaca Street southbound, it goes from a bike lane to none over the bridge, with fast traffic. It's very dangerous. The sidewalk is narrow, but rideable. There should be signs directing cyclists to go up onto the sidewalk at the intersection with River Park Drive, so they don't find themselves trapped on the bridge.
132	8/14/2021	Flex Fleets	There should be a way to bike along the 52 from Santee to La Jolla. I know there are bridges, so a path would have to parallel the freeway at a distance, but it would be a boon to transportation.
133	8/15/2021	Flex Fleets	There is no way to cross the train tracks from the Rose Creek Bikeway to get to Clairmont. A small bridge would help, or just a regular railroad crossing for bikes and pedestrians, with appropriate signage and warning lights. This is a big problem between Balboa and Gilman.
134	8/16/2021	Flex Fleets	Need to connect Rose Canyon Bike path and bike path to UCSD with Balboa for safety of cyclists and to promote bike commuting. Too many fast cars and no protected bike lane = hesitant to change to bike commuting. What options are there from North Clairemont to UCSD area? All feel sketchy w cars flying along Balboa and Genesee.
135	8/16/2021	Flex Fleets	Better bike protection needed here. I don't even feel safe in my car when HS is starting in AM and I'm commuting this way and it's the most direct bike commute option. Bike safety from N Clairemont to UCSD area is a major concern limiting my decision to fully bike commute.

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136	8/20/2021	Flex Fleets	This spot is an intense area for biking North and South on Genesee. Cars are whipping on and off the 52 here with inadequate/unsafe crossings for bikes.
137	8/20/2021	Flex Fleets	While biking down Balboa, cars are flying down with excessive speeds. Meanwhile the interchange of cars entering and exiting Morena Blvd. make this a very dangerous place for bikes. In addition, there are no designated bike lanes here so cars usually do not know or yield to bikes.
138	8/20/2021	Flex Fleets	Why are there no bollards on North side of Balboa? Cars on the down hill here are absolutely flying down the hill. I would ride my bike to the beach more often on Balboa if this wasn't such a dangerous route. Unfortunately, it's the most direct route to the beach for most of Clairemont.
139	8/20/2021	Flex Fleets	Why is there no bike lane on this section of Balboa down to Garnet Avenue? Bikes only have a shoulder that is uneven and unkept. It's a sketchy section of Balboa going West.
140	8/20/2021	Flex Fleets	A pedestrian bridge or crossing (of some sort) over the RR tracks would be ideal helping connect Rose Creek Bike Path to Morena Blvd. for bike commuters wishing to utilize new trolley stop.
141	8/20/2021	Flex Fleets	If one bikes or walks through San Clemente Canyon going West, there should be a way to cross the tracks and connect with the new Rose Creek Bike Path here. As it is right now, it is all fenced off and you either have to peddle way up Rose Canyon and around entrance of bike path (still crossing tracks) OR peddle/walk through a jungle like single track to exit out near Santa Fe Street.
142	8/21/2021	Flex Fleets	Please connect Regents road with at least a bike path.
143	8/21/2021	Complete Corridors	Please build a connector from Southbound 5 to Westbound La Jolla Parkway.
144	8/21/2021	Flex Fleets	A bike path along 52 from La Jolla to the existing path to Santee would be awesome.
145	8/21/2021	Flex Fleets	A bike bridge over the train and trolley tracks from the new bike path the San Clemente trail would be so useful.

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146	8/23/2021	Flex Fleets	Spectacular opportunity to connect UCSD campus to Rose Creek bikeway. Now, Gilman is a death trap for cyclists. The road never has the traffic to remotely justify two lanes in each direction. Maybe southbound around 4:30-6pm; never northbound. Given the speed of the road, concrete bollards which actively protect bikes and pedestrians from traffic in this segment are needed (not just paint or flex posts, please!). Given I5 connections; making 1 NB lane into 2-way cycletrack & walkway seems best?
147	8/23/2021	Flex Fleets	Top-priority should be enabling east/west connectivity for transmit modes other than personal autos. The same geography that made the 52 suitable for routing freeway makes it well-suited to be a bike, and eventually light rail corridor. There is plenty of freeway here already, need to enable non-auto transit options.
148	8/23/2021	Flex Fleets	Given the large hill and resulting speed differential between bikes and traffic (plus the modest curvature), Regents needs concrete bollards to actively protect cyclists in this segment.
149	8/23/2021	Complete Corridors	Cars travel too fast in this segment. Narrow the lanes to encourage slower/safer travel
150	8/23/2021	Flex Fleets	This could be an excellent north/south biking corridor, but needs dedicated bike lanes. Given the speed of traffic, these should be protected with concrete bollards. There is room to narrow the existing lanes (which would help with the excessive speeding in this corridor) to do this no/minimal overall widening needed.
151	8/23/2021	Complete Corridors	Speed too fast here, there is already I5 for those needing to travel fast. Take speed down to 35, narrow lanes. Consider replacing one lane in each direction with dedicated BRT/bike lanes.
152	8/25/2021	CCT Public Online Comment Form	The 67 freeway needs to be extended past winter gardens... winter gardens should be a major exist and the conversion to a highway needs to be more north. Lots of grid lock at this intersection, and many who still need to continue north to Ramona.
153	8/26/2021	Flex Fleets	I'd like to commute by bike from the intersection of Balboa and Genesee, on Balboa, to just before the 15 (all the way along Balboa). Do you have any plans to

ID	DATE	CATEGORY	COMMENT
			<p>protect the existing bike lanes by creating a physical barrier between biker and driver? Please see attached photo for example.</p> <p>Thank you,</p> <p>Martin</p>
154	8/27/2021	Flex Fleets	Love the bike path here but it needs more sweeping or some sort of redesign to inhibit the build up of debris & trash. Also the storm drain covers should be redesigned for improved drainage and bike path use.
155	8/27/2021	Flex Fleets	Love the bike path along this road.
156	8/27/2021	Flex Fleets	I would love to see SR 67 improved to have four lanes with bike lanes on each side. The centerline bollards inhibit drivers from giving cyclists more room. Also in many places the scalloped rumble strips have eaten away at the bike lane/shoulder, leaving less room for cyclists on this road.
157	8/28/2021	Flex Fleets	This is a good route for travel between Lakeside and Santee, but the trail is too narrow for bike commuting.
158	8/28/2021	Flex Fleets	The bridge over the 67 eastbound is dangerous with no shoulder for bicycles, while the westbound across Magnolia has two turning lanes and no consideration for bikes to safely cross Magnolia.
159	8/28/2021	Flex Fleets	<p>Northbound Cuyamaca at Forester Creek has no pedestrian access across the bridge. Pedestrians and bicycles trying to travel north are forced into the traffic lane here.</p> <p>A mixed use sidewalk should be installed connecting the northbound route.</p>
160	8/28/2021	Flex Fleets	<p>The road is too narrow for bikes to share with cars, and the sidewalk too narrow to share with pedestrians.</p> <p>The overpass needs to be rebuilt to allow wider mixed use sidewalks under the 67 interchange.</p>

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161	8/28/2021	Flex Fleets	Clairemont Mesa Blvd is a major east-west corridor and needs safe pedestrian and bike connections across the highways.
162	8/31/2021	Other	I-8 could really use some walls to decrease noise from the freeway traffic, especially between SR-67 and 2nd St. It would be a big improvement for the communities here.
163	9/3/2021	Complete Corridors	Soundwall / safety barrier is needed along the La Jolla Parkway. This stretch of freeway is mere feet from the houses along Ardath Rd that is populated with families and numerous children.
164	9/10/2021	Transit Leap	Please please make a dedicated bus lane. Taking the 235 and getting off in KM is TORTURE. It feels like an endless detour and is even worse when in traffic on that street.
165	9/10/2021	Other	I know SD Mesa College is slightly out of this study area but the lack of easy direct transit/bike connections here is criminal. I could not attend community college for two semesters because i didn't own a car and there was no minimally comfortable way for me to get there via transit from downtown/mid city. The 235 needs some sort of circulator connection here (or bike share and protected bike lanes??)
166	9/10/2021	Flex Fleets	can you make bike priority lights at intersections from the SR52 path with the local streets? Also better signage. I got lost once when the separated path becomes local street and you have to make your way to the separated path again just sort of by instinct and not real signage..
167	9/10/2021	Transit Leap	A fast UTC/KM transit connection is desperately needed, currently next to impossible to make this journey without a car, and arterials are unfriendly for biking the last mile(s)
168	9/11/2021	Complete Corridors	52, 15, and the roads that cross the canyon prohibit normal wildlife movement. Serious investment should be made to facilitate east-west and north-south wildlife movement for local wildlife.
169	9/11/2021	Complete Corridors	San Clemente Canyon should be a major wildlife corridor for EW and NS wildlife movement. Please provide mobility for wildlife in your planning for this corridor.

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170	9/12/2021	Flex Fleets	Please reconsider and implement the Regents rd bridge to facilitate better bike commuting from UC to UCSD. A pedestrian/bike route there would be great.
171	9/14/2021	Flex Fleets	Connect rose creek bike way to rose creek trail. Connects two large walking/biking networks
172	9/14/2021	Complete Corridors	Perfect spot for a roundabout. Sketchy yield sign with fast cars making left turns from governor to stressman
173	9/14/2021	Flex Fleets	Traffic on Genesee easily exceeds the posted 45, which makes it dangerous for cyclists. Please evaluate a raised and protected bike path to improve safety.
174	9/14/2021	Flex Fleets	Please evaluate if a physical barrier protecting the bike land would increase safety and ridership on Gilman.
175	9/14/2021	Flex Fleets	Would be great to connect the rose creek bike way to rose creek trail. Would really help to connect UC to the rest of SD and for PB to access trail network
176	9/14/2021	Complete Corridors	<p>LA JOLLA PARKWAY (CA-52) IN LA JOLLA RUNS IN THE MIDDLE OF A RESIDENTIAL NEIGHBORHOOD WHICH I HAPPEN TO LIVE IN. CARS DRIVE VERY FAST AND VERY LOUD. THE NEW DESIGN SHOULD INCLUDE SOUND MITIGATION WALLS ON BOTH SIDES OF THE PARKWAY FOR SAFETY AND QUALITY OF LIFE OF THE CURRENT RESIDENTS.</p> <p>ALSO THE PARKWAY IS VERY POORLY MAINTAINED CURRENTLY IN LA JOLLA WITH DEAD TREES FOR YEARS AND LITTER/GARBAGE PILING UP THAT POSES RODENTS AND FIRE HAZARDS.</p> <p>WE ARE HOPING THE FUTURE PLANS WOULD ADDRESS SOME OF THOSE ISSUES.</p> <p>THANK YOU</p> <p>PLEASE FEEL FREE TO CONTACT ME.</p>
177	9/14/2021	Complete Corridors	Build a bridge over Rose Canyon to connect Regents Road. Can be done in an aesthetically pleasing and environmentally sensitive manner. Will alleviate traffic, emergency response times, greenhouse gas emissions on Genesee, etc.

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178	9/15/2021	Flex Fleets	Please formalize the bike path/trail east-west through Rose Canyon. The trail is a fantastic connection east-west and many people currently use this path. It would be great to make this accessible to all ages and abilities.
179	9/15/2021	Flex Fleets	Bike lanes along Governor are important.
180	9/15/2021	Flex Fleets	Please make this east to west connection a reality. The UCPG does not speak for the entire community. There is a need for a trail at this location and it would be a great connection.
181	9/15/2021	Complete Corridors	Create connections from La Jolla Parkway to 5N, and from 5S to La Jolla Parkway to alleviate traffic and congestion into and out of La Jolla
182	9/15/2021	Complete Corridors	This is a high speed road . A couple of years ago, a car crashed and hit the only lamp post along this stretch of the parkway. It almost knocked the post down onto Ardath Rd. A sound and safety barrier are needed to protect residents and their children.
183	9/15/2021	Flex Fleets	The CRT route chosen by the city (and strongly supported by the planning group) goes up Gilman Dr. This segment needs to be finished. Sandag needs to acknowledge this reality and contribute to its realization.
184	9/15/2021	Flex Fleets	There already is a bicycle life and friendly path here, there is no need to build another.
185	9/15/2021	Complete Corridors	There is no need for a bridge at this location, as recognized by the planning group, the residence of this community who in their majority spoke up against the bridge, and the city council who took the bridge out of the plan.
186	9/15/2021	Flex Fleets	There is a bike path here already. No need to put another one in.
187	9/15/2021	Flex Fleets	SANDAG should delete from the RTP the Coastal Rail Trail (CRT) alignment through Rose Canyon, to Nobel Dr, to Judicial Dr, to Roselle Canyon, to Sorrento Valley Coaster Station. The City has deleted this alignment from its Bike Master Plan and chosen the CRT route up Gilman, through UCSD to Sorrento Valley. The \$54 million in the RTP for this abandoned CRT alignment should be reallocated to

ID	DATE	CATEGORY	COMMENT
			Active Transportation projects likely to get built that promote mode shift to biking, and address equity.
188	9/15/2021	Mobility Hubs	Implement the pocket parks in the south and north terminus of Regents Rd. That would be a plus for the community!
189	9/15/2021	CCT Public Online Comment Form	do not plan based on the past. by the time your improvements are completed most people will be traveling by electric vehicle whether its personal or driverless ride hailing. it would be a mistake to spend more money on mass transit when this mode of transportation will become largely outmoded.
190	9/15/2021	Flex Fleets	Add connectivity over tracks to bike/walk from canyon to rose canyon bike path
191	9/15/2021	Complete Corridors	Add ways for wildlife to cross the tracks
192	9/15/2021	Mobility Hubs	end of trolley line at UTC is ugly, scary, bad feng shui. Hide it with some art work or make it continue.
193	9/15/2021	Complete Corridors	add bridge connecting regents over rose canyon. Decrease commute time, encourage north south biking and walking, also canyon visits. Safety for crossing tracks.
194	9/16/2021	Complete Corridors	One just needs to travel 125 to 52 to 805 as I have done many years of my life-what is needed is more lanes -less congestion -not alternative modes of transportation Look at the demographics and number of vehicles: the commuters are comprised of working vehicles /trucks whose owners live in East county for the lower rents. 125 and 52 are unbelievably congested What percentage of the population would use your idea of alternative transportation? There are many better ideas and ways to spend taxpayers money. Thank you Jeanenne Tietge
195	9/16/2021	Complete Corridors	La Jolla Parkway is a noisy, high-speed road in a residential area without an access barrier--dangerous and nonsensical. Pedistratians walking along the Ardath Road frontage are only 8-10 feet from 45mph traffic on the Parkway without any access restriction. There is nothing to stop a young child from running onto the Parkway and get hit by a speeding vehicle. The construction of a safety wall along the

ID	DATE	CATEGORY	COMMENT
			frontage road would also provide important noise abatement for the residential community.
196	9/16/2021	Complete Corridors	Via Capri has become a major thoroughfare, which it was never intended to be. Please enforce the 25mph speed limit with roundabouts, speedbumps, side-walks or a closure at the top of Via Capri.
197	9/17/2021	CCT Public Online Comment Form	The most difficult parts of commuting by alternate transportation in the La Jolla and UTC areas is the lack of connection of the Regents road bridge, connection between Governor and the 5 with its new transit line, and lack of connection of La Jolla Scenic N-S over the 52. The most likely cycle, scooter, and last mile car service participants which are critical to the success of the transit line cannot utilize the available public transport options as well as the new line without these connections. The establishment of reasonable distances through bridges between places where people want to go has always in history been critical to having a better life. Its time to make this happen for us in La Jolla and UTC. Just today I spent 35 minutes driving around these lost bridges. I'm not the only one. A significant portion of the traffic on many local roadways is driven by the lack of these connections. In addition, while my trip today would have still been by car, though doubtless much shorter, there are many children that could easily bike to school with these connections, who now face 5+ mile distances which are not currently bicycle friendly. In addition, proper bicycle connections between Rose Canyon and both UTC and La Jolla would allow many more users to reach both public transport and the downtown area. The Mt. Soledad pass, and its missing La Jolla Scenic bridge seriously hamper both vehicles and bicycle traffic from being effective at reaching local areas of interest. It is time to consider SERIOUS projects involving substantial changes to bring us into the 21st Century. We CAN build bridges, tunnels, and additional vehicle routes, and we MUST do so if we are going to remain America's finest city. While my capacity to bike is limited to the flatter areas of La Jolla by my age, my interest in these projects is not. My children would already be biking instead of driving, and I fully expect to need a ride to Scripps La

ID	DATE	CATEGORY	COMMENT
			Jolla Hospital in the next few years, and an additional 20 minutes might well be the difference between life and death.
198	9/17/2021	Flex Fleets	There is an urgent need for safer pedestrian/bicycle access along Torrey Pines Rd., especially on the south side of the roadway where there is no sidewalk whatsoever from Amalfi St heading west up to 1555 Torrey Pines Rd. Pedestrians have no choice but to walk on the narrow shoulder of the road while vehicles travel at high speeds around the blind curves from Prospect Pl. down the hill towards Amalfi St. It is not much safer either to walk/bike down the north side of Torrey Pines from Prospect.
199	9/17/2021	Complete Corridors	West bound lanes aren't so bad - YET, however with the growth in Santee, the reduction from three lanes to two is going to be an issue similar to the east bound traffic in the afternoon evening caused by the same issue.
200	9/17/2021	Flex Fleets	Clairemont Mesa Blvd was repaved but only East of Repechor Dr. Section just west on both sides is terrible and unsafe. Unless focusing on traffic we have to focus on the pot holes.
201	9/17/2021	CCT Public Online Comment Form	Regents Road is discontinuous across Rose Canyon. Placing a limited use bridge across the expanse would allow individuals using sustainable individual transportation devices (bicycles, scooters, e-bikes, e-motorcycles, skateboards and e-skateboard, etc) and walker/joggers could use this as a transit corridor that would be much less congested than using I5 or Genesse Av. If designed with to withstand heavy loads (firetrucks, police, and ambulances), the bridge could also have remote controlled bollards that could allow passage of emergency vehicles to better serve all communities which are in the area. When I use to teach AP Environmental Science at UC High my students came up with this framework, though the development of so many e-transportation devices adds a new wrinkle. Thanks!
202	9/17/2021	Transit Leap	Nautilus St and Soledad Mt. Rd could be used as a corridor to get people from La Jolla Blvd/ Nautilus area to the main transit hub at Balboa and I5. It would be a terrific way to support an e-bus that was specifically made to get La Jollan's and

ID	DATE	CATEGORY	COMMENT
			tourists into/out of La Jolla's main tourist areas near the beaches with a lower carbon cost while simultaneously encouraging walking and other e-solutions.
203	9/18/2021	Complete Corridors	Add more lanes over the 52.
204	9/18/2021	Complete Corridors	The bridge needs to be widen. Bottleneck is created due to the narrow of lanes at the bridge along the 52 in Santee
205	9/18/2021	Complete Corridors	More lanes need to be added over the 52 summit.
206	9/18/2021	Flex Fleets	A bridge connecting the 52 trails and the rose creek bike path are desperately needed here. If a paved bike path was added along the 52, people could commute from downtown all the way to Miramar. This one connection is over the tracks and creek is one of the biggest issues right now.
207	9/18/2021	Flex Fleets	The rose creek bike path should be extended down by the train tracks and paved. This provides a great way to commute by bike up to utc and even Miramar along this corridor.
208	9/18/2021	Transit Leap	The mid coast trolley should be extended one stop to the canyon and an infill coaster station added. This would hugely benefit connections from the north going to utc. Now coaster riders won't have to go all the way down to old town to just ride back up north to places like UCSD and balboa.
209	9/18/2021	Flex Fleets	Please put a paved bike path along the train tracks so road bikes and commuters can use this corridor.
210	9/18/2021	Flex Fleets	Please add a paved bike path along the 52
211	9/18/2021	Flex Fleets	Please put a bike path in along the 5 so La Jolla village is connected with the rose creek bike path at gillman.
212	9/18/2021	Flex Fleets	Please build a bike bridge connecting to the rose creek path. The tracks and river completely cut Claremont off from accessing the path.
213	9/18/2021	Flex Fleets	Please build a bike path connecting the rose creek bike path and new balboa station.

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214	9/18/2021	Flex Fleets	The new bike bridge over balboa should be extended as a bike path parallel to the tracks through the rose canyon city lot to connect to the businesses and homes further down morena.
215	9/18/2021	Flex Fleets	A paved bike path should be added through tecolote to here. Would allow a level bike path to this point and would allow bike commuters to avoid the monster baypark hill that feels like the Tour de France. Would also allow bicyclist to easily connect to the new tecolote trolley stop and mission bay without the hill Climb.
216	9/18/2021	Flex Fleets	Please connect to the sides of the park with a tunnel so the massive hill climb can be avoided.
217	9/18/2021	Flex Fleets	This stretch of balboa is terrifying for bicyclist. A full separated bike path is needed.
218	9/18/2021	Flex Fleets	Please build a bike path all the way around the airport on city land. It would be nice to commute away from the road along the airport.
219	9/18/2021	Flex Fleets	The city should build. Bike bridge over the 163 here that lines up with the one over the 805. Balboa over the 163 is scary on a bike due to the high volume of traffic. This would completely separate the two modes. If combined with a bike path near the airport, this opens a whole new area up to bike commuting.
220	9/18/2021	Flex Fleets	Please put a separated bike path or cycle track in Othello.
221	9/18/2021	Flex Fleets	Please connect Othello and the balboa Nike paths
222	9/18/2021	Flex Fleets	Please connect balboa and the 52 with a bike path.
223	9/18/2021	Complete Corridors	Convoy needs a parking structure. It is very hard to park in weekend let around here.
224	9/18/2021	Transit Leap	Please complete the Miramar hill. The 10 mins saved now makes the coaster competitive with driving.
225	9/20/2021	Complete Corridors	San Clemente Canyon needs to be connected to Rose Canyon for bikers and hikers. It is actually stunning that the Rose Canyon path was not connected to the trail network in San Clemente Canyon.

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226	9/20/2021	CCT Public Online Comment Form	La Jolla Village at the Cove needs to be connected to Rte 52 via an efficient pathway that supports bikes, pedestrians and micro-mobility options. . Ste Rte 52 would do well to have a bike path along the North side of 52
227	9/20/2021	CCT Public Online Comment Form	Connect the NORTH END OF Morena Blvd, with the freeway system. It would relieve much traffic from the disaster known as Balboa / Garnet area. And while you are at it, connect the south end of Morena directly to the Freeway system.
228	9/21/2021	CCT Public Online Comment Form	The EB 52 / 125 interchange has been a bottleneck since it opened. You have 5 lanes merging to 2. In addition with the current traffic load at least 1 lane is needed in each direction between the 15 and the 125. Despite the comments at the Sept. 20 Santee meeting, mass transit would help. As your data showed, approximately 33% of the traffic is going to the Kearny Mesa / Sorrento Valley area. If there was mass transit along the 52 corridor, it would likely entice more people to take it. As of now, what is a 30 minute commute in traffic would take me 2 hours on MTS. I would have to take the trolley to Old Town then the Coaster to Sorrento Valley. A direct route over the 52 corridor would be quicker.
229	9/21/2021	Complete Corridors	Please include a wildlife crossing. So many animals are hit through this area which is unfair to the species' whose habitat we destroyed and poses a safety risk to all drivers
230	9/21/2021	Other	Can we remove the giant marijuana dispensary billboards visible from the 67 and several side streets and neighborhood in Santee and El Cajon
231	9/21/2021	Complete Corridors	52 from the 67 to 15 needs additional lanes to support the growth in the east county and to support future growth. Going down to 2 lanes in places is dangerous and causes additional street traffic on Santee managed roads. I am all for other improvements such as bus and trolley, however the 52 is the priority and should be fixed first before other measures are considered. One suggestion is to remove the 52 bike lane and make another west bound lane, this would be an immediate help with traffic.

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232	9/21/2021	Complete Corridors	Adding additional lanes on 52 would help with traffic flow onto the 52 from the 125. The 52 serves many throughout east county and would improve our quality of life and safety.
233	9/21/2021	Complete Corridors	Agree with the idea to have a moveable lane based on traffic needs as presented.
234	9/21/2021	Complete Corridors	67 to the 8 interchange is usually backed up and at times dangerous due to the design.
235	9/21/2021	Complete Corridors	All bridges on the 52 should be widened to support actual and projected traffic. It would be best to do this right and spend the money now and not have to pay more to do this at a later time.
236	9/21/2021	CCT Public Online Comment Form	Widening the 52 from the 15 to the 67 is going to be the most beneficial for my community and all of east county as the 52 is used by many outside of Santee. I would like to advocate we spend the money now and not piece the projects over decades. I also ask that we fix the 52 before expanding the trolley, bus, etc., as these options are not used to the extent of the freeway. I would take the trolley from Santee to my work in La Jolla, the problem is my commute would be about 3x as long as driving. One suggestion is to remove the bike lane on the 52 and convert to a vehicle lane, the bike lane is rarely used so it really doesn't make financial sense and would help with an immediate improvement until construction can begin on widening the 52. Thank you for your time and consideration.
237	9/22/2021	CCT Public Online Comment Form	Adding the three lanes for vehicles is not really "multi-modal". I would focus heavily on cars. You should focus more on creating biking/trolley/walking type of transportation... any other mode of transportation other than vehicles.
238	9/23/2021	Transit Leap	Connecting the trolley from Santee to La Jolla would benefit the entire east county community and ease traffic conditions on the 52. This would also include the riders using public transportation to a large degree. Has this idea been looked at? The

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			trolley could be placed alongside the 52, a good portion of the land is government owned and isn't being used.
239	9/24/2021	CCT Public Online Comment Form	This 177 billion dollar project is more expensive than all but two projects in human history, the International Space Station and the 19 Apollo Missions to the moon. This is just Hasan's desire to build a transportation Taj Mahal ode to himself to satisfy his own ego. He's rude, dismissive, the typical bureaucrat who loves to spend billions of taxpayers money on projects they don't want and don't need. Mass transit ridership is less than 3% of the population, you'll never get it above 5% in San Diego County. If the trolley in Santee has 100 seats, you never see more than 10-15 occupied. Trolleys and buses increase your drive time at least 4 times. A 15 minute drive takes an hour. Plus you risk being assaulted by some homeless person with a mental health issue or a gangbanger who just wants to rob or assault you. Or catch a disease. <u>The people of East County want at least one more lane on 52 east and west if not two.</u> Not dedicated bus lanes for buses mostly empty, not bike lanes for 5 riders a day. Vehicle lanes, and not toll roads. We've already paid for these additions with the 2004 transit tax, you've just squandered the money as all bureaucracies do. This isn't like "The Field of Dreams"....if you build it they will come. They won't rise mass transit. Let me repeat, THEY WON'T RIDE MASS TRANSIT, PERIOD. Stop being arrogantly stupid and listen. It's our tax dollars, you're supposed to be a PUBLIC SERVANT working for us, not the other way around. I know that's a foreign concept since you view us as ignorant serfs.
240	9/27/2021	Flex Fleets	A key connection is needed here to complete the walking/biking network.
241	9/27/2021	Flex Fleets	A paved bike trail is needed here to make this corridor usable for commuting.
242	9/27/2021	Other	Storm management is needed here to prevent further erosion and contaminates from pouring into the canyon.
243	9/27/2021	Flex Fleets	A separated bike line on Governor Dr. would improve the bike network in this community.
244	9/27/2021	Flex Fleets	Critical connection needed from rose creek bike path to the new trolley station.

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245	9/27/2021	Flex Fleets	There is a huge opportunity to add a bridge connecting the rose creek bike trail to the rose canyon trail right here.
246	9/27/2021	Flex Fleets	The trail underneath Genesee Ave that connects east and west San Clemente Canyon is incredibly dark and sketchy and the only alternative is crossing a busy 4 lane road. It would be great to have a safer and more well lit trail here
247	9/27/2021	Flex Fleets	Please consider creating / improving safe bike routes from North Clairemont to Clairemont High School so students without cars can commute by bike.
248	9/27/2021	Flex Fleets	It would be great if there were a hiking / MTB trail that connected Rose Canyon to San Clemente that mirrors the one that runs along the 5 and crosses under the 52. This would allow hikers and bikers to complete a loop around university city without tackling the steep grades necessary to cross through University City.
249	9/28/2021	Flex Fleets	Can the north /south trail connect with the east/west trail over the railroad tracks?
250	9/28/2021	Flex Fleets	Opportunity to connect San Clemente trail to McDowell park
251	9/28/2021	Flex Fleets	Connect the new Santa Fe/rose creek trail bike bath to La Jolla
252	9/28/2021	Flex Fleets	Connect the new Santa Fe/rose creek trail bike bath to La Jolla via Mt. Soledad monument
253	9/28/2021	Flex Fleets	Please connect bike path on nautilus with rose creek to expand the east/west bike corridor.
254	10/8/2021	Flex Fleets	There seems to be an opportunity to connect the north/south rose creek bike path with the east/west trail that parallels the 52. It's worth a study to research the feasibility of this connection.
255	10/8/2021	Flex Fleets	I second the opinion of researching a safer way for pedestrian and cyclists to cross regents and create continuity of the east/west biking/hiking trail.
256	10/8/2021	Flex Fleets	An improved pedestrian/cyclist entry into the canyon can be accomplished with a redesign of the storm management into the canyon.
257	10/8/2021	Flex Fleets	Please conduct a feasibility study to connect pedestrian/biking trail connection across Nobel to the recreation center

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258	10/8/2021	Flex Fleets	Please conduct a study on ways to improve the North/South biking commute to UC/UCSD/Sorrento Valley from Clairemont. Consider improving the safety (i.e. Class I or IV) or improving the connections (i.e. bridges) to the rose creek path that goes North/South
259	10/8/2021	Flex Fleets	There is a need for safer north/south bike path from UCSD to Clairemont. There are many people myself included that won't use the current striped lanes on regents because of safety concerns.
260	10/8/2021	Flex Fleets	I second the opinion that a traffic study should be conducted on Governor dr on ways to reduce speeding and making it a safe east/west biking corridor connecting the redevelopment efforts in the vons and sprouts shopping center.
261	10/8/2021	Flex Fleets	The light to cross Governor to the park is too short. Kids and seniors aren't able to walk across Governor before the light turn green for cross traffic. Please consider a traffic study at Mercer and Governor.
262	10/8/2021	Flex Fleets	With the trolley stop opening here, Nobel drive should have a safer bike path with a class IV path or extend the sidewalk to accommodate pedestrians and cyclists going to UTC mall area.
263	10/8/2021	Flex Fleets	The rose creek bike trail should be extended to parallel the railroad tracks in rose canyon allowing, which would provide a route to UTC mall area, Nobel rec center, and Miramar.
264	10/8/2021	Flex Fleets	Improve the trail here to make it more bicycle friendly for an east/west corridor.
265	10/8/2021	Transit Leap	Evaluate the possibility of a gondola with bike racks that connect Soledad monument with the rose creek bike trail. It would make access to the coast accessible by bike al the way from Santee.
266	10/9/2021	Flex Fleets	Bike lanes are unnecessary. Only a tiny percentage of the population will ever use them. Furthermore, bike lanes give riders a false sense of security, resulting in careless riding behavior.

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267	10/9/2021	Complete Corridors	The only "traffic study" needed is to determine the number of accidents per vehicle mile, then compare the accident rate vs similar four lane roads. If the accident rate is not abnormally high then there is no need for any changes.
268	10/9/2021	Complete Corridors	The entire length of 52 should be widened. It should be four lanes in both directions. Even three lanes each way would be an improvement.
269	10/11/2021	Other	Please do not proceed with any plans to impact Marian Bear Park with a freeway expansion. This is a very important and well used part of our community and the homes alongside it would be impacted greatly. There is a significant amount of wildlife that would be negatively impacted as well. The park and its trails are a treasured part of the claremont community and expanding the freeway there would be unnecessary and damaging.
270	10/11/2021	Complete Corridors	Traffic in this area does not back up even during rush hour and the park is invaluable. No extra lanes are needed.
271	10/12/2021	Complete Corridors	No need to make any changes to Genesee in this area.
272	10/12/2021	Complete Corridors	The 52 freeway is badly outdated in this area and needs to be widened. There is lots of room to widen the freeway and still have plenty of space for the park.
273	10/12/2021	Flex Fleets	Bikes and pedestrians should each have paths separated from the road. Either tunnel through the hillside or build elevated routes above the roadway. Only then will bicyclists and pedestrians be completely safe from cars and from each other.
274	10/12/2021	Flex Fleets	Bicyclists already have a parallel path running through San Clemente Canyon. There is no need to add another one, except possibly to separate bikes from pedestrians.
275	10/12/2021	Flex Fleets	There is plenty of room for bikes here and no need to make any changes.
276	10/12/2021	Complete Corridors	Add bridge to connect north and south segments of Regents Road, as originally planned.
277	10/13/2021	Flex Fleets	I agree with many of the comments about the need of a bike bridge across the train tracks at the 5 and 52 junction.

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278	10/13/2021	Flex Fleets	Evaluate Class IV bikes lines on Governor Dr. as east/west commuting cycling corridor.
279	10/13/2021	Other	Improve the existing trail network in rose canyon to handle erosion from hiking and biking
280	10/13/2021	Flex Fleets	Make the trail from Pochahontes to Regents a viable biking/hiking trail that can connect Clairemont with the rose creek bike trail, UCSD, UTC, and Sorrento Valley.
281	10/13/2021	Flex Fleets	There is plenty of room for bicycles on Genesee. It just needs to be Class IV separated with bollards for safety so high school students and people community north/south can use these roads safely.
282	10/13/2021	Transit Leap	I second the comment that identified this spot as a perfect connection between the coaster and trolley.
283	10/13/2021	Flex Fleets	Connect rose creek bike trail to the Mt Soledad monument to allow for a bike trail from Santee along 52 all the way west down Nautilus and to the ocean.
284	10/13/2021	Flex Fleets	Connect Gilman and Governor with a bike path allowing for a east/west cycling corridor.
285	10/16/2021	Flex Fleets	Very dangerous to have cars going very fast merge through the bikes to enter/exit the 52. Really scary to bike through here.
286	10/16/2021	Flex Fleets	Pedestrians try and cross here to get to the bus stop on the East side of Genesee. Please consider a stop light. The cross-walk/flashing light combo won't work because the cars are going too fast to stop suddenly when the lights flash.
287	10/16/2021	Flex Fleets	Cars merging on and off the 52 merge through the bike lanes and make it very scary to ride here.
288	10/16/2021	Flex Fleets	Can you add the trail that runs from the north end of La Cuenta Drive to the Shepherd Canyon Trail to this map?
289	10/16/2021	Flex Fleets	Extremely dangerous for biking/commute
290	10/16/2021	Flex Fleets	Need east west connection over railroad tracks between pacific beach and rose canyon

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291	10/17/2021	Flex Fleets	Agree with other comments regarding access from Morena to Santa Fe/bike path. Currently only options for cyclists heading north up coast toward UCSD and beyond from Claremont are to navigate the dangerous Morena/Balboa intersection to access Santa Fe and bike path or to use Genessee past the mall, (again high traffic route). Any form of bridge, tunnel or crossing near north end of Morena will open access north and toward Pacific Beach for all of Claremont.
292	10/17/2021	CCT Public Online Comment Form	Perspectives from a Landscape Architect who is an almost daily bicyclist, 55+ year resident of the La Jolla and Coastal region and the consultant who prepared the Midway / Pacific Highway Urban Greening Plan for the City of San Diego. I watched your video for the CCT community meeting. There needs to be a concerted focus on the creation and improvements for the bicycle + pedestrian circulation / complete streets / green streets throughout the region - for both benefit to the environment and for the options / opportunities for the user groups to leverage these facilities. Something that I found on our study is not just bicycle commuters trying to get from Point 'A' to Point 'B' as quickly as possible - but also the recreational, groups + family users. Our study did a complete investigation. identification and creation of connectors for the Central Corridor and where and how those connections can + should occur, what the opportunities are and how the green streets / complete streets would manifest themselves to create one of the premier bicycle circulation systems in the Country. Nothing compared to what I got to experience in various European Cities, but we should target at a minimum catching up to Portland + other US Cities. Specifically, we designed PacificHighway going from Barnett to Laurel Street and also created an exhibit titled 'Cycle Loops' for the entire central San Diego area and identified the numerous connections that the Midway / Pacific Highway area created to all of the San Diego region. Please contact to discuss. I would like to share with you our finds so you can take them into consideration as you further refine your planning documents.
293	10/17/2021	Flex Fleets	Connect the rose creek bike trail to go east/west along the rose canyon to connect UC high school, UTC, Mira Mesa etc to the coastal bike trail.

ID	DATE	CATEGORY	COMMENT
294	10/17/2021	Flex Fleets	There already is a bicycle life and friendly path here, there is no need to build another. Please pave the existing trail and make it accessible for east/west corridor connecting to rose creek trail.
295	10/17/2021	Complete Corridors	A traffic study is needed here to identify opportunities to improve Governor drive.
296	10/17/2021	Flex Fleets	I agree with the other comments that San Clemente trail should connect with rose creek trail somewhere near highway 52
297	10/17/2021	Complete Corridors	I would like to see managed lanes on SR 52 since I think that would allow reduce traffic congestion and allow MTS to establish efficient Bus Rapid Transit service between Santee and Kearny Mesa, University City, and Sorrento Valley.
298	10/18/2021	CCT Public Online Comment Form	Please build bike paths that are usable by being safe class 1 or 4 instead of just re-striping lanes that doesn't get as much use because they aren't safe for commuters or families. Please also start connecting trails like rose creek doesn't connect to any east/west corridors. Rose creek should connect to Governor dr or Sam Clemente trail or the trail down in rose canyons.
299	10/18/2021	Flex Fleets	Use Governor drive as the east/west cycling corridor from Santee to the coast. It has the width for class 1 trails that can be connected to the rose creek trail.
300	10/18/2021	Flex Fleets	Use Governor drive as the east/west cycling corridor from Santee to the coast. It has the width for class 1 trails that can be connected to the rose creek trail and Gilman.
301	10/18/2021	Flex Fleets	Use Governor drive as the east/west cycling corridor from Santee to the coast. It has the width for class 1 trails that can be connected to the rose creek trail.
302	10/18/2021	Flex Fleets	Build a bike path parallel to 52 that goes north along 805 creating a cycling loop around university city, but more importantly can be connected to Governor drive as the east/west cycling corridor from Santee to the coast. It has the width for class 1 trails that can be connected to the rose creek trail.

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303	10/18/2021	Flex Fleets	Connect Santee bike trail along 52 to have a connection parallel to 805 that connects to the upcoming bike path on Governor dr that can be connected to the rose creek bike trail.
304	10/18/2021	Transit Leap	Would love to be able to access this park via transit--a real bummer that so many of San Diego's beaches and hiking options are easiest to get to by car.
305	10/18/2021	Complete Corridors	Would like to counter the comment near this one and say that I am not in favor of widening 52. Induced demand shows us that widening roads only brings temporary respite from traffic, and will eventually just bring more cars to the road. Instead, invest in alternative transportation options that won't destroy the environment and harm vulnerable road users.
306	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them--resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
307	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them--resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
308	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them--resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
309	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them--resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
310	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them--

ID	DATE	CATEGORY	COMMENT
			resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
311	10/18/2021	Complete Corridors	Please do not widen 52--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them-- resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
312	10/18/2021	Transit Leap	Would love to see this route run more often than every 30 minutes on weekends. Makes planning commutes really tricky. There's also a lot of community sports fields out here where people have weekend games that would be easy to get to if the trolley ran more frequently.
313	10/18/2021	Complete Corridors	Please do not widen 67--it will not help us in the long term. Induced demand proves that if you build more lanes, more people/cars will come to use them-- resulting in the same traffic issue we have now. Invest in alternative transportation options (transit, cycling, micromobility, etc.)
314	10/18/2021	CCT Public Online Comment Form	Hi there, There are several issues related to safety that I would like to bring up for discussion. Firstly the neighborhood of Santee especially along Mast boulevard has a serious issue with motorists driving dangerously. Stop signs and even red lights are ignored and sped through. Particularly around cuyamaca and riverwalk drive. In regards to the 52, speeding (upwards of 80 mph) is a daily occurrence that puts safe drivers in danger. Lastly, large dump trucks and those hauling trash do not use covers on their trucks this leads to cracked windshields and damaged vehicles with no method for drivers to be reimbursed.
315	10/18/2021	Flex Fleets	Pave and add lights under the overpass to make it suitable for commuting east/west.
316	10/18/2021	Flex Fleets	Pave and add lights under the overpass to make it suitable for commuting east/west.

ID	DATE	CATEGORY	COMMENT
317	10/18/2021	Flex Fleets	How can we make our beaches accessible without having to drive? Can bike trail connecting to the rose creek bike trail be made to La Jolla Parkway or Nautilus?
318	10/19/2021	Flex Fleets	A bike/ped connection over the railroad tracks between the north/south path and the east/west path is needed. It is not clear where to go in order to safely get on the other side of the tracks.
319	10/19/2021	Flex Fleets	Gilman needs a protected bike lane as soon as possible. This is the only missing gap for bike connectivity between UCSD and downtown / OB / PB and is needed for commuters, students, and people like me who have medical needs at UCSD.
320	10/19/2021	Transit Leap	I agree with the other comments that a northern connection between the Coaster and the blue line trolley is needed. It is not reasonable that people should have to ride the trolley south all the way to Old Town in order to go north.
321	10/21/2021	Transit Leap	Please consider trolley and public transportation solutions as an alternative to widening the freeway over Marian Bear Park.
322	10/22/2021	Other	The trees, trails, and wildlife along this corridor are jewels of San Diego and should be preserved. The natural treasures found here are few and far between in such an already over-developed area of San Diego. We should look towards preserving these lands for generations to come. The strip of natural trails along the 52 is like an oasis in a concrete desert.
323	10/22/2021	Complete Corridors	No more care lanes on the 52. Focus on alternative modes of transportation like biking routes along San Clemente Trail or using Governor Dr as the east/west corridor
324	10/24/2021	Complete Corridors	Build the bridge that was originally supposed to connect La Jolla Scenic Drive N and S. This would allow people coming into La Jolla on La Jolla Pkwy, but who aren't going to downtown, to go up Mt Soledad even when traffic is backed way up on the Pkwy.
325	10/24/2021	Complete Corridors	52 needs to be 3+3 lanes between 125 and Mast.

ID	DATE	CATEGORY	COMMENT
326	10/24/2021	Complete Corridors	The uphill direction of 52 on each side of Mission Trails summit needs a fourth lane.
327	10/24/2021	Complete Corridors	Widen the Bradley overcrossing.
328	10/24/2021	Complete Corridors	67 traffic needs an overpass over Mapleview St, maybe with a diamond interchange.
329	10/24/2021	Complete Corridors	Connect the two pieces of Mast Blvd.
330	10/24/2021	Complete Corridors	Extending Jackson Dr up to 52 with its own interchange would be really useful, as there are no good NW to SE directional roads. Or at least connect it to Clairemont Mesa Blvd.
331	10/24/2021	Complete Corridors	A road going NW to SE across this area, connecting Santee or Lakeside up to Pomerado Rd would be really useful.
332	10/24/2021	Complete Corridors	Add a SB lane to I-15 from 52 down to I-8.
333	10/24/2021	Flex Fleets	This area is dangerous for biking, in both directions. Southbound is a long hill (ie. slow for biking) that lacks a bike lane or sidewalk, narrow shoulder with a guardrail directly next to it (ie. nowhere to get away from the road), with drivers going >50mph. Northbound is a bit better, but still has a very narrow shoulder, with drivers again going >50mph. I avoid it if I can, but there aren't many alternatives.
334	10/24/2021	Flex Fleets	Nobel Dr. is a major route for UCSD students commuting via bike. Right now, intermittent on-street parking means that you sometimes need to ride in a car lane, which puts you at risk of unpleasant interactions with impatient drivers. For pedestrians (eg. students going to the bus stop), Nobel can take a while to cross due to light timings being long in places, and how wide the road is (6 lanes!).

ID	DATE	CATEGORY	COMMENT
335	10/24/2021	Flex Fleets	There is a need for a bike crossing over or under the tracks in Rose Canyon to enable an alternative north/south corridor instead of using Genesee where cars drive in excess of 50 MPH.
336	10/24/2021	Flex Fleets	There should be a east/west connection here between San Clemente trail and Rose Creek trail.
337	10/26/2021	Complete Corridors	Focus on safety rather than capacity improvements to SR 67 to avoid induced demand and meet state climate change mandates
338	10/26/2021	NA	Please also look at the Streetstory utility provided by UC Berkeley for additional bike and ped concerns
339	10/26/2021	Complete Corridors	To prevent induced demand and prevent urban sprawl, avoid widening the 52 here and instead invest in transit improvements
340	10/26/2021	Flex Fleets	Open both sides of "Father Junipero Serra" trail to bikes and hikers and close it to motor vehicles. It is of little use to cars anyway. Rename it also.
341	10/26/2021	Flex Fleets	Protected bike lane needed. Use quick build methods to start. Should take 6 months tops.
342	10/26/2021	Flex Fleets	Extend sidewalks along Julian Ave between Maplevue/Lake Jennings Park Road and Petite Ln
343	10/26/2021	Flex Fleets	This is an at-grade pedestrian crossing across a freeway connection. It should be grade separated.
344	10/26/2021	Transit Leap	Replace inner lanes of SR 52 with bus-only lanes and eventually a trolley line
345	10/26/2021	Transit Leap	Replace Express lanes with trolley lines and bus rapid transit. Being able to pay ones way out of traffic leads to major equity issues and deadly speeds on the highway
346	10/26/2021	Flex Fleets	Way too many lanes of car traffic make this a really scary place to bike or walk. One of the worst stroads in East County

ID	DATE	CATEGORY	COMMENT
347	10/26/2021	Other	Repurpose Parkway Plaza (or even just its parking lots) into walkable, multi-use buildings with affordable housing and stores on the ground floor. Transit access is nearby...
348	10/26/2021	Complete Corridors	Avoid widening I-8 to prevent continuing development in fire-prone backcountry
349	10/26/2021	Flex Fleets	Extend Forester creek trail to downtown El Cajon
350	10/26/2021	Transit Leap	Extend Green Line East to central Lakeside where there is a lot of multifamily housing that could provide ridership
351	10/26/2021	Flex Fleets	Traffic on winter gardens moves too fast to feel safe enough to bike here. Replace right lane with protected bike lane
352	10/26/2021	Flex Fleets	Install sidewalks, protected bikeways, and traffic calming features along Ashwood. Casino traffic causes pedestrians to cut through El Cap high school but then they closed the pedestrian gates so there is no safe way to walk to Cactus park
353	10/26/2021	Flex Fleets	Provide trail parallel to Ashwood to provide nonmotorized access to Stelzer Park and beyond. Can be similar to trails paralleling SR 79 through Cuyamaca State Park
354	10/26/2021	Other	Prevent sand mining activity here and other intensive uses that increase CO emissions and impact least bells vireo and coastal California gnatcatcher
355	10/26/2021	Flex Fleets	Mapleview is excessively wide along nearly its entire length; excess capacity results in unsafe vehicle speeds. Use the space to create protected bike lanes and parking for nearby churches and apartments
356	10/26/2021	Complete Corridors	Traffic calming needed to deal with excessive speeds on MAst
357	10/26/2021	Complete Corridors	Road is very wide yet receives little traffic most of the day. Convert lanes to bicycle and pedestrian use to serve West Hills Students, Mission Trails users, and future San Diego River Trail travelers
358	10/26/2021	Complete Corridors	Convert *existing* lanes to 3+ carpool use only

ID	DATE	CATEGORY	COMMENT
359	10/26/2021	Flex Fleets	Slip lane encourages driuver to enter Mission trails at an unsafe speed. Remove and convert to a bike shortcut
360	10/26/2021	Flex Fleets	Connection for river trail users to access baseball park without dealing with traffic in its driveway. There tend to be a lot of hurried parents shuttling their kids to practice and it is dangerous
361	10/26/2021	Flex Fleets	Create bike path connecting two ends of Mast Blvd but keep it for bikes/ped only
362	10/26/2021	Flex Fleets	Sidewalks and protected bike lanes (paint is not protection!) along all of Woodside to connect housing to job centers off Riverside Dr in Lakeside
363	10/26/2021	Flex Fleets	Sidewalks and protected bike lanes (paint is not protection!) along all of Woodside to connect housing to job centers
364	10/26/2021	Flex Fleets	Create small bike/sidewalk connection to Vine to Los Coches
365	10/26/2021	Flex Fleets	Drivers frequently ignore crosswalk, provide curb extensions to shorten crossing distance and indicate to drivers this is a place to slow down and yield
366	10/26/2021	Flex Fleets	Drivers frequently ignore crosswalk, provide curb extensions to shorten crossing distance and indicate to drivers this is a place to slow down and yield
367	10/26/2021	Flex Fleets	Restore bike/ped connection to El Cap High School (keep gates unlocked so students don't have to use Ashwood)
368	10/26/2021	Flex Fleets	Drivers frequently ignore crosswalk, provide curb extensions to shorten crossing distance and indicate to drivers this is a place to slow down and yield
369	10/26/2021	Flex Fleets	Drivers frequently blow through stop sign and ignore crosswalk, provide curb extensions to shorten crossing distance and indicate to drivers this is a place to slow down and yield
370	10/26/2021	Complete Corridors	Needs all way stop; this intersection seems to get more use than the intersection with Pino to he west but it doesn't have a stop sign yet
371	10/26/2021	Flex Fleets	Create bike/ped only connection from Lakeview to Lake Jennings Park Rd/El Monte
372	10/26/2021	Flex Fleets	This is a scary intersection to traverse as a pedestrian

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373	10/26/2021	Flex Fleets	Connect Cactus Park segment of SD River Trail to segment at Channel Road
374	10/26/2021	Flex Fleets	Connect sidewalk gaps throughout downtown Lakeside
375	10/26/2021	Flex Fleets	Proetected bike lanes needed to keep bicyclists safe from high speed traffic on Genesee
376	10/26/2021	Flex Fleets	Make Winter Gardens Blvd safer for those on bikes or who are walking
377	10/26/2021	Complete Corridors	Use modal filters and one way couplets to make these narrow roads work for drivers, residents, pedestrians, and students trying to get to schoiol
378	10/26/2021	Flex Fleets	No sidewalk under SR 67
379	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians
380	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians
381	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians
382	10/26/2021	Complete Corridors	Rermove freeway type interchange dating from the SR 274 days and convert to a standard diamond interchange. Existing configuration sends the message that balboa is a freeway. Other drivers, pedestrians, and people on bikes pay the price
383	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians. Also prohibit right turns on red when pedestrian present
384	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians. Also prohibit right turns on red when pedestrian present
385	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians. Also prohibit right turns on red when pedestrian present
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389	10/26/2021	Flex Fleets	Use leading pedestrian intervals to make this intersection safer for pedestrians. Also prohibit right turns on red when pedestrian present
390	10/26/2021	CCT Public Online Comment Form	County-wide, use leading pedestrian intervals to make intersections safer for pedestrians. This is a very inexpensive and easy way to save many lives. Also prohibit right turns on red when pedestrian present
391	10/26/2021	Flex Fleets	Use quick-build techniques as an interim measure on ALL repavement and restriping projects where bike protection is needed. Lives are being lost while SANDAG is stuck in planning and studies for years.
392	11/22/2021	Flex Fleets	A ped/bike crossing is vital in this area to allow people to safely cross from Clairemont and the canyon trails over into Pacific Beach. A safe crossing across or under railroad tracks and freeways are necessary for the benefit the entire community!
393	11/22/2021	Flex Fleets	This crossing needs to be redesigned to be safer for cyclists and pedestrians.
394	11/23/2021	Flex Fleets	Bridge is needed to allow pedestrians/bikes to cross from Rose Canyon bike path over railroad tracks to singletrack trail network in Marian Bear Natural Park. Right now there is no legal way to make that crossing, and even illegal crossing is difficult due to fences installed with trolley construction. As an alternative to a bridge, it may be possible to build a bike path past the Karl Strauss Brewery and looping underneath the rail bridge to the south. Crosses private property but no bridges
395	11/23/2021	Flex Fleets	A crossing is required over the train tracks to connect the Rose Canyon bike path to trails in Marian Bear park. Rather than construct a bridge over the tracks, it could be possible to build a bike path heading south and crossing underneath the railroad bridge south of the Karl Strauss brewery.
396	11/23/2021	Flex Fleets	Right now there are no legal ways to cross the railroad tracks to access Rose Canyon trails from the Rose Canyon bike path. There is actually a constructed level crossing adjacent to the I-5 off ramp to Gilman. This could be upgraded to

ID	DATE	CATEGORY	COMMENT
			accommodate pedestrian and bike crossing, after which a short trail less than 100ft is all that would be needed to access the Rose Canyon trail.
397	11/23/2021	Flex Fleets	The 52 bike path needs to be extended from Santee to La Jolla. Like the SR 56 bike path, it must be continuous and bypass traffic signals and cross over/under freeways. Currently after climbing over Mission Trails summit on the 52 path, riders exit into Tierrasanta and then ride along Clairemont Mesa blvd. Not only is there heavy traffic and only a regular bike lane which is not safe, riders are continually slowed by endless traffic signals. Makes the ride too long to be a viable commute.
398	11/23/2021	Complete Corridors	Widening SR52 is not what is really needed. Traffic backs up in two scenarios: 1) where freeway lanes decrease from 3 to 2 and 2) where traffic exits one freeway such as WB 52 onto I-5 N. Additional lanes only needed to avoid the choke point from 3 to 2 lanes. Improve freeway interchanges to allow better/faster merging of traffic. This should be all that's needed to reduce rush hour congestion.
399	11/24/2021	CCT Public Online Comment Form	Need this transportation improvements: 1. Safe legal crossing over/under railroad tracks 2. Balboa Station north bound on the east side of the railroad tracks to University City via Marian Bear Park. 2. I-805 to get east to west.
400	11/25/2021	CCT Public Online Comment Form	I applaud your efforts to incorporate the community feed back into the Comprehensive Multimodal Corridor Plan process. The Tri Canyons area (Rose, San Clemente, and Tecalote) are a centrally located and well utilized area of open space. Not only does it create a buffer for both human and wildlife but it also serves as a corridor to connect many geographic areas without the need to cross busy roads. Unfortunately, that connectivity is severed on the west end of San Clemente and the entire north side of Rose Canyon by the railroad easement. If you live on the wrong side of the track, opposite of the openspaces, you are geographically exiled as there is no legal crossing via either an overpass or underpass. A user residing in the UTC, La Jolla, and Pacific Beach areas cannot

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			<p>access these jewels by human power. Currently a user must drive to the trail heads off of Genesee or Regents road to utilize Rose and San Clemente canyons. This is a absurd oversight that must be corrected. There were several plans floated that included various ways to safely cross the railway easement but none were implemented during the construction of the North County Trolley Blue Line.</p> <p>It is time to correct this blockage and create a vital linkage from the newly created bike path and safely relink the canyons to the users from the west.</p> <p>Please invest in and create a linkage into Marion Bear Regional Park (San Clemente Canyon) and Rose Canyons that pass over/under the railway right of way for a legal and safe access for all users.</p> <p>Thank you for your consideration.</p> <p>Matthew Bartelt</p>
401	11/29/2021	Flex Fleets	A jutland dr pedestrian/bike bridge is needed to connect clairemont to the rose canyon bikeway.
402	11/29/2021	Flex Fleets	If Sandag wants to reduce carbon footprint of 52 add a bike/walking option to La Jolla from either 52 or rose canyon bikeway
403	11/29/2021	Flex Fleets	Add bike lanes to Jutland and slow car traffic
404	11/29/2021	Complete Corridors	Discourage >5ton truck traffic and costco traffic from cutting through the Jutland Dr neighborhood instead of driving from Morena Blvd
405	11/29/2021	Complete Corridors	Additional lanes will induce demand and increase pollution. Its a bad idea. Focus on bicycle routes.
406	11/29/2021	Transit Leap	Bus service from jutland to the balboa trolley station would be great.
407	12/7/2021	Flex Fleets	Would be great to have a Class IV 2-way cycle track on the southern side of Miramar Rd. Might need some of the military base property to construct it but WB

ID	DATE	CATEGORY	COMMENT
			Miramar is one of the scariest roads in SD to ride. Would serve as another East-West corridor, alongside SRs 56 and 52
408	12/7/2021	Flex Fleets	Biking on Torrey Pines Rd is extremely dangerous in both directions. May be a moot point if there are enough alternatives.
409	12/7/2021	Complete Corridors	Would also like to comment- please do not add more lanes on the 52. Add methods of transportation which decrease car dependence.
410	12/7/2021	Complete Corridors	Don't need to redesign the merge if they can reduce the number of cars on 52
411	12/7/2021	Transit Leap	Yes! If people are stuck in parking lot traffic on the 52 and see a bus fly past them, they'll consider it as an alternative to driving!
412	12/7/2021	Complete Corridors	Please DO NOT add lanes. If people are moving to Santee and see that public transit is a viable option, they will leave the cars at home and relieve congestion
413	12/7/2021	Flex Fleets	If Nobel and Governor are connected with a bike path along the 805, would be great if it could be designed to avoid the Nobel 805 South onramp- was very congested in pre-covid times.
414	12/7/2021	Flex Fleets	I would love to be able to bike to work but the best road to take is Nobel and that road is a death trap for bikes. There's no room for bikes at all.
415	12/7/2021	Flex Fleets	I want to bike to work but one of the best roads to take is La Jolla Village Dr but there's no room for bikes at all, especially east of the 5 freeway.
416	12/7/2021	Flex Fleets	It works be nice if there were some bike lanes here on Regents south of Nobel. Also there's lots of jaywalking going on on this stretch of Regents.
417	12/8/2021	Complete Corridors	Freeway goes from 3 lanes to 2 lanes and then back to 3 lanes. Why. Obvious this is a bottle neck and should be 3 continuous lanes between city of SD and Santee.
418	12/8/2021	Complete Corridors	Widen bridge on southbound 805 over Governor. Once you get passed this bottleneck there are already 2 additional lanes for traffic going to the 52.
419	2/16/2022	Complete Corridors	Widen the 52 to help congestion.

ID	DATE	CATEGORY	COMMENT
420	3/8/2022	Transit Leap	Please develop a bus route on I-52. I kind of can't believe there isn't one already. Many of us can't afford to live within 20 miles of the coast. I had to buy a house in north El Cajon because it is all I could afford, but I work in the biotech industry and my commute takes me to Sorrento Valley. I hate driving and would like to be able to have a streamlined bus route west on I-52 and north on 805. I would love to be able to use my commute time to read a book and not stare at a bumper. Sorrento Valley is a major job hub and most of us can't afford to live in Mira Mesa. What would be even better is to just build a monorail along I-52. You could build it down the center or the side, of course elevated. It would be much more cost effective in terms of powering it and would help San Diego move towards being a sustainable city which lately we haven't been doing a very good job of (I could outline how we are failing at sustainability but that is another conversation). I appreciate your listening and hope that some positive changes come to east San Diego!
421	3/10/2022	Complete Corridors	Any attempt to widen SR 52 will induce further demand. Improvements should be focused on safety not capacity.
422	3/10/2022	Flex Fleets	Central Lakeside has great potential as a walkable village center with shops and housing
423	3/10/2022	Complete Corridors	Without an affordable public option for housing, working families will get pushed further and further into the backcountry and into fire danger. Don't wait for the private sector to provide a solution...
424	3/10/2022	Flex Fleets	This interchange is scary and difficult to navigate as a bicyclist or pedestrian. There are no feasible alternatives without significant detours.
425	3/10/2022	Other	Parking lots need to be converted to affordable public housing
426	3/10/2022	Other	This whole area near the trolley stop needs to be converted from sprawling car dealerships to affordable public housing. It is a wasted opportunity to improve working families' lives
427	3/10/2022	Flex Fleets	A lot of people use Broadway who don't have vehicles. This and surrounding streets need to be made safer for them

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428	3/10/2022	Flex Fleets	Right lanes of Mission Gorge need to be converted to protected bike lanes. They were originally designed to be shoulders anyway but were striped as traffic lanes prior to the 52 being extended
429	6/2/2022	Flex Fleets	Genesee (and all of the roads in the area) have no protection for bike riders with high speed cars.
430	6/2/2022	Flex Fleets	Dangerous for cyclists, needs protected bike lanes
431	6/2/2022	Flex Fleets	Dangerous for cyclists, needs protected bike lanes
432	6/2/2022	Transit Leap	Add bus lanes to speed up buses
433	6/2/2022	Transit Leap	Add bus lanes to speed up buses
434	6/2/2022	Transit Leap	Add bus lanes to speed up buses
435	6/2/2022	Flex Fleets	This interchange and the road is very dangerous for pedestrians and cyclists. Needs more protection
436	6/2/2022	Flex Fleets	Need better connectivity to rose canyon bike path with more protected lanes on streets
437	6/2/2022	Transit Leap	Add bus lanes to speed up buses
438	6/2/2022	Flex Fleets	Needs better pedestrian and bike connectivity and protection from the trolley station
439	6/2/2022	Transit Leap	Add bus lanes to speed up buses
440	6/2/2022	Flex Fleets	Needs protected bike lanes to make it safer for cyclists
441	6/2/2022	Transit Leap	Add bus lanes to speed up buses
442	6/2/2022	Flex Fleets	There is not a safe bike path from University City to La Jolla
443	6/2/2022	Complete Corridors	Don't expand the freeway and cause more pollution
444	6/2/2022	Transit Leap	Add bus lanes to speed up buses going to/from transit center
445	6/2/2022	Transit Leap	Add bus lanes to speed up buses
446	6/2/2022	Transit Leap	Add bus lanes to speed up buses

ID	DATE	CATEGORY	COMMENT
447	6/2/2022	Flex Fleets	Intersection/road not safe for cyclists
448	6/2/2022	Transit Leap	Add bus lanes to speed up buses
449	6/2/2022	Flex Fleets	Needs more protection for cyclists
450	6/2/2022	Flex Fleets	needs protection for cyclists
451	6/2/2022	Flex Fleets	The Convoy area has a lot of pedestrian activity but is very hostile to anyone not in a car. Needs traffic calming, wider sidewalks, and more to be pedestrian focused
452	6/2/2022	Flex Fleets	Needs protected bike lanes
453	6/2/2022	Transit Leap	Rapid transit to Kearny Mesa would be very useful and beneficial to many people
454	6/2/2022	Transit Leap	Add bus lanes 805 freeway to speed up buses
455	6/2/2022	Transit Leap	Add bus lanes to 163 to speed up buses
456	6/2/2022	Complete Corridors	It would be nice if more street trees were planted in this area
457	6/2/2022	Transit Leap	Build a rail tunnel for Coaster and Amtrak, with a station at UTC to connect to the trolley
458	6/2/2022	Transit Leap	Add bus lanes to speed up buses
459	6/2/2022	Flex Fleets	Bike/Pedestrian Connections from the trolley station are indirect and unsafe
460	6/2/2022	Transit Leap	Add bus lanes to speed up buses
461	6/2/2022	Flex Fleets	Torrey Pines Rd needs protected bike lanes
462	6/2/2022	Complete Corridors	Convert more lanes to carpool lanes
463	6/15/2022	CCT Public Online Comment Form	Page 39 "Car Ownership by Total Housing Units and Mode Choice" - figure reference link is broken/showing an error
464	6/15/2022	CCT Public Online	Page 50 "Needs Assessment/Safety" - Blank bullet below "The most common collision types were rear end ..."

ID	DATE	CATEGORY	COMMENT
		Comment Form	
465	6/15/2022	CCT Public Online Comment Form	Chapter 4 is referenced throughout as "Transportation Solutions", but the actual title seems to be "Project Inventory"
466	6/22/2022	Complete Corridors	Extend Miramar Way to SR125 to relieve traffic on the SR 52 and help Fanita Ranch with a secondary emergency fire outlet
467	6/29/2022	Flex Fleets	Improve/pave pedestrian path on west side to transit center Add safety lighting.
468	6/29/2022	Flex Fleets	Please connect Santa Fe to Morena for Bikes and Pedestrians.
469	6/29/2022	Flex Fleets	Connect with Ramp to trolley with path to Morena. Improve path quality, and add lighting for pedestrians.
470	6/29/2022	Transit Leap	Bus Service along Morena/Avati/Jutland.
471	6/29/2022	Complete Corridors	Traffic Calming needed. Cars turning right at Chateau can't judge the speeding cars on Genessee going north.
472	6/29/2022	Flex Fleets	Better Bike Safety striping needed on Genessee North
473	6/29/2022	Flex Fleets	Trail Access to Alley
474	6/29/2022	Flex Fleets	Crossing/Undercrossing
475	6/29/2022	Flex Fleets	Improve pavement. Unsafe to ride in area because of potholes in lanes close to parked cars
476	6/29/2022	Flex Fleets	Better Pedestrian path to transit center.
477	6/29/2022	Complete Corridors	Rooundabout works well

ID	DATE	CATEGORY	COMMENT
478	6/29/2022	Transit Leap	Limited mobility access from the Kearny Mesa transit "Hub" on Clairemont Mesa Blvd to the various businesses and industries in Kearny Mesa. It could benefit from a microtransit
479	6/29/2022	Flex Fleets	This stretch of Chesapeake Drive is long and would benefit from a pedestrian crossing
480	6/29/2022	Flex Fleets	Clairemont Mesa Blvd is extremely hostile to bikers, would benefit from a separated bike lane to improve micro-mobility within the neighborhood/region
481	7/5/2022	Transit Leap	Create a regular bus connection between UTC and Sorrento Valley Station until the Miramar Tunnel is complete. A trolley extension + new COASTER station on Gennese Av would worsen the overall COASTER trip time (additional station & retention of slowest segment) and require construction on environmentally sensitive land. Also, the land use around the station would be horrible.
482	7/5/2022	Complete Corridors	Roundabout needed at parking lot entrance of Kate Sessions Park. Dangerous intersection with lot of left turns out of the parking lot and fast downhill traffic on Soledad Rd.

Virtual Engagement Hub Surveys #1

We'd like to know a little bit about you. What do you do within the study area? (Check all that apply)

OPTIONS	RESULTS
Live	236
Work of self-employed	153
Own a business	19
Visit for shopping/entertainment	146
Attend school	33
Visit recreational areas	179
Other (describe)	19

How many days a week did you commute to work in pre-COVID-19 conditions?

OPTIONS	RESULTS
1-2 days a week	13
3-4 days a week	26
5 days a week	189
More than 5 days a week	19
I did not commute for work	52

If you did not commute to work in pre-COVID 19 conditions, what was the reason?

OPTIONS	RESULTS
Student	9
Retired	30
Unemployed	1
Telework/work from home	30
N/A	115

How many days a week do you currently commute to work during COVID-19 conditions?

OPTIONS	RESULTS
1-2 days a week	65
3-4 days a week	41
5 days a week	85
More than 5 days a week	7
I do not commute for work	102

Aside from traveling to work, what were the top destinations you frequented most often pre-COVID-19 conditions?

OPTIONS	RESULTS
Education for self	24
Education for dependents	54
Childcare	33
Grocery	235
Personal appointments (medical, lawyer, etc.)	194
Indoor fitness (gym, yoga studio, indoor class, etc.)	87
Entertainment (restaurant, bar, movie theater, etc.)	211
Retail (department store, boutique, etc.)	189
Outdoor recreation (parks, beach, etc.)	251
Other (describe)	10

Pre-COVID-19 conditions, which communities in the corridor did you travel to and from most often?

OPTIONS	RESULTS
La Jolla	177
University Community	119
Mira Mesa	77
Clairemont	144
Kearny Mesa	145
Tierrasanta	46
Santee	144
El Cajon	103
Lakeside	77
Travel through corridor (origin and destination outside of corridor)	106

How did you move around, in, or through the corridor (pre-COVID-19 conditions)?

OPTIONS	RESULTS
Walking	75
Biking	82
Micromobility (bikeshare, electric scooters, etc.)	9
Trolley/rail	25
Bus (local bus or Rapid)	21
Carpool (2 or more people)	82
Vanpool	1
Ridehailing or ridesharing (Uber, Lyft, etc.)	25
Car (drive alone)	281
Commercial/delivery vehicle	5
Other (describe)	7

If you get around primarily by driving alone, what would it take to get you to use other transportation modes?

OPTIONS	RESULTS
Travel time needs to be comparable to traveling by car	208
Minimize transfers	121
Feeling of personal comfort and safety	131
Amenities (WiFi)	46
Drop off point needs to be close to destination	174
Other (describe)	61

What other transportation options do you wish you could use and/or use more frequently within the study area?

OPTIONS	RESULTS
Walking	79
Biking	130
Micromobility (bikeshare, electric scooters, etc.)	38
Trolley/rail	154
Bus (local bus or Rapid)	76
Carpool (2 or more people)	20
Vanpool	4
Ridehailing or ridesharing (Uber, Lyft, etc.)	13
Car (drive alone)	67
Other (describe)	8

What are your top three transportation concerns for this corridor?

OPTIONS	RESULTS
Travel safety	118
Traffic congestion and other transportation choices	186
Transit availability and other transportation choices	117
Incomplete network of walking, biking, or micromobility routes	143
Access to economic opportunity (jobs and education)	31
Efficient goods movement	16
Connecting affordable housing and jobs/education (efficient land use)	64
Clean transportation (reduce climate change impacts and air pollution)	88
Emergency/evacuation access	68
Other (describe)	41

What do you feel would most improve mobility in the corridor? (Select up to three answers)

Options	Results
Improves transit service	127
Express lanes on the freeways (similar to I-15)	104
Expand and create bike lanes	117
Make sidewalks and crossings safer for pedestrians	102
Use technology to improve efficiency (smart traffic signals)	92
Use smartphone apps to provide more transportation choices (scootershare, rideshare, etc.)	21
Easier transfers between transportation modes	60
Other (describe)	68

**What are the top three challenges when traveling without a car through the corridor?
(Select up to three answers)**

OPTIONS	RESULTS
Transit schedules don't work for me	103
Destinations are too far apart	96
Lack of nearby or connecting transit services	108
Lack of connected sidewalks and bike lanes/paths/trails	103
Difficult to combine multiple stops	31
Need to transport other people	24
Need to carry too many things	51
Don't feel safe	74
Takes too much time	152
Costs too much money	15
Unsure/confused about the options	9
Other (describe)	32

What would improve your travel experience in the study area?

OPTIONS	RESULTS
Easier to understand and use travel choices	41
Feeling safe while biking and walking	117
Feeling safe while using transit	60
Improved maintenance of existing facilities (sidewalks, bike paths, roadways, etc.)	113
More perks while traveling (USB charging, WiFi, bike repair stations, etc.)	22
Shorter commute	93
"Smarter" transportation facilities that minimize delays (synchronized traffic lights, transit priority at signalized intersections, etc.)	94
Electric vehicle charging stations	28
Late night busing options/more time options and frequency for transit that suit my schedule	47
Other (describe)	49

What type of transportation solutions within the study area would ensure equitable, safe, affordable, and convenient access to jobs, school, and general economic mobility?

OPTIONS	RESULTS
Senior transportation solutions (on-demand shuttles, etc.)	77
Safe walking/biking facilities for daily needs (separated bike lanes, etc.)	160
Need-based transit fare reduction programs	56
Childcare transportation solutions (rideshare and care services, etc.)	36
Increased transit frequencies	130
Clean transportation solutions that do not pollute the environment	101
Other (describe)	55

Please rate the following statements as they may apply to you when considering the study area:

	HIGHLY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	HIGHLY UNLIKELY
If protected bike lanes were available, I would ride a bike more often.	118	53	28	98
If I had increased internet access, I would be more likely to work from home.	65	64	30	125
If more transit options were created, I would reduce my car use.	107	101	24	65

How has COVID-19 changed the needs or priorities of the corridor in the long-term?

	INCREASED THE NEED FOR	DECREASED THE NEED FOR	NOT APPLICABLE
Access to affordable transportation options	105	59	100
Access to flexible transportation services	127	52	89
Access to education and jobs in areas like Downtown, Kearny Mesa, or Sorrento Valley	98	71	91
Access to recreational areas like Mission Trails Regional Park and La Jolla Shores	202	20	50
Availability of transit	133	57	76
Cleaner transportation that reduces climate change impacts and improves air quality	161	37	69
Connecting affordable housing and jobs	157	37	72
Efficient travel options for goods movement	155	33	72
Environmental and habitat conservation	164	30	75

How has COVID-19 changed the needs or priorities of the corridor in the long-term?

COMMENTS
After seeing how nice it was not to have cars zipping everywhere in the early days of the pandemic, I know there is a better way now
Cleaner, safer travel options. Increase of charging stations. Traffic reduction.
COVID will have short term effects, but nothing long term. WE NEED MORE LANES. Please stop all the alternative crap, you are not going to increase biking, busing, and whatever else to the point where there will not be a parking lot in these transportation corridors without MORE LANES
Delayed any chances of being updated and or changed to decrease traffic congestion
I don't think COVID-19 will change the priorities of the corridor. Right now, the priorities are close to what they were before COVID-19 and as COVID-19 subsides, I think the priorities will go back to where they were.
If more people telecommute I need will reduce, but the other side of that is people have seen how we help the environment during Covid because there were less cars on the road. So they may be more likely to take the trolley bus or bicycle instead.
I just want to say that I believe safe pedestrian and especially bicycle infrastructure is key in any long term plan. And not just bike gutters or sharrows — real, protected and separated bike lanes. There aren't even bike gutters on La Jolla Village Drive and it makes it so much harder to use active mobility in that area. The gradual pace of progress in this area is quite frustrating, there should have been protected and separated bike facilities on every arterial road yesterday.
Increased need for access to nature and outdoor activities like parks
It hasn't. And anyone traveling Hwy 52 can see that. The bridge is the issue because of the bottleneck from 3 to two lanes going eastbound. And westbound in the mornings with all the people entering at cuyumaca, mission gorge, and mast cause a slowdown until up over the summit. When the expansion was planned to meet the 67, plans should have been revised to make it a three lane and widen the bridge.
It hasn't changed anything
It hasn't changed my routine at all.
It has shown us how important it is to have ways for people to commute and exercise better through the area, and how it is possible, by removing single-driver cars from roads, to reduce traffic and air pollution.

COMMENTS

I think some people can telecommute more, but it's not the solution for all jobs. Some of these needs existed pre Covid. Need to get people to and from the new trolley stops (and micromobility doesn't "cut it" if you live up on the mesa aka Clairemont. It's already a hike to get to bus 41. So we're likely to carpool to parking at a trolley stop - either Clairemont Dr or Balboa come November.
It's made everything more expensive.
Just shows how much we can reduce congestion and wish that carried through.
Less people work or want to work so there is less of a need for transit transportation. Plus the concern over the cleanliness of transit travel and the lack of security on them. So it's not a priority really
Made it more prevalent solutions are needed because of job availability outside of home areas.
Many people are staying home so they aren't driving as much
More access to recreational areas.
More focus on cleaner transportation options that don't add a ton more time to commute
More people are moving to the area with remote work possibilities, but will this ultimately attract more businesses and jobs in the future in the area? If so, are the infrastructure needs and plans sufficient to keep up with growth?
More people are spending time outdoors. Trails and recreation areas have seen increased use. Unfortunately, humans are a parasite on this earth with little consideration of principles like "leave no trace." Trails and outdoor spaces need to be maintained and cleaned often to make the experience more safe and enjoyable for all.
More people working from home, less need for public transit which is hugely overfunded to begin with FIX THE DAMN ROADS!!!!
need additional lanes-- even with reduced traffic--still congested at 52 -- between 125 and Mast.
Need better connections for walking and biking, especially crossing north/south on the 52 and east/west on I-5. Many of the intersections are dangerous and road shoulders need to be widened or have dedicated bike lanes.
Need flex access for doctors, etc. Climate change is an emergency now; obvious the state is burning up.
Need more lanes on 52 fwy
Need more protected sidewalks and bike lanes for crossing the 52 north/south and I-5 east west. The intersections are dangerous!
No

COMMENTS
No. Fix the 52 commute as promised.
Not at all this is temporary.
Now that people are starting back to school and work again the traffic is right back where it was with people being even more impatient than before.
Public transit is filthy! Buses and trolleys need to be clean. Also developers/builders who push for housing with no parking are idiots. I took public transit for decades, but still needed a car for weekends and days when I had to work late!
Really hasn't. With improved COVID vaccine it will return to the mess it was before COVID
Residents in lockdown needed more "complete streets" in their neighborhoods.
Rice alone In my car so don't share germs!
So much attention has been paid to creating energy efficient buildings that builders are no longer using traditional passive means for heating/cooling buildings and thus have created "new" hazards for spreading diseases by recirculating air in the name of "energy efficiency." Building should always have operable windows and have general designs that allow for getting cross flows of air passively. This is helpful in electrical outages or pandemics (of which there WILL be more). People are perfectly able to use windows to regulate their indoor temperature experience and the "engineers" just need to work harder to find a better balance that allows for handling situations outside the "usual."
The 52 traffic is almost back to where it was at pre covid and its only going to get worse with future growth mandated by state of CA. We need 52 widened as a priority from the 67 to the 15. I am all for bus, trolley, etc. improvements but only after the 52 is fixed and sustainable for future growth as bus/trolley, etc. is not used enough.
The desire of more people to spend time in the outdoors, in open space parks like Marian Bear.
There had been, by far, too much roadkill during sections of the shutdown. Wildlife need be primary priority.
There needs to be reduced population density and less reliance on densely packed public transportation if diseases spread like COVID-19 are going to exist.
The transit agencies are historically unable to keep their systems clean and crime free. There is no reason to think they will be motivated or in any better economic position to do any better in the future.

COMMENTS
Traffic is just as bad now as it was before, Covid allowed for a reduction but that didn't last long. We need to make building clean bus and rail lines a priority so people who live inland can get to work on the coast efficiently and quickly. Build more rail lines!!! Look at what Europe has done, so many amazing blueprints for rail options there, utilize that knowledge.
We need better options to be able reach public transport. The already built Public system is underused because the lack of connections makes it useless due tot he detours at La Jolla Scenic, Regents, and most critically from the 5 to UTC south areas.
We saw empty freeways at the beginning and now they are as bad or worse than ever. 52 needs another East bound lane, if not two.
When people use transit, they want efficiencies. It takes to long to get from place to place. It's easier to take the car. In order to make transit feasible for more, it has to be more efficient.
Yes, folks have a greater appreciation for open spaces. Need to make open spaces more accessible and equitable, especially to community members who have been historically excluded from natural spaces (e.g. Blacks and Native Americans).

Virtual Engagement Hub Surveys #2

Virtual Engagement Hub Surveys – Active Transportation

On a scale 1 to 5, how well do the proposed active transportation strategies address your concerns?

No responses received.

Please provide us with your comments

Table C-6 Active Transportation Comments

NO.	DATE	NAME	COMMENT FORMAT	COMMENT
1	7/10/2022	David P.	Online survey: Virtual Engagement Hub	Protected bicycle intersections are key! Keep bikes to the right of traffic lanes, with physical barriers through the corners--curbs, bollards, etc. Check NACTO's website for more details.
2	7/13/2022	Jackson Hurst	Online survey: Virtual Engagement Hub	No comment added.

Virtual Engagement Hub Surveys – Freeway

What do you think are the most important priorities for creating Complete Corridors?

- Dedicated lanes for transit (3)
- Protected bike lanes (1)
- HOV Lanes (2)

- Incorporation of technology to improve traffic flow (3)
- Dedicated parking and charging spaces for EVs (0)
- Safe routes for pedestrians (1)
- Other highways/streets for consideration: Bradley Ave and Riverfront Road-SR67 ramps.

The following comments were also provided:

- Please take the I-8/SR-67 into consideration for improvements, the current design is now outdated and it can get crowded and dangerous during rush hour traffic.
- Remember to create protected bicycle infrastructure WITHIN INTERSECTIONS! Don't give up where conflicts with cars are greatest!

Virtual Engagement Hub Surveys – Mobility Hubs

Table C-7 Mobility Hubs Comments

NO.	DATE	NAME	COMMENT FORMAT	ON A SCALE 1 TO 5, HOW WELL DO THE MOBILITY HUB LOCATIONS MEET THE TRAVEL NEEDS OF THE CORRIDOR?	WHAT TYPE OF FLEXIBLE FLEET OPTIONS WOULD YOU USE THE MOST?	PLEASE PROVIDE US WITH YOUR COMMENTS
1	7/10/2022	David P	Online Survey: Virtual Engagement Hub	n/a	Bike share (e.g., e- bikes)	Make sure these hubs are integrated with high density housing
2	7/13/2022	Jackson Hurst	Online Survey: Virtual Engagement Hub	5 - Meets travel needs well	Ridehailing (e.g., Uber, taxi)	n/a

Virtual Engagement Hub Surveys – Transportation Technologies

What are the most important issues that transportation technology should be focused on addressing to improve travel throughout the corridor?

- Provide more HOV lane capacity during congested travel periods (1)
- Give priority to transit vehicles (0)
- Incentivizing transit and alternative travel choices (0)
- Bike/Pedestrian priority signals and detection (1)
- Integrated app for trip planning, booking, etc (0)
- Real-time information for trip planning (2)
- Real-time information for emergency response (1)
- Other (0)

There were no other comments provided on transportation technologies.

Virtual Engagement Hub Surveys – Transit

On a scale 1 to 5, how well do the proposed transit strategies connect to key destinations in the corridor?

Only one respondent provided a response, which was 5.

How can local transit services be improved to be more attractive than driving?

- Increase transit frequency (e.g. buses arrive every 10 minutes instead of every 30 minutes) (0)
- Provide more transit options (0)
- Increase speed; needs to be more competitive with driving times (1)
- Increase connections/services to get me from the transit station to my destination (0)
- Better pedestrian/bicycle connections (1)
- Reduce need for transfers (2)
- Reduce fares (0)
- Provide accurate up-to-date travel time information (1)
- Improve safety (1)

Additional Comments:

- When bus stops/stations conflict with bike lanes, the bike lane should rise to meet the sidewalk level, and cyclists should yield to passengers boarding the bus, while the bus dwells in the travel lane.

C2. Final CMCP Engagement Activities

PUBLIC COMMENTS ON DRAFT CMCP

SANDAG distributed the CCT CMCP for public comment starting on January 25, 2023 for a period of 45 days. During that time, SANDAG received 124 comments through the agency's Social Pinpoint public engagement tool, as well as through written comments via email.

All comments received during the 45-day public review period were reviewed by the project team. Any factual errors in the draft report or attachments were updated. New strategies that were requested during the public comment period were added to Appendix F. Proposed changes to the strategies include a significantly greater number of active transportation facilities, expansion of transit infrastructure (flex lanes), and safety enhancements at key intersections identified by the community. These strategies have not been incorporated into the final document list of strategies shown in Appendix D and Appendix E. That is because the projects have not been evaluated for feasibility, costed, or determined to meet the goals and objectives of the study. Projects added to Appendix F will be evaluated in future updates to the CMCP and in the next Regional Plan.

Table C-8 Public Comments on Draft CMCP

#	Date	Name	Source	Comment
1	3/2/2023	N/A	Social Pinpoint	There should not be street parking on what is effectively a 6 lane highway. The right lane is up to 20 ft wide in places. There is definitely room for a protected bike lane here.
2	3/2/2023	N/A	Social Pinpoint	It is very rare for a driver to yield to a pedestrian here. The radius of the curves needs to be much smaller so that drivers actually stop and focus on their surroundings instead of lazily tilting their steering wheels at high speed. A "no right turn" sign will not do anything. They never do.
3	3/2/2023	N/A	Social Pinpoint	This area is a sorry excuse of a university town. How can a campus be surrounded by a ring of high speed roads with minimum bike/pedestrian accommodation? It's insane to simultaneously have roads with high design speed, high traveling speed that also has full parallel parking, bus stops, and bike sharrows where the environment clearly prioritizes cars over people. Nobel Dr is one of them.
4	3/2/2023	N/A	Social Pinpoint	This area is a sorry excuse of a university town. How can a campus be surrounded by a ring of high-speed roads with minimum bike/pedestrian accommodation? This road contains the main shopping centers for students to obtain daily necessities, yet this road is so inaccessible without a car. High travel speeds, combined with pretty gnarly uphill, and the road shoulder is wasted for parking. Eliminate parallel parking here and place a protected bike lane instead.
5	3/2/2023	N/A	Social Pinpoint	Agree that a protected bikelane is a good idea in the uphill direction.

#	Date	Name	Source	Comment
				It could be dangerous downhill. Downhill speed is much too fast to be trapped in a small space and there is not any conflict with cars in this case anyway. If a protected bikelane is built and I do not use it, I know I will be purposefully attacked by psychotic motorists.
6	3/2/2023	N/A	Social Pinpoint	<p>A high median would prevent parents from making dangerous maneuvers during school drop-off. They routinely whip their SUVs around in midblock u-turns without any warning.</p> <p>This causes me to take a circuitous route into campus which involves riding on Genesee and merging across 3 lanes of traffic to turn left on Regents. (I am coming from Miramar, so I use the Eastgate mall bridge over the 805. The end of my route does make any sense.).</p>
7	3/6/2023	Marissa Saenger	Social Pinpoint	Bike lane needed
8	3/6/2023	Marissa Saenger	Social Pinpoint	Needs protected bike lanes.
9	3/6/2023	Marissa Saenger	Social Pinpoint	Protected bike lanes needed.
10	3/6/2023	Marissa Saenger	Social Pinpoint	Please add protected bike lanes.
11	3/2/2023	N/A	Social Pinpoint	<p>Bus lane is necessary for the 31 bus to be a useful route.</p> <p>The average speed of cars and buses here in the middle of the week is truly a walking pace (2-3mph).</p>
12	3/1/2023	N/A	Social Pinpoint	I use the crosswalk to get across on my bike. Even when I have the walk signal, sometimes cars don't stop. Once when I had the walk

#	Date	Name	Source	Comment
				signal, a car came to a complete stop, then when I was in the middle of the crosswalk, it accelerated and nearly missed me.
13	3/1/2023	N/A	Social Pinpoint	There are some giant bumps (tree roots?) in the street - dangerous to go over on a bike when you can't see them because of the lighting / time of day.
14	2/21/2023	N/A	Social Pinpoint	Protected bicycle lanes in both directions would make Torrey Pines Rd much safer for all road users. The current road layout is extremely dangerous.
15	2/21/2023	N/A	Social Pinpoint	Use Fay Ave as a North-South safe bike corridor. Add separated bicycle lanes from the intersection with Prospect to the La Jolla bike path at the intersection with Nautilus to allow safe, protected bicycle travel from Bird Rock all the way to down town La Jolla.
16	2/21/2023	N/A	Social Pinpoint	Add a fully protected bicycle lane in both directions on Torrey Pines Rd. There is no safe bike route from La Jolla to UCSD.
17	3/1/2023	N/A	Social Pinpoint	Torrey Pines Rd really needs protected bike lanes, it's extremely dangerous for commuters and tourists alike. Furthermore the sidewalk ends without warning on the South side.
18	3/1/2023	N/A	Social Pinpoint	Many bike and scooter users need to turn from regents onto miramar here. That results in them crossing multiple lanes of fast-moving car traffic. These intersections need to be made non-car friendly.
19	3/1/2023	N/A	Social Pinpoint	Soledad could use a bike/ped approach from the North. Currently going to Nautilus is the safest option, which is quite far from La Jolla shores and UTC.
20	3/1/2023	Eugene Vivino	Social Pinpoint	This highway onramp is EXTREMELY dangerous for pedestrians. It is a high-speed, blind downhill corner. There needs to be some kind of lighted crossing here (and the other La Jolla Village Drive / I-5 onramps and offramps).

#	Date	Name	Source	Comment
21	3/1/2023	Devon Northcott	Social Pinpoint	Bike lane connection between Nobel/Governor would be amazing and help to connect the community.
22	3/1/2023	Devon Northcott	Social Pinpoint	This intersection is unsafe for cyclists/Pedestrians, feels like walking/biking across a freeway cloverleaf, given the size of Genesee and speeds of cars down the off-ramp
23	3/1/2023	Devon Northcott	Social Pinpoint	Only connection for cyclists between Clairmont and University city. It is incredibly dangerous. pedestrian infrastructure is completely lacking, isolating these two communities
24	3/1/2023	Devon Northcott	Social Pinpoint	This is an incredibly unsafe area to be a cyclist. Cars go freeway speeds down Balboa, and there is no bike infrastructure at all. This is the only connection between Clairemont and Pacific Beach. A protected bike lane is needed.
25	3/1/2023	Devon Northcott	Social Pinpoint	Hiking trail is split by Balboa Ave here, which is essentially a divided freeway. Routing hikers safely over or under Balboa ave would connect two large areas of open space.
26	3/1/2023	Devon Northcott	Social Pinpoint	Why is there no bike lane here? Nobel is a vital corridor connecting university city housing with commercial areas west of the 5.
27	3/1/2023	Devon Northcott	Social Pinpoint	East West bike path along Miramar road would connect University city to the east county. This would be amazing for commuters and recreational riders.
28	3/1/2023	Devon Northcott	Social Pinpoint	La Jolla Village Drive is inaccessible to cyclists, but forms the most direct route between University city and UCSD. Something should be done to address this.
29	3/1/2023	Devon Northcott	Social Pinpoint	No sidewalk along the north side of La Jolla Village between grad housing and the bus stop.
30	3/1/2023	Devon Northcott	Social Pinpoint	A bike connection over the railroad tracks here would make bike commuting to UCSD viable to a huge region of NW Clairemont

#	Date	Name	Source	Comment
31	3/1/2023	N/A	Social Pinpoint	The people who own the houses along often here have trees and plants growing in the bike lane. The city says the city can't fix it because it is not city land. Instead, the city gives the landowners a letter. It can take anywhere from 4 weeks to 2 years to have the vegetation cleared. I have to duck under plants and swerve out into traffic to avoid these obstacles.
32	3/2/2023	N/A	Social Pinpoint	Need bike-friendly, safe, efficient routing from Santa Fe south to Mission Bay Dr. Rose Creek Path is neither a direct connection south nor necessarily safe.
33	3/2/2023	N/A	Social Pinpoint	Nearly all intersections on eastbound Miramar Rd is a T-intersection with horrible ped xings. Either they are not functional, or the ped xing green coincides with the green for left turning cars from any roads that intersect Miramar. Drivers are supposed to yield to pedestrians when turning, but due to the T-intersection, the thought of looking for pedestrians does not cross their minds. There is also no leading pedestrian interval. Each crossing is actually playing frogger.
34	3/2/2023	N/A	Social Pinpoint	Nearly all intersections on eastbound Miramar Rd is a T-intersection with horrible ped xings. Either they are not functional, or the ped xing green coincides with the green for left turning cars from any roads that intersect Miramar. Drivers are supposed to yield to pedestrians when turning, but due to the T-intersection, the thought of looking for pedestrians does not cross their minds. There is also no leading pedestrian interval. Each crossing is actually playing frogger.
35	3/2/2023	N/A	Social Pinpoint	Nearly all intersections on eastbound Miramar Rd is a T-intersection with horrible ped xings. This ped xing green coincides with the

#	Date	Name	Source	Comment
				<p>green for left turning cars from any roads that intersect Miramar. A car has almost hit me because driver didn't look</p> <p>Drivers are supposed to yield to pedestrians when turning, but due to the T-intersection, the thought of looking for pedestrians does not cross their minds. There is also no leading pedestrian interval. Each crossing is actually playing frogger.</p>
36	3/2/2023	N/A	Social Pinpoint	<p>Nearly all intersections on eastbound Miramar Rd is a T-intersection with horrible ped xings. Either they are not functional, or the ped xing green coincides with the green for left turning cars from any roads that intersect Miramar.</p> <p>Drivers are supposed to yield to pedestrians when turning, but due to the T-intersection, the thought of looking for pedestrians does not cross their minds. There is also no leading pedestrian interval. Each crossing is actually playing frogger.</p>
37	3/6/2023	Marissa Saenger	Social Pinpoint	<p>Need a bike-only lane on La Jolla Village Dr. Cars go really fast and it's terrifying to bike on this road, but it requires a lot of extra distance to take different routes by bike.</p>
38	3/6/2023	N/A	Social Pinpoint	<p>The bike lane going from East to West on Miramar Roads is a single line and also a share road. The bike lane west to east is a wide lane but not for the other side. There are at least 3 intersections that put bike commuter into traffic which the speed is 50 mph. Not well planned and could use an improvement especially for commuters that work on that road. The road continue to get progressively worse especially as head to 805 which moves to a off ramp that drivers speed up for and then the road dumps you into La Jolla where there isn't any bike lanes. I commute this way on a bike to the trolley station as the 31 Base is not frequent enough.</p>

#	Date	Name	Source	Comment
39	3/8/2023	N/A	Social Pinpoint	<p>Clairemont Pathways- Park to Park Paths (P2Ps)</p> <p>Possible project names: Clairemont Pathways, Park to Park Paths, Clairemont Trails. Some possible path names are in the titles below.</p> <p>Keywords: Human-powered, greenbelt, greenway, parkway,</p> <p>Persons seeking to commute across Claremont, students and others traveling to schools or libraries, families heading to one of our parks. All of these walkers and riders will benefit from designated paths with proper signage and safety infrastructure. The intent is to make human powered travel simple, safe, and popular (SSP).</p> <p>Path from MacDowell Park to Lindbergh Park via I-805 ROW (East Clairemont Greenway?)</p> <p>Description: Partially existing path extends from MacDowell Neighborhood Park in North Clairemont via the I-805 Bike Path to Lindbergh Community Park south of Balboa Avenue. All existing sections are Class 1 or Class 3.</p> <p>Issues pending or improvements possible: * SANDAG Bike Map needs correction on pathways at MacDowell Park to include park paths or to just locate the actual path properly.(N) * Apple Maps app needs correction to show I-805 Path when getting walk/bike directions from one park to the other. (N) * Connection to Limerick bike lanes via Peyton Place (P)(Signage and sharrows needed)</p>

#	Date	Name	Source	Comment
				<ul style="list-style-type: none"> * Connection to Marion Bear at north end of Limerick Ave. * Connection to Conrad Avenue Pathway via Arvinels Avenue. (P)(Signage and sharrows needed) * Possible spur from path to Norwich Street at Mable Way through corner of Innovation Middle School property via existing school pedestrian access path and gate. (P) * Spur from path to Bergen Street (connects to Conrad Path via Mable) at existing Class 1 pedestrian/cycle access though parking lot between Buga Korean BBQ and Motel 6. This walkway ends at 5590 Clairemont Mesa Boulevard at I-805 Path connection. (E) * Crosswalk across Clairemont Mesa Boulevard at 5535 [three lanes and three lanes with median. Combining this crosswalk with left turn lane for Madison Place Shops is a possibility(P) * Crosswalk at 5596 would make possible crossing north and south ramp lanes separately to allow Clairemont Mesa Bl crossing to be only two lanes and two lanes with a median. (P) * Spur to Olive Grove Park via Cannington and Printwood. (P) (Signage and sharrows needed) * Possible connection to Kearny Mesa via existing walk/bike bridge at Othello Sreet in addition to Clairemont Mesa Bl and Balboa Av.. (need street choice from Marlesta to Antiem) * Possible connection to Kearny Mesa and Hickman Field possible with new walk/bike bridge from SE corner of MacDowell Park. <p>P2P Path Conrad Avenue from Gershwin Park to I-805 Path (P) (Conrad Pathway?)</p> <p>Description: Potential path extends from I-805 path south of MacDowell Neighborhood Park in north Clairemont via Conrad Avenue to Gershwin Neighborhood Park 2.5mi west. This path could possibly</p>

#	Date	Name	Source	Comment
				<p>host bike traffic east to west instead of Clairemont Mesa Boulevard. Issues pending or improvements possible:</p> <ul style="list-style-type: none"> * Spur at SDG&E ROW north to Marian Bear Memorial Park (E)(Signage only needed) * Connection to I-805 path, Conrad to Arvinels to Bergen, via mid-block walk/bike access on Bergen Street near Motel 6. (E)(Signage only needed) * Spur from Gershwin Park (P) to very well used trail connecting Pocahontas Avenue at Lakehurst Ave to Marian Bear Memorial Park. (E) * Spur from Gershwin Park to Regents Road. (E) * Conrad connects via Merrimac Avenue to Coconino Way and to North Clairemont Library via through block path at Coconino Way at Luna Ave. <p>P2P Path Chateau Drive from Mt Abernathy Avenue to Tecolote Canyon Natural Park. (P) (Tecolote Creek Trail?)</p> <p>Description: Potential path extends west from Balboa Branch Library just east of Mt Abernathy along Chateau Drive to entry to Tecolote Park at west end of Chateau Drive at Genesee Avenue.</p> <p>Issues pending or improvements possible:</p> <ul style="list-style-type: none"> * South side of Chateau Drive Needs a sidewalk along Tecolote Creek from east of Paola Way to near Verley Court. (P) (GID reports have already requested sidewalk on south side of street to fill missing sections from Paola to Genesee.) <p>P2P Path Marlesta Drive from Lindbergh Park to Tecolote Canyon Natural Park (P)</p> <p>Description:</p>

#	Date	Name	Source	Comment
				<p>Potential path extends southwest from south end of Lindbergh Park to Genesee Avenue via Marlesa Drive.</p> <p>Issues pending or improvements possible:</p> <ul style="list-style-type: none"> * Path relies on completion of path through a canyon. An existing path follows the city street ROW through most of the canyon but is interrupted by an undeveloped lot, zoned for recreation, adjacent to the ___? condominiums, access might be possible via easement. (P) * Access to Tecolote Park at west end of Marlesta Drive. (E) <p>Trails to Marion Bear from Conrad Pathway Southwest corner of Gershwin Park trail Lakehurst Ave at Pocahontas Ave North on Merrimac Ave to Biltmore Street Diane Ave to Cobb Dr from Chateau (Cobb Trail on OSM)</p> <p>Notes and abbreviations (N), Existing (E), Proposed or just possible (P) right-of-way ROW,</p>
40	3/1/2023	Devon Northcott	Social Pinpoint	<p>This is a very busy intersection for non-car users commuting to UCSD. High vehicle speeds and wide roads make the left turn here very unsafe. This needs to be fixed.</p>
41	3/1/2023	N/A	Social Pinpoint	<p>There are a large number of non-car users on Regents that go to/from the university. There are also several highly used bus routes here, so many people walk to/from the bus. This road needs protected and uninterrupted bike lanes, as well as dedicated bus lanes and wider sidewalks. The intersections are extremely dangerous in their current state. They are much too large across Nobel, La Jolla Village Dr., etc. People need to practically cross a football field to get to bus stops - they feel tiny</p>

#	Date	Name	Source	Comment
42	3/1/2023	N/A	Social Pinpoint	Torrey Pines Rd. is one of the only ways into La Jolla, a very desirable destination that has a serious problem with excess number of cars. More frequent buses with dedicated bus lanes could help address these problems.
43	3/1/2023	Devon Northcott	Social Pinpoint	Regents and Arriba stoplight is horrible, does not respond to bikes, and disincentives walking/biking. Good place for a roundabout.
44	3/1/2023	Devon Northcott	Social Pinpoint	Very dangerous intersection, many people do not obey stop signs. Another good place for a roundabout to calm traffic.
45	3/1/2023	Devon Northcott	Social Pinpoint	Gilman needs a protected bikeway. Remove a vehicle lane and build a bike lane in it. Would reduce costs, and Gilman is much wider/higher speed than it needs to be.
46	2/21/2023	N/A	Social Pinpoint	Increase the number of bus routes serving La Jolla Village (e.g. from UTC/Clairemont), increase the bus frequency, and convert one lane into a dedicated bus/HOV lane in order to reduce traffic congestion on La Jolla Pkwy.
47	2/24/2023	N/A	Social Pinpoint	Hi, the residents of University city in the HOA's boarding the West of I-5 have noise level increases over the years to now measure frequently over 60-75db in their condos and outdoor spaces. There isn't any sound barrier along I-5 between Nobel and Gilman on the West side of I-5, despite lane widening and trolley additions over the years. There isn't any sound abatement on the pavement, either. Please install sound barrier walls between Nobel and Gilman on the West of I-5 due to proximity of the freeway enhancements next to hundreds of condominium homeowners.
48	2/24/2023	N/A	Social Pinpoint	You removed several trees along interstate 5 on the northbound side between highway 52 and Gilman Drive exit to build the trolley. The very small trees you replaced them with will take 15 plus years. In the meantime, the noise level in our backyards is so loud now, it's

#	Date	Name	Source	Comment
				hard to enjoy our backyards or leave our windows open. Can you plant more mature trees to replace the ones you cut down?
49	3/1/2023	Holden Leslie-Bole	Social Pinpoint	The land use around the Balboa Avenue station is comically poor. There is very little pedestrian connectivity to surrounding streets, and few desirable destinations within a few minutes' walk of the station. If you want trolley ridership to increase, build a place around this station. Moreover, this interchange between Morena and Balboa/Garnet is way oversized. Slow down traffic and turn it into a roundabout and get rid of the ramps.
50	3/2/2023	N/A	Social Pinpoint	We need safe bike access to Torrey Pines Rd between downtown La Jolla and La Jolla Shores. Traffic is out of control and completely unsafe on this stretch.
51	3/6/2023	Marissa Saenger	Social Pinpoint	Protected bike lane absolutely needed here. Sidewalk also mysteriously disappears and should continue. The pedestrian crossing light is great, but there should be more protection in place for cyclists needing to turn left onto spindrift.
52	3/6/2023	Marissa Saenger	Social Pinpoint	Protected bike line absolutely needed. Risk my life every day biking this route to work, but the danger is completely avoidable with better infrastructure.
53	3/1/2023	Devon Northcott	Social Pinpoint	A bike lane is badly needed here. The southbound lane is 1.5 lanes wide, we just need some paint to dramatically improve the situation for bikers. Obviously a protected bike lane would be ideal. This is one of the major commuter routes for cyclists bound for UCSD.
54	1/26/2023	N/A	Social Pinpoint	Do not continue to widen our freeways, this undermines the other transportation solutions in this plan in reducing greenhouse gas emissions. Adding additional carpool and managed lanes to a freeway has failed in reducing VMT since the 1970s. The analysis in

#	Date	Name	Source	Comment
				appendix E shows basically no change in VMT for the 3 alternatives. This is a number that SANDAG should be working to reduce.
55	1/26/2023	N/A	Social Pinpoint	More protected bike lanes everywhere, please. This should be the default every time a main road gets repaved.
56	1/27/2023	N/A	Social Pinpoint	Do not expand freeway lanes unless the new lanes are exclusively for transit. HOV 2+ slows the lanes too much and induces demand for more single occupancy vehicles and VMTs. We can't keep doubling down on car travel.
57	1/30/2023	N/A	Social Pinpoint	I strongly disagree this plan services the needs of the people who live here. The trolley system is slow, insufficient and unsafe. SANDAG has historical misappropriated funds and lacks trust from the community to utilize financing responsible. Solution, start over. More freeway lanes is unavoidable. Furthermore the decision makers involved should be voted in by the community so we feel that the money taxed will be used as represented as we do not feel SANDAG will or has in the pass. Therefore I do not trust them managing this project and should be an election for decision makers involved.
58	1/31/2023	Jackson Hurst	Social Pinpoint	I have reviewed the Draft CMCP for the Coast, Canyons, and Trails area and I support Managed Lanes on CA-52 from I-5 to CA-125. The addition of Managed Lanes on CA-52 will improve safety, reduce congestion, and improve travel times.
59	2/2/2023	N/A	Social Pinpoint	1. Public transit should run between Santee and UTC. Important commute corridor. I remember a few years ago a proposal for buses to run from the Santee trolley station towards UTC in SR-52 median. This project should be re-evaluated and implemented. 2. Bus lanes and protected bike lanes shall be added all along Clairemont Mesa Blvd and Genesee Ave

#	Date	Name	Source	Comment
60	2/21/2023	N/A	Social Pinpoint	The high speed motor traffic on Gilman Drive means a protected/fully separated bicycle is necessary to improve safety for all road users.
61	3/1/2023	N/A	Social Pinpoint	A bike path from the 52 corridor would make commuting by bike possible for me!
62	3/1/2023	N/A	Social Pinpoint	There is currently no bike lane on parts of southbound Gilman. A temporary solution would be to convert the parking lane into a bike lane, or convert one of the two car lanes into a bike lane, until the new cycle track has been built.
63	3/1/2023	N/A	Social Pinpoint	Nobel Drive needs a protected bike lane.
64	3/1/2023	N/A	Social Pinpoint	La Jolla Colony Drive is extremely wide and very fast. The bike lanes could easily be widened and protected. Right now some of the bike lanes are essentially non-existent because they need to be repainted, but given the dangerous speed and space, protecting them seems like a good option.
65	3/1/2023	N/A	Social Pinpoint	Having a walking trail for the la jolla village community to get to the rose canyon trail system without walking along gilman drive (which doesn't have a sidewalk for part of it) would be a huge accessibility improvement.
66	3/1/2023	N/A	Social Pinpoint	I support the comments on a two way protected bike lane on this road. It is currently very dangerous for bikers. Also, there needs to be a protected way for bikers to take a left turn into the la jolla village community when biking south from UCSD without crossing 2 lanes of traffic to get into a turn lane that doesn't even detect bikers for the light at via alicante.
67	3/1/2023	N/A	Social Pinpoint	Tons of potential for high school (and UCSD) students to use bikes or scooters to get to school via Genesee, but it's quite unsafe without protected bike lanes.

#	Date	Name	Source	Comment
68	3/1/2023	N/A	Social Pinpoint	Redevelop this massive sprawling parking lot into an attractive, pedestrian-oriented urban village
69	3/1/2023	N/A	Social Pinpoint	Many students cross here to get to bus stops and to walk or bike to campus. It is an enormous intersection that needs to be made safer and ideally smaller
70	3/1/2023	N/A	Social Pinpoint	It is very slow to drive around UTC because there are so many lights that take so long. I think it would actually be more efficient to implement road diets so that signal lengths could be shorter
71	3/1/2023	N/A	Social Pinpoint	This stretch of Genesee is almost unusable because each light takes a couple minutes and there are many of them. Smaller roads and intersections could help
72	3/1/2023	N/A	Social Pinpoint	Really dangerous intersection for everyone. Technically a bike route but not safe at all.
73	3/1/2023	N/A	Social Pinpoint	So much potential for for bike/ped access to Convoy, but widespread improvements are needed
74	3/1/2023	N/A	Social Pinpoint	Rapid bus access between UCSD and Convoy could be an amazing business opportunity. Many students do not have cars and have a hard time accessing this area. Others would like to not have one but feel that it's a necessity to leave campus - a good bus connection to here could help a lot.
75	3/1/2023	N/A	Social Pinpoint	Make this exit to Garnet/Balboa two lanes
76	3/1/2023	N/A	Social Pinpoint	Add a left turn light to turn left onto Cardeno
77	3/1/2023	N/A	Social Pinpoint	Please add a protected bike lane to Nobel Dr. This is a major travel area for students to and from UCSD. Currently, I think it is the most dangerous part of my commute.

#	Date	Name	Source	Comment
78	3/1/2023	Eugene Vivino	Social Pinpoint	There is currently no good way to get from University City to Gilman / Rose Canyon Bike Path by bike.
79	3/1/2023	Devon Northcott	Social Pinpoint	Regents road is about 4x wider than it needs to be here, there is very little vehicle traffic, and it dead ends. Despite this there is no dedicated bike lane. The whole of regents road is an important bike commute corridor for UCSD students, and needs protected bike lanes. Improved pedestrian and bike infrastructure would also make the school entrance significantly safer.
80	3/1/2023	Devon Northcott	Social Pinpoint	A vehicle bridge through rose canyon would be destructive and unnecessary, and create another road like Genesee which is a horrifying place to be a pedestrian or cyclist. A bike path/trail could be a good way to encourage bike commuting with less environmental impact
81	3/1/2023	Devon Northcott	Social Pinpoint	Genesee through rose canyon is the only pedestrian/bike connection between the two halves of university city, but is a horrifying place to cycle or walk. Protected bike lanes are urgently needed.
82	3/1/2023	Devon Northcott	Social Pinpoint	Nice that there's a bike path along the 56, unfortunately it's nearly inaccessible, with no safe connections through Kearny Mesa
83	3/1/2023	Analisa Freitas	Social Pinpoint	Navigating the lanes coming in and out of this shopping center are really difficult, dangerous, low visibility, and ultimately restricted for cyclists and pedestrians. There is no space for a bike to stay in the street without scraping a car and the sidewalk is quite small but this is a commonly used entrance and exit for grocery shopping.
84	3/1/2023	N/A	Social Pinpoint	There is an SDGE manhole that is sunk way too deep in the bike lane. Bikes have to go around it. It needs to be fixed so that it is flush with the road. After putting in a Get it Done Ticket, someone put a little asphalt around it, but it is still a hazard

#	Date	Name	Source	Comment
85	3/1/2023	N/A	Social Pinpoint	There are potholes in the bike lane that need to be fixed.
86	3/2/2023	N/A	Social Pinpoint	Need better connectivity from Morena to Santa Fe that is safe for bike commuters coming from the south.
87	3/2/2023	N/A	Social Pinpoint	The lack of last-mile bikeshare options for non-UCSD folks at UCSD stations is a major limiting factor for use of trolley to reach neighboring work sites.
88	3/2/2023	N/A	Social Pinpoint	Adding protected bike lanes is nice, but Clairemont Mesa Blvd being the way it is, just adding barriers on the bike lanes will not be sufficient. Parallel parking inherently introduces conflict between cars and bikes since they are colocalized on the road shoulder. Mixing parallel parking and bike lane is just a recipe for getting people on bikes doored. Bad infrastructure is not necessarily more helpful than no infrastructure.
89	3/2/2023	N/A	Social Pinpoint	Clairemont Mesa Blvd is built like a classic stroad where design speed and traveling speed are high, yet there are so many distractions to traffic flow from curb cuts and driveways. These curb cuts also present conflict to pedestrians/bikers. Drivers only watch for cars and it's a recipe for having walkers and bikers plowed into. Protected bike lanes would not be helpful if these curb cuts remain.
90	3/2/2023	N/A	Social Pinpoint	There are too many minor driveways along Convoy for it to be a ped or bike friendly place. New interventions and construction would not be effective without reducing the number of redundant entrances and exits to businesses.
91	3/2/2023	N/A	Social Pinpoint	Nobel from Genessee to Towne Center is hostile to cyclists.

#	Date	Name	Source	Comment
				On the downhill/EB section, get rid of street parking and the 20 foot wide rightmost lane.
92	3/6/2023	Marissa Saenger	Social Pinpoint	Need a bike lane (ideally protected) on all of Genessee!
93	3/6/2023	Marissa Saenger	Social Pinpoint	Bike-only lane needed
94	3/6/2023	Marissa Saenger	Social Pinpoint	Need bike parking in this shopping plaza.
95	3/6/2023	Marissa Saenger	Social Pinpoint	Nobel needs protected bike lanes. Better yet, take a lane away from cars and give it to bikes and buses only; do this on every major road to incentivize sustainable transit and save lives.
96	3/10/2023	Nicole Burgess	Social Pinpoint	<p>Nicole Burgess District 2 SD Mobility Board Rep for City of SD District 5 619-861-8104</p> <p>March 10, 2023</p> <p>To SANDAG:</p> <p>Please see my following comments to the CMCP for Coast, Canyons and Trails Corridor</p> <p>Intro states: The study area includes the cities of San Diego, Santee, and El Cajon, as well as the County of San Diego. Major transportation facilities in the study area include SR 52, portions of SR 67, and their connections with I-5, I-8, I-805, SR 163, I-15, and SR 125. Existing transit services include the Green and Orange Line Trolley and</p>

#	Date	Name	Source	Comment
				<p>multiple local bus routes. This corridor connects two major Employment Centers – Kearny Mesa and University City/Sorrento Valley – with East San Diego County and provides connections to activity centers including Marine Corps Air Station Miramar, universities, and shopping centers.</p> <p>Comment/Question: If this is truly a multimodal corridor, why is active transportation not mentioned in introduction on main page of website?</p> <p>Recommendation: Active Transportation should be incorporated and prioritized into Complete Corridors, show ROI for low cost bike facilities to be implemented as first priority projects and compete within this large bucket of money.</p> <p>Another description in plan: The CCT CMCP includes the cities of San Diego, Santee, and El Cajon, as well as a small portion of San Diego County along SR 52 and SR 67. The plan proposes 367 projects and strategies that are estimated to cost \$26.9 billion. The proposed improvements are expected to decrease drive alone trips by 16.5%, double bicycle trips, and triple transit trips.</p> <p>Comment: doubling bicycle trips does not align with regional CAP goals. We must strive and plan for real mode shift goals. Doubling 2% = 4% which is completely underrated for active transportation goals. Transit goals are also set too low of target; tripling transit only gets</p>

#	Date	Name	Source	Comment
				<p>us to 9%. In order to really address the climate crisis, and to meet City of SD CAP and CA State goals, we must do better.</p> <p>University City has new community plan and hope all new mobility strategies are included.</p> <p>Favorite piece in plan Page 52: love that flexible fleets are represented with bikeshare; that is the best option for flexible fleets.</p> <p>Appendix D: Disappointed that Active Transportation was removed from Complete Corridors. I see it as a separate category and weaved into Mobility Hubs and Flexible Fleets.</p> <p>Recommendation: Make Active Transportation the overarching vision for the new RTP and 5 Bold Moves.</p> <p>Lastly, this CMCP as well as others, are failing to include all active transportation projects as both City of SD and SANDAGs Bicycle Plans are outdated and missing the projects to create a truly bike friendly region. An update to the SANDAG bike plan should have been completed before the CMCPs as these plans are crucial for a comprehensive multimodal corridor plan.</p> <p>May we be reminded of great lyrics from Led Zeplin, and ask ourselves what we are truly creating for our future; a "Stairway to Heaven" or "A Highway to Hell"</p>

#	Date	Name	Source	Comment
				<p>May we strive to do better.</p> <p>Nicole Burgess</p>
97	3/13/2023	N/A	Social Pinpoint	<p>It is clear that more transit options need to be incorporated into the Coast, Canyons, and Trails (CCT) CMCP. To lower Vehicle Miles Traveled (VMT), more options for transit needs to be incorporated into the plan. This means that Alternative 1 is not the best option and does not meet the needs of the Study Area population. The identified communities, especially those identified as low-income, need a reduction in the cost of transportation while expanding their access to employment centers and other resources. This type of shift will occur if more frequent and reliable public transit options are successfully incorporated, funded, and implemented. Transportation Solution Strategies (TSS) such as more Rapid routes for buses in conjunction with more microtransit service areas, will create much needed access to transportation that is more economical than owning a vehicle and that is highly competitive to vehicle travel times. The length of travel time associated with the strategies listed in Alternative 1 will not create the incentive of travel time reduction in comparison with driving a vehicle thus leaving behind a monumental opportunity for mode shift away from the single occupancy vehicle for the Study Area population.</p>
98	3/11/2023	N/A	Social Pinpoint	<p>Please see the following comments:</p> <ol style="list-style-type: none"> 1. Governor Dr focus area near the I-805 was removed from the University CPU. Mobility Hub Minor Node 13 may not have a significant impact. (pg. 60) 2. Flex Lanes concepts are shown on cross-section for Governor Dr between Greenwich Dr & I-805 (Location 5, Figure D-3-1 of Appendix D). Governor Dr flex lanes are not currently proposed in

#	Date	Name	Source	Comment
				<p>the University CPU. This cross-section should be revised or removed. Please see UCPU network map website for more information: https://bf5c854d-f91f-4d3a-bacd-48151e76d7f5.usrfiles.com/ugd/bf5c85_1732a6d679ac488eb55c89f2dc1818cf.pdf</p> <p>3. Class IV Bike Facilities should be shown in cross-section for Genesee Av between Regent Rd and Nobel Dr. (Location 1, Figure D-3-1 of Appendix D). Please see UCPU network map website for more information: https://bf5c854d-f91f-4d3a-bacd-48151e76d7f5.usrfiles.com/ugd/bf5c85_1732a6d679ac488eb55c89f2dc1818cf.pdf</p> <p>4. Flex Lanes on Genesee Av between Nobel Dr and SR-52 are currently not proposed in University CPU due to constrained ROW. However, it can be included in CMCP for further study. (Appendix D)</p>
99	2/21/2023	N/A	Social Pinpoint	Improve the safety of crosswalks where the La Jolla Bike Path intersects with local streets (i.e. Via del Norte and La Canada). Add raised crosswalks and use curb bulb-outs to narrow to one lane at the crossing to reduce traffic speeds and give priority to cyclists and pedestrians.
100	3/1/2023	N/A	Social Pinpoint	The current bike lane on southbound Gilman near I-5 on ramp is a death trap for bicyclists. Until the new bike lanes are built we need better signage, a speed limit, and ideally a stop sign where the car lane crosses the bike lane.
101	3/1/2023	N/A	Social Pinpoint	We need an improvement for bicyclists on southbound Gilman Drive now. At the moment, the car lane crosses the bike lane without any markings, at 45 mph speed limit, without effective signage. This location is extremely dangerous for anyone connecting from UCSD to the Rose Creek Bike Path.

#	Date	Name	Source	Comment
102	3/1/2023	N/A	Social Pinpoint	A bike/ped bridge or tunnel to cross the train tracks would give an entire community access to existing infrastructure.
103	3/1/2023	N/A	Social Pinpoint	An official crossing would be helpful here. Something to indicate whether a train was coming and a flat surface across the tracks like when roads cross tracks at grade)
104	3/1/2023	Devon Northcott	Social Pinpoint	We need a safe way for pedestrians to cross the tracks here, either an underpass or overpass ideally.
105	3/1/2023	Devon Northcott	Social Pinpoint	We need a safe way for pedestrians to cross the tracks here, either an underpass or overpass ideally.
106	3/1/2023	N/A	Social Pinpoint	There is a sidewalk on part of Torrey Pines Road, but it is totally overgrown with vegetation. It would be nice to be able to use it, especially if it were extended at least until the crosswalk.
107	Circulate	N/A	Social Pinpoint	“Depending on the conditions around each station, improvements for pedestrian and accessibility issues may include: • Improved tree canopies, • Safe mid-block crossings, • Curb extensions, • Wayfinding signage, • Truncated domes for ADA access, where they are missing, • Audible pedestrian signals, where they are missing.”
108	Circulate	N/A	Social Pinpoint	Pg. 30: Executive Drive Station Infrastructure Recommendations – curb extensions, protected bike lanes, audible crossing signals, pedestrian-scaled lighting, high-visibility crosswalks, truncated domes, [no] sidewalk obstructions, shade trees, sheltered bus stops, wayfinding, dockless micro-mobility corrals, well-lit bus stops CCT proposes placemaking amenities – double-check amenities are included in appendix (amenities in CCT TSS highlighted in blue)
109	3/1/2023	N/A	Social Pinpoint	The new bicycle traffic light is an improvement, however, why do cars get detected automatically while bicyclists have to awkwardly push a button?

#	Date	Name	Source	Comment
110	1/31/2023	N/A	Social Pinpoint	In looking at your Appendix A City of San Diego documentation review, I did not notice the inclusion of the Parks Master Plan. Perhaps that might prove relevant.
111	1/26/2023	William Simmons Chair, Scripps Ranch Trails Committee VermilionSim@gmail.com 9825 Arbor Trail #202 San Diego, CA 92131 858 293 3492	Written Comment	Please send me the draft CMCP for Coast, Canyons and Trails, or send a link.
112	3/10/2023	County of San Diego Parks and Recreation trails@sdcounty.ca.gov	Written Comment	<p>Hello, Please see the comments below. Thank you!</p> <ul style="list-style-type: none"> • Consider the needs of the San Diego River Park, a multi-purpose trail and path for pedestrians, cyclists, equestrians in some areas and other users along the San Diego River. The San Diego River Park system will offer recreational opportunities and access to park facilities and nature, including County facilities. Some opportunities and benefits of this effort include additional recreational amenities, increasing connectivity, habitat conservation, and restoration of the area. • Use the County Trails Master Plan as a planning and reference document when applicable as well as other resources that focus on the San Diego River: <ul style="list-style-type: none"> • San Diego River Park Conceptual Plan (2002) by the San Diego River Park Foundation • SDRP Master Plan (2013) by San Diego River Park Foundation and City of San Diego • San Diego River Recreational Trail Plan (2020) by The San Diego River Conservancy

#	Date	Name	Source	Comment
				<ul style="list-style-type: none"> · Consider a multi-purpose trails and pathways for pedestrians, cyclists, equestrians in some areas · Coordinate with County DPR and DPR community stakeholders to incorporate safe multi-use crossings associated with County trail and/or park access such as crossings, bridges or overpasses for recreational use for areas nearby existing or potential future trail connections/trailheads · Coordinate with County DPR and DPR community stakeholders to ensure wildlife connectivity is maintained from adjacent lands to preserved County lands, including wildlife-only crossings. · Coordinate with County DPR and DPR community stakeholders to ensure regional trail connectivity and connections to County DPR facilities · Utilize existing and future DPR documents like Public Access Plans, Resource Management Plans, Master Plans for Parks and Preserves · Coordinate with DPR on any DPR managed facilities and associated land impacts, including stormwater runoff, transportation, road closures or delays, vegetation plans and public access · This includes, but is not limited to the following parks and preserves: Mission Trail Regional Park, Lakeside Sports Park, Sycamore Canyon Gooden Ranch County Preserve, SR67 County Preserve, Lakeside Linkage County Preserve
113	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>We thank SANDAG for their outreach that led to the following (p. 48):</p> <ul style="list-style-type: none"> · “Key takeaways from the engagement process include: · “Sensitive Landscapes: Many comments were supportive of preservation, protection, and enhancement of sensitive areas, such as Sycamore Canyon, Marian Bear Memorial Park, and Rose

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				Canyon. The proposed TSS should not adversely impact these areas.”
114	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	Strategy CC92 - Class I Bike Path Arriba St. to Rose Canyon Bike Path and Across Canyon. We oppose this project in the strongest terms. We urge SANDAG to delete it from the CC&T CMCP. Environmental Clearance is listed as “Medium”. Environmental Clearance should be rated “High”. The fact that this it is rated as “Medium” reveals that this project is being proposed without any understanding of the topography and the MSCP habitat at this location. There is a very large hill of MSCP habitat that rises up between the two sides of Rose Canyon at this location. This hill rises well above the road ends on either side of the canyon. It is highly sensitive core MSCP habitat. There is no way to build a Class I bike path across the canyon at this location without major bulldozing of this hill.
115	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	CC87 - Rose Canyon Class I Bike Path: Judicial Drive to Gilman Drive - \$50 mil. We continue to strongly oppose this project, as we have for many years. It should be deleted. It has been studied for over 20 years and has huge engineering problems, ROW problems, likely insurmountable environmental impact problems and astronomical costs. Much of the proposed route is in Rose Canyon, significant portions of it on steep slopes that require major grading and big retaining walls, with many portions of it in MSCP habitat. This is in no way a viable location for a Class I bike path.
116	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	Fortunately, CC101 makes CC87 unnecessary and redundant. We strongly support CC101. CC101 is a Nobel Drive Class IV Cycle Track between Villa La Jolla and I-805 - the entire length of Nobel Drive - for only \$14 mil. This project makes the Rose canyon Class I Bike Path (CC87) unnecessary and obsolete. This project is also a far better active transportation project in that it connects to all the

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				major residential and employment and commercial areas that line the entire length of Nobel Drive, with Villa La Jolly Drive a block or two from the UCSD campus.
117	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	CC93: SR-52 Bike Path Grade Separated Crossing: Connect University Community to SR-52 Bike Path via Grade Separated Crossing. Without a location for this project, we are unable to comment on it.
118	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	CC 96: SR-52 Bike Path Grade Separated Crossing of I-805. Is this remotely feasible given the many massive new highway projects proposed to add lanes and connectors in all directions here? Has feasibility been considered for this project?
119	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>We urge SANDAG, as we have previously, to delete the following projects from the CC&T CMCP (and from the 2025 Regional Plan):</p> <ul style="list-style-type: none"> CC01 - SR 52 Managed Lanes I-5 to I-805: Add 2 managed lanes and 1 reversible - CC05 - CC: MLC SR 52 (I-5) - CC06 - CC: MLC SR 52 (I-5) - CC07 - CC: MLC SR 52 (I-805) - CC071 CC: MLC SR 52 (I-805) <p>(Note: the CC&T CMCP lists yet another highway project in this location: "CC81 - EB SR 52 Auxiliary Lane - Add eastbound SR 52 auxiliary lane") Individually and cumulatively the above projects will have enormous negative impacts on MSCP lands, wildlife habitat, riparian corridors, and storm water runoff into both Rose Creek and San Clemente Creek (the two branches of the Rose Creek watershed, the main freshwater tributary of Mission Bay). These projects will also have enormous negative impacts on the educational and recreational opportunities in Rose Canyon and San Clemente Canyon, including Rose Canyon Open Space Park and Marian Bear Natural Park. Individually and cumulatively these</p>

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				projects will also have major impacts on the already highly constrained wildlife movement corridors between Marian Bear Natural Park and Rose Canyon Open Space Park near the SR 52/I-5 interchange and between San Clemente Canyon, MCAS Miramar, and Rose Canyon at the SR-52/I-805 interchange. Impacts at this location include the movement of Mule Deer and other MSCP covered species.
120	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>The wildlife movement corridor that currently exists between Marian Bear Park and MCAS Miramar under the I-805/SR-52 interchange is highly constrained. We strongly suggest that engineering and environmental staff visit this location to understand the magnitude of the issues at this location.</p> <ul style="list-style-type: none"> • With the proposed addition of multiple additional massive highway structures at this intersection, that wildlife corridor needs to be not only maintained but redesigned with major improvements. • It needs to be designed based on ALL the proposed projects for the I-805/SR 52 intersection (including as well the SR-52 Class I bike path), no matter what year they are proposed to be built. The individual and cumulative impacts of all these projects need to be evaluated together rather than piece-mealed project by project. These projects individually and collectively, run counter to the statements SANDAG makes that the Regional Plan is “only repurposing existing lanes” and “not adding capacity” to highways. Collectively these projects add many new lanes and significantly increase capacity on both SR-52 and I-805.
121	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>These projects, individually and collectively, with their enormous environmental damage, also run counter to multiple statements made in the Draft CMCP. These include:</p> <p>P. ES-2: “The corridor is uniquely defined by the sensitive</p>

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				<p>landscapes and protected lands such as slopes and canyons, parks, and a nearby military facility located in the center of the corridor.”</p> <p>P. 42: “...the corridor includes several destinations and protected areas.” Among those listed: Rose Canyon Open Space Park, San Clemente Park (i.e. San Clemente Canyon), and Marian Bear Memorial Park.</p> <p>“The corridor has a high degree of topography and steep slopes, and it bisects large open spaces with native habitat in MCAS and Mission Trails Regional Park. The canyons, parks, and waterways of the corridor are essential elements of its character and provide habitats for native wildlife as well as popular recreational destinations. Part of the corridor is designated as a scenic byway and adjacent to the corridor area are military lands, parks, and a major crossing of the San Diego River resulting in numerous sensitive environmental considerations. Its sensitive landscapes mean that there are major physical constraints to expanding transportation facilities and related Section 4(f) concerns.”</p> <p>P. 44: Corridor Context Summary: “Sensitive landscape: Much of the corridor is composed of sensitive landscapes and protected lands such as slopes and canyons, parks and a nearby military facility.”</p>
122	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>Model and Off Model Performance Results. From many of the charts shown, there appears to be minimal difference in results between the different alternatives. For example:</p> <p>Figure E-2: There appears to be very little difference in mode shift between the 2050 CCT No Build, 2050 Alt 1, Alt 2, or Alt 3.</p> <p>Figure E-4: There appears to be very little difference in mode shift between the 2050 CCT No Build, 2050 Alt 1, Alt 2, or Alt 3</p> <p>Figure E-5: There appears to be very little difference in mode shift between the 2050 CCT No Build, 2050 Alt 1, Alt 2, or Alt 3.</p>

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				<p>Figure E-6: There appears to be very little difference in mode shift between the 2050 CCT No Build, 2050 Alt 1, Alt 2, or Alt 3.</p> <p>Figure E-7: There appears to be very little difference in mode shift between the CCT NB, Alt 1, Alt 2, or Alt 3.</p> <p>Table E-2: For many categories, there appears to be very little difference in mode shift between the 2050 CMCP CCT No Build, 2050, Alt 2, or Alt 3. Given the small differences and the large sums of money that would be required to build the alternatives, it is unclear how a decision will be made about what to adopt.</p>
123	3/12/2023	Friends of Rose Canyon - Deborah Knight	Written Comment	<p>Given the small differences and the large sums of money that would be required to build the alternatives, it is unclear how a decision will be made about what to adopt.</p> <p>Thank you for your consideration of our comments.</p>
124	3/22/2023	Theresa Panish	Written Comment	<p>Hello, I have lived in North Pacific Beach for many years.</p> <p>My question is why we have not put an I5 N. on-ramp in La Jolla. It seems with our green initiative it would make a lot of sense to save the 40,000 people who live in La Jolla the trouble of going south through Pacific beach in order to get on the freeway heading North.</p> <p>I am wondering who I would take my question too, and how I would get it to them.</p>