

APPENDIX C: COMMUNITY ENGAGEMENT

Kumeyaay Corridor

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>

SANDAG Equity Statement

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Caltrans Equity Statement

December 10, 2020

Acknowledgement

The California Department of Transportation (Caltrans) acknowledges that communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state’s transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that “quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods.”¹

Caltrans recognizes our leadership role and unique responsibility in State government to eliminate barriers to provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision-making that recognizes past, stops current, and prevents future harms from our actions.

Statement of Commitment

We will achieve equity when everyone has access to what they need to thrive — starting with our most vulnerable — no matter their race, socioeconomic status, identity, where they live, or how they travel. To create a brighter future for all Californians, Caltrans will implement concrete actions as outlined in our Race & Equity Action Plan, regularly update our Action Plan, and establish clear metrics for accountability in order to achieve the following commitments:

People: We will create a workforce at all levels that is representative of the communities we serve by improving our recruitment, hiring, contracting, and leadership development policies and practices.

Programs & Projects: We will meaningfully engage communities most impacted by structural racism in the creation and implementation of the programs and projects that impact their daily lives by creating more transparent, inclusive, and ongoing consultation and collaboration processes. We will achieve our equity commitments through an engagement process where everyone is treated with dignity and justice. We will reform our programs, policies, and procedures based on this engagement to avoid harm to frontline and vulnerable communities. We will prioritize projects that improve access for and provide meaningful benefits to underserved communities.

Partnerships: By leveraging our transportation investments, we also commit to increasing pathways to opportunity for minority-owned and disadvantaged business enterprises, and for individuals who face systemic barriers to employment.

Planet: We commit to combatting the climate crisis and its disproportionate impact on frontline and vulnerable communities — such as Black and Indigenous peoples, communities of color, the people experiencing homelessness, people with disabilities, and youth. We will change how we plan, design, build, and maintain our transportation investments to create a more resilient system that more equitably distributes the benefits and burdens to the current and future generations of Californians.

¹ California State Transportation Agency Secretary David Kim’s Statement on Racial Equity, Justice and Inclusion in Transportation

Equity and Best Practices in the CMCP Process

Reflecting the SANDAG and Caltrans equity statements and best practices in inclusive public engagement, equity was incorporated throughout the engagement process. Additional details are outlined below.

Language

The following language accommodations were provided throughout the public engagement process:

- All outreach materials used to develop the CMCP were provided in English and Spanish. Additional language translations were available upon request. For example, as requested by community-based organizations and/or project team members, a subset of materials was also produced in Arabic and Vietnamese to respond to populations that were anticipated to attend community engagement events .
- Simultaneous interpretation into Spanish was provided at the Public Workshops, and additional languages were available upon request.
- Closed captioning in English was provided during the Public Workshops via Zoom's live transcription feature.

Digital Divide

"Digital divide" is the term used to describe the gap between those who have easy and reliable access to personal computing devices and the internet, and those who do not. This gap can create barriers to participation and inclusion in community engagement processes, especially in a diverse and large area like San Diego County. In most cases, low-income communities of color have higher concentrations of individuals without reliable access to the internet and computer devices.

To address the digital divide in community engagement, analog information-sharing methods were used as alternatives, or in addition, to digital ones. The following methods were used to reach a wider audience, especially those in underserved communities or with low digital literacy.

- Setting up information booths or kiosks in public places that display posters, flyers, or maps that explain and solicited feedback on the Kumeyaay Corridor CMCP
- Distributing paper copies of the Social Pinpoint engagement survey to community members upon request
- Holding in-person and virtual meetings with dial-in options and in-person pop-up events with the public, and community groups and representatives to discuss the Kumeyaay Corridor CMCP
- Providing a CMCP phone number, with a message in English and Spanish, as a method of providing feedback via a phone call or text
- Creating and distributing digital messages that inform and invite people to participate in community events, projects, or initiatives

Using analog methods for community engagement can help bridge the digital divide by reaching more people, increasing awareness and interest, fostering dialogue and trust, and empowering people to take action.

Engagement Approach

The engagement approach fundamentals identified below reflect the engagement goals, engagement guidance, and engagement risks and mitigation strategies identified in the Public Engagement Plan developed for the Kumeeyaay Corridor CMCP, as well as equity and language considerations identified in the previous section.

Engagement Approaches	
Approach	Details
Be strategic	Made efforts to ensure that the sequencing and messaging of engagement supports productive interaction with interested parties, such as the general public, community leaders, elected officials, social equity focus populations, etc.
Prioritized engagement in communities affected by structural inequities	Worked closely with SANDAG’s Public Affairs Department and community-based organization partners prior to Phase 1 of engagement to create engagement opportunities for historically underserved and marginalized communities, particularly with respect to planning and executing the social equity focus meetings.
Partnered with known leaders, CBOs, schools, and/or neighboring Tribal Nations	Leveraged SANDAG community-based organization networks, the Southern California Tribal Chairmen’s Association (SCTCA), and SANDAG’s Tribal Transportation Working Group to identify partnership opportunities.
Incorporated equity considerations such as age, language, gender, socioeconomic status, abilities, accessibility, cultural norms, and digital divide issues in designing event formats and activities	Event plan identified specific approaches to language needs, communication style, and interactive activity format most appropriate for the meeting/event locations selected.
Leveraged existing community events	Where possible, to increase participation, engagement was tied to standing meetings or community events where people were already gathered.

Public and Stakeholder Feedback

Overview of Outreach Events and Efforts

Table 1: List of Outreach Events

List of Outreach Events – Phase 1	
Public and Stakeholders	
Event/Meeting	Date
Virtual Engagement Hub	August 9, 2022 to December 2, 2022
Virtual Public Meeting	September 15, 2022
Linda Vista Collaborative Meeting	September 21, 2022
SANDAG Social Equity Working Group Meeting	September 29, 2022
El Cajon Collaborative Meeting	October 4, 2022
Interagency Technical Working Group on Tribal Transportation Issues	October 5, 2022
Transportation Committee Meeting	October 7, 2022
SANDAG Community Fair Pop-up Event	October 9, 2022
San Diego Transportation Equity Working Group Meeting	October 10, 2022
Linda Vista Famer’s Market Pop-Up Event	November 3, 2022
Mobility Working Group Meeting	November 10, 2022
Social Services Transportation Advisory Council Working Group Meeting	November 15, 2022
Mid-City CAN Meeting	November 21, 2022
SD River Park Foundation Meeting	November 22, 2022
Riverwalk San Diego Developer Meeting	November 30, 2022
San Diego State University Coordination Meeting	December 2, 2022
University of California San Diego Coordination Meeting	December 2, 2022
Mission Valley Planning Group Coordination Meeting	March 3, 2023
List of Outreach Events – Phase 2	
Public and Stakeholders	
Event/Meeting	Date
Mission Valley Planning Group Coordination Meeting	January 3, 2024
Mobility Working Group Meeting	January 11, 2024
Virtual Engagement Hub	March 6, 2024 to April 5, 2024
Virtual Public Meeting	March 20, 2024

Key Themes from Public and Stakeholder Engagement

Travel Destination: The Kumeyaay Corridor was most frequently cited by participants as primarily a travel destination for commercial and recreational activity (groceries, retail, entertainment, worship), followed by an employment center, then a residential area. Survey participants most frequently noted travel through and within the study area at least five days a week.

Vehicle-Oriented Environment: Many participants noted that private vehicles (car, truck, motorcycle) were their primary mode of travel in the study area. Participants noted deficiencies in vehicle-oriented infrastructure, such as missing shoulder lanes or short on-ramps, causing dangerous roadway conditions.

Transportation Concerns: Members of the public were most concerned about traffic congestion, travel safety, and the lack of environmentally friendly options for travel within the study area. Notably, the concerns about traffic congestion were elevated for the Mission Valley area.

Pedestrian and Bike Infrastructure Focus: Comments about the need for pedestrian and bike infrastructure improvements were the most common. The physical separation of pedestrians and bikes from vehicle traffic was frequently cited as a way to improve safety for all modes of travel studied for the CMCP. Participants also noted a desire for pedestrian-only infrastructure, such as pedestrian overpasses, citing difficulties with vehicular traffic at at-grade crossings.

Rail Transportation Options: Members of the public shared frequent comments about their desire for expanded coverage and increased frequency of service for rail transportation options in the study area, including Trolley, COASTER, and Amtrak. Additionally, participants shared desired improvements to existing services, including more frequent and faster travel times and improved pedestrian connections to stations.

The following sections provide an overview of all engagement and outreach activities, including meeting/event dates and a summary of feedback.

Agency Coordination Team Meetings

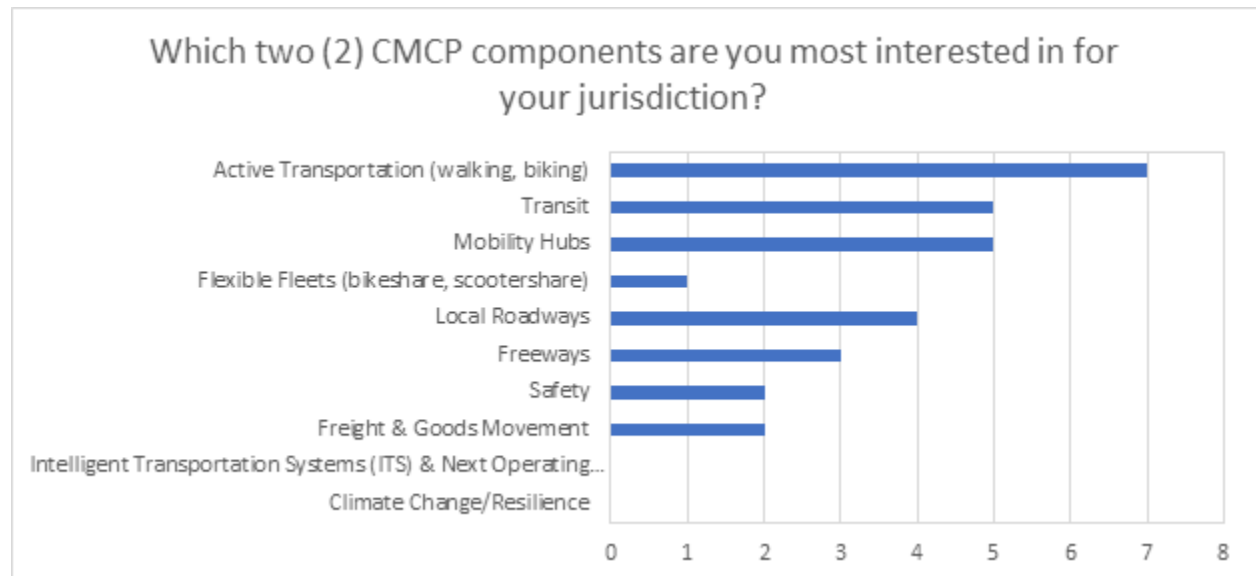
Overview

The Agency Coordination Team (ACT) provided a coordinated mechanism for interaction with key agency and stakeholder representatives. The ACT meetings served to provide project updates, ensure coordination among key stakeholders and solicit feedback and technical assistance at critical junctures of the study process. Agency Coordination Team included representatives from the California Coastal Commission, City of El Cajon, City of La Mesa, City of Lemon Grove, City of San Diego, City of Santee, County of San Diego, Interagency Technical Working Group on Tribal Transportation Issues, Port of San Diego, San Diego County Regional Airport Authority, San Diego Gas and Electric (SDG&E), San Diego Metropolitan Transit System (MTS), and San Diego State University.

Table 2: List of Agency Coordination Team Meetings

List of Agency Coordination Team Meetings	
Agency Coordination Team Meeting	Meeting Date
Agency Coordination Team Meeting #1	4/20/2022
Agency Coordination Team Meeting #2	7/27/2022
Individual Coordination Meetings with Participating Agencies	December 2022

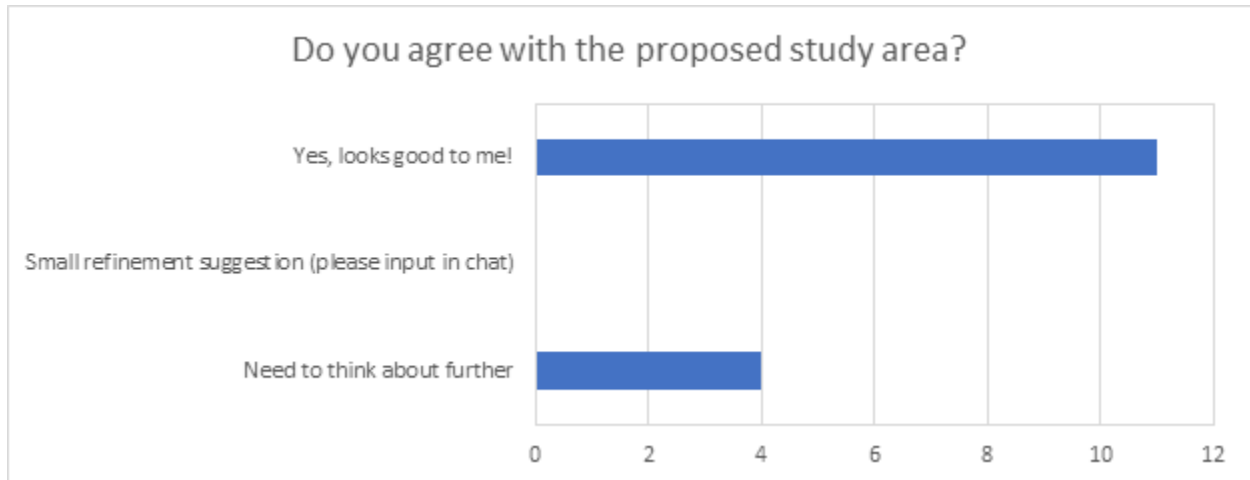
The first Agency Coordination Team (ACT) meeting introduced participants to the project by providing an overview of what CMCPs are and the key phases. A poll was given to learn about which topics attendees were most interested in, yielding the following results:



A question was asked to define “Mobility Hubs.” Mobility Hubs are the location where multiple modes converge and facilitate multimodal trips. They usually include a transit stop (ex., bus or Trolley), and could also include space for bikeshare or scootershare, carpooling, etc.

A recommendation was made to consider a wildlife corridor.

The methodology for defining the Kumeyaay Corridor project study area was discussed. The methodology was followed by a poll asking if participants agreed with the proposed study area:



The following additional comments/questions were raised during the open discussion period:

- The City of San Diego is preparing an updated Environmental Justice Element to help address equity and updates to the Hillcrest and College Community Plans.
- San Diego International Airport doesn't front I-8, however, many airport passengers, employees, and freight utilize the I-8 corridor each day.

The second ACT meeting series included a review of existing conditions followed by a group discussion that was facilitated using the Miro platform. The following three questions were used to prompt participants:

- What are the greatest needs and opportunities in your jurisdiction? Specific locations?
- What planned projects should we be aware of?
- Any "wish list" items you want included in the CMCP?

Responses to the questions were categorized by the recommendation category as follows:

Transit, Mobility Hubs, Flexible Fleets				
Needs	North-south service across I-8 & Mission Valley.	Better access to Green Line stations.	Revisit east-west planned commuter line on mesa. Expensive. Consider Rapid.	Microtransit service in El Cajon.
Planned	SANDAG Flexible Fleet Implementation Plan	New purple line alignment study initiating late 2022/2023	Next Gen Rapid Advanced Planning Study: Routes 41 and 625 will be included	
Wish	Commuter Express from unincorporated Lakeside/ Bostonia to the larger transit network.	Grade separation at Taylor Street	TDM solutions - programs to encourage transit use in Mission Valley	

Active Transportation				
Needs	I-8 freeway and interchanges are AT barriers	Need better access to Class I bikeways at natural resources (Mission Bay, SD River Trail, Lake Murray, Mission Trail RP)	Improve bike access to SDSU	Ped and bike safety in El Cajon - complete gaps in infrastructure
Planned	Caltrans D11 AT Plan (CAT)	Caltrans PSR for AT connections across I-5 (Tecolote to Clairemont Dr)	Roundabout at the intersection of El Cajon Boulevard/Johnson Avenue that will be completed in early 2023. Construction of cycle tracks (Class IV) on Main Street from Marshall Avenue to Johnson Avenue.	La Mesa/SD watermain replacement project will improve bicycling along 70th St across I-8
Wish	SR-15 bikeway connection across I-8	Freeway crossings without ramps	Bike facilities and sidewalks across all freeway overpasses.	Focus on development of the El Cajon Transit Center

Highway, Roadway, ITS, NextOS, Goods Movement				
Needs	Speeding along Lake Jennings Park Road - used as I-8 to SR-67 cut through	Modernize existing Caltrans signals. Capture bike and ped data; vehicle speed, volume, classification	Need for better interagency signal coordination and TSP treatments	Need for adaptive signal phasing along Rosecrans and Friars Road
	Removal of SR-125 toll south of SR-94 may influence travel patterns.	Broadband along I-8 east of SR-125 in Caltrans ROW. Completion before 2027.	Airport T1 replacement through 2025. Completion of 30-gate terminal in 2027. Anticipate Air Cargo facility on north side of property. Air cargo will be increasing/improving.	
	An east-west "AT Corridor" within I-8 ROW? Landscaped separated space for bikes/peds parallel to I-8.	Separating I-8 into local (access to exits) and express lanes (no access to exits) between I-15 and SR 163	Establish truck route map	
Planned				
Wish				
Resilience, Environmental, Energy (ZEV) Equity				
Needs	Caltrans - Hydrology - Upgrade culverts. Culverts/pipes breaking disrupt travel patterns.	Identify disadvantaged populations that live within flood hazard zones.	Mitigate urban heat island impacts around transportation infrastructure, especially areas with higher elderly populations	
	The MV CPU proposed two future highwater crossings at Fenton Parkway and at Riverwalk/Street J.	Broadband improvements along I-8 may improve internet access for social equity focus communities in unincorporated areas	SDGE completing EV Strategy in Spring 2023. EV gap analysis is available (goals/objectives and barriers to EV adoption. Numbers to achieve State Goals).	
	Multi-beneficial flood prevention around SD River	Housing is more affordable inland, impacting east/west commute. Increasing equitable transit options would be a good bundle of projects.	Wildlife crossings	Incorporate Storm water management designs into improvements.
Planned				
Wish				

For the third and final ACT meeting series, the project team met with each of the participating agencies to discuss recommended improvements tailored to their specific areas, informed by previous input and collaborative efforts throughout the planning phase. ACT members had the opportunity to offer feedback, which was integrated into the updated multimodal networks.

Subject Matter Expert Meetings

Overview

Table 3: List of Subject Matter Expert Meetings

List of Subject Matter Expert Meetings	
Subject Matter Expert Areas	Meeting Date
Transit, Mobility Hubs, and Flexible Fleets	7/15/2022 & 9/20/2022
Highway and Roadway, Intelligent Transportations, Systems and Tolling, Goods Movement and Next Operating System (OS)	7/12/2022 & 9/20/2022
Active Transportation	7/15/2022 & 9/26/2022
Resilience, Environmental, Energy (Zero-emissions Vehicles), and Equity	7/18/2022 & 9/28/2022
Data and Modelling, Performance Measures, Cost Estimates	7/12/2022 & 10/12/2022

Feedback

The initial Subject Matter Expert (SME) meeting series served to identify issues, barriers, and challenges for the respective groups. The information retained during the first SME series was used to inform the issues which would serve as the basis of strategy and solution development and are included in Table 4-1 through Table 4-4.

The second series of SME meetings entailed reviewing strategies and solutions that address the previously identified issues. The solutions would go on to become the Kumeyaay Corridor's Transportation Solution Strategies, presented in Figure 5-2 through Figure 5-5 and Appendix E .

Working Group Meetings

Overview

Table 4: List of Working Group Meetings

List of Working Group Meetings	
Phase 1	
Event/Meeting	Date
SANDAG Social Equity Working Group Meeting	September 29, 2022
SANDAG Transportation Committee Meeting	October 7, 2022
Mobility Working Group Meeting	November 10, 2022
Social Services Transportation Advisory Council Working Group Meeting	November 15, 2022
Phase 2	
Mobility Working Group Meeting	January 11, 2024

Feedback

SANDAG and Caltrans District 11 presented on the Kumeyaay Corridor CMCP project and provided an opportunity for Working Group members to ask questions and share comments on the project. Feedback included comments and questions about the accessibility and availability of the CMCP, CMCP process, recommendations for infrastructure improvements related to active transportation and transit options, discussion of collaboration with other agencies and stakeholders, questions about potential corridor study gap areas, a desire for “Safe Routes to Schools,” discussion of incorporating the San Diego River into discussions, and feedback related to vehicular infrastructure, including recommendations for on- and off-ramps, flex lanes, dynamic signage, parking, and last-mile transit connections.

Coordination with Tribal Nations

Overview

Table 5: Tribal Working Group Meeting

Tribal Working Group Meeting	
Phase 1	
Event/Meeting	Date
Interagency Technical Working Group on Tribal Transportation Issues	October 5, 2022

Feedback

Feedback received at the Tribal Working Group meeting related to appreciation for engagement with Tribal Nations and a project name that honors the Kumeyaay people, questions about further Tribal engagement, and discussion regarding plans for rural areas further east of the corridor study area. Additionally, it was requested to include the I-8 and Willows Road Interchange Improvements in this study.

Stakeholder Interviews

Overview

Organizations of influence on the community’s future (e.g., developers, major institutions, advocacy groups) were also interviewed to ensure that projects do not conflict with stakeholder plans. The purpose of these interviews was to ensure there was a common understanding of transportation issues and to confirm their development plans were coordinated with identified transportation needs and potential transportation solutions. The following parties were interested in meeting and provided their input.

Table 6: List of Stakeholder Interviews

List of Stakeholder Interviews	
Phase 1	
Event/Meeting	Date
Riverwalk San Diego Developer Meeting	November 30, 2022
San Diego State University Coordination Meeting	December 2, 2022
University of California San Diego Coordination Meeting	December 2, 2022

Feedback

Stakeholders noted specific details and updates about development and construction in the CMCP study area including the Riverwalk development, SDSU West campus, and UCSD Hillcrest, desire for optimization of traffic flow, improvements along Rancho Mission Road, and workforce housing and hospital development. Support was shared for the Skyway Tram and MTS Rapid Bus Service.

Community-Based Organization Events

Overview

Table 7: List of Community-Based Organization Events

List of Community-Based Organization Events	
Phase 1	
Event/Meeting	Date
Linda Vista Collaborative Meeting	September 21, 2022
El Cajon Collaborative Meeting	October 4, 2022
San Diego Transportation Equity Working Group Meeting	October 10, 2022
Mid-City CAN Meeting	November 21, 2022
SD River Park Foundation Meeting	November 22, 2022

Feedback

SANDAG and Caltrans District 11 presented on the Kumeyaay Corridor CMCP project, and shared ways for community members to provide feedback including through the interactive map on the Virtual Engagement Hub. Feedback from Community-Based Organization events related to the accessibility and availability of outreach materials, including maps of bike paths and electric vehicle supply equipment, and desire for an extended outreach period. Requests were also shared for additional pedestrian-serving infrastructure, improved transit conditions and transit stations serving as community hubs. There also was a discussion of referencing community plans and questions related to the source and details of the travel data. Feedback also included identification of challenges related to public safety, congestion, and San Diego River health within the CMCP study area.

Community Planning Group Meetings

Overview

Table 8: List of Community Planning Group Meetings

List of Community Planning Group Meetings	
Phase 1	
Event/Meeting	Date
Mission Valley Planning Group Coordination Meeting	March 3, 2023
Phase 2	
Mission Valley Planning Group Coordination Meeting	January 3, 2024

SANDAG and Caltrans District 11 presented on the Kumeyaay Corridor CMCP project at community planning group meetings. Community comments and questions from these meetings are compiled below.

Feedback

The Mission Valley Planning Group provided feedback during both Phase 1 and Phase 2 of outreach. Feedback received included questions about adaptive signals, the timeline for implementation and assessment, and synergy between Mission Valley Community Plan and the CMCP. The Mission Valley Planning Group also shared feedback related to building the skyway as an aerial gondola rather than an aerial tram.

Phase 1 - Virtual Public Workshop – September 15, 2022

Overview

Table 9: Virtual Public Workshop

Virtual Public Workshop	
Phase 1	
Event/Meeting	Date
Virtual Public Workshop	September 15, 2022

Feedback

The first Virtual Public Workshop included polling questions to better understand opportunities for improving movement around the corridor, challenges for varying mobility users, and potential opportunities to incentivize mode shift. Attendees had questions and comments about rainwater capture from freeways, collaboration opportunities for transportation priority areas, mobility improvements around congested recreational areas, electric vehicle improvements and reduction of on/off ramps.

Phase 2 - Virtual Public Workshop – March 20, 2024

Overview

Table 11: Virtual Public Workshop

Virtual Public Workshop	
Phase 2	
Event/Meeting	Date
Virtual Public Workshop	March 20, 2024

Feedback

The second Virtual Public Workshop highlighted proposed improvement projects that were analyzed, and attendees were polled to better understand reactions to proposed improvements. Attendees had questions and comments about consistency with recently adopted plans including the anticipated 2025 Regional Plan update, next steps for implementation of identified projects, and clarification of CMCP boundaries and impacted stakeholders.

Phase 1 - Virtual Public Workshop – September 15, 2022

Overview

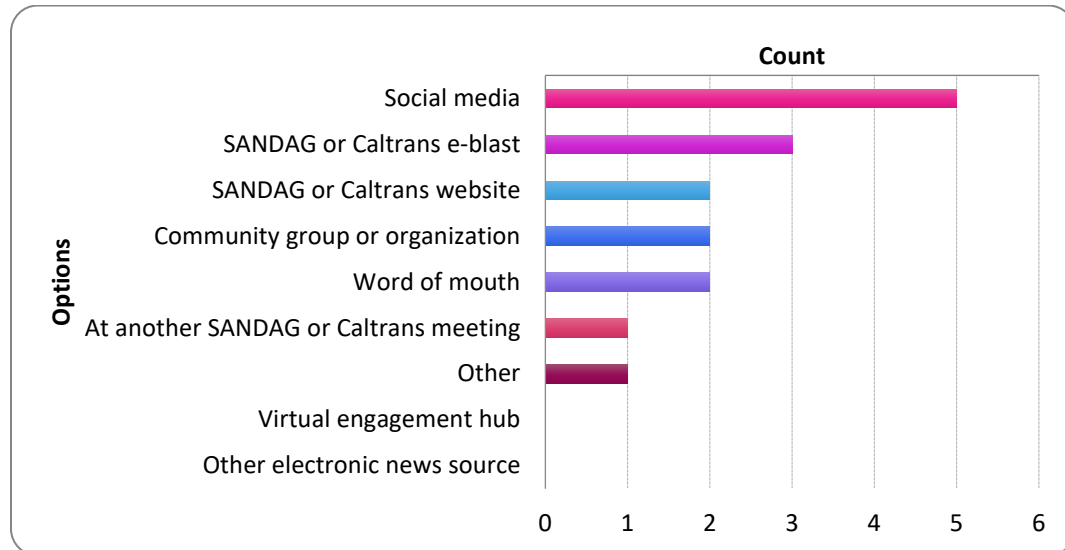
Table 9: Virtual Public Workshop

Virtual Public Workshop	
Phase 1	
Event/Meeting	Date
Virtual Public Workshop	September 15, 2022

Zoom Polling Results and Comments

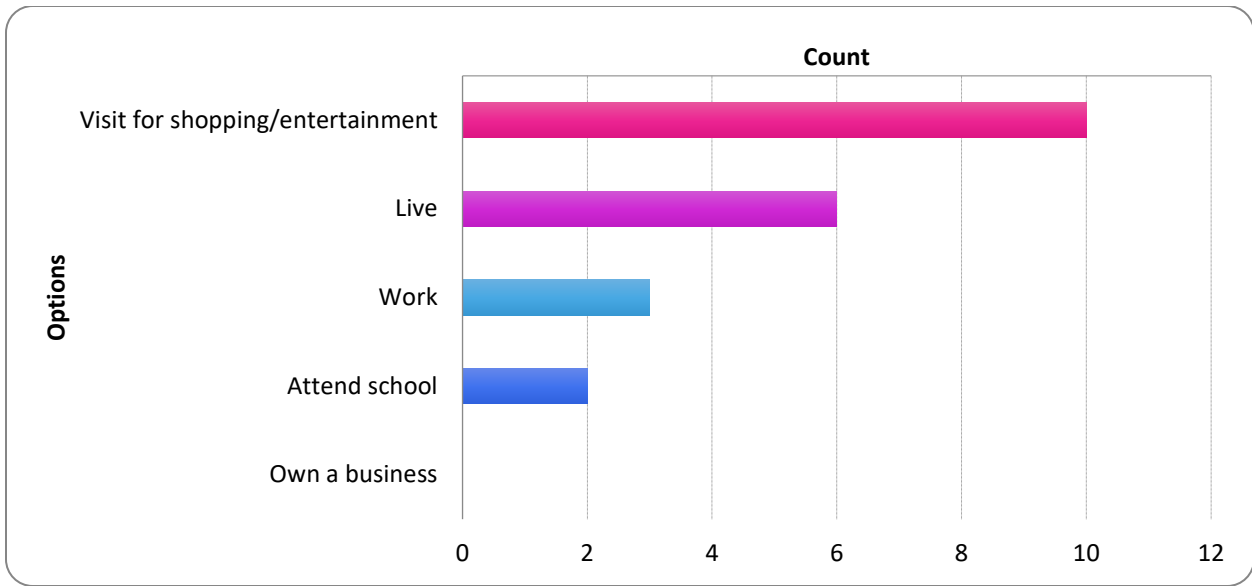
The comment responses for “Other” have been lightly edited for clarity.

- How did you hear about this workshop? (select all that apply)

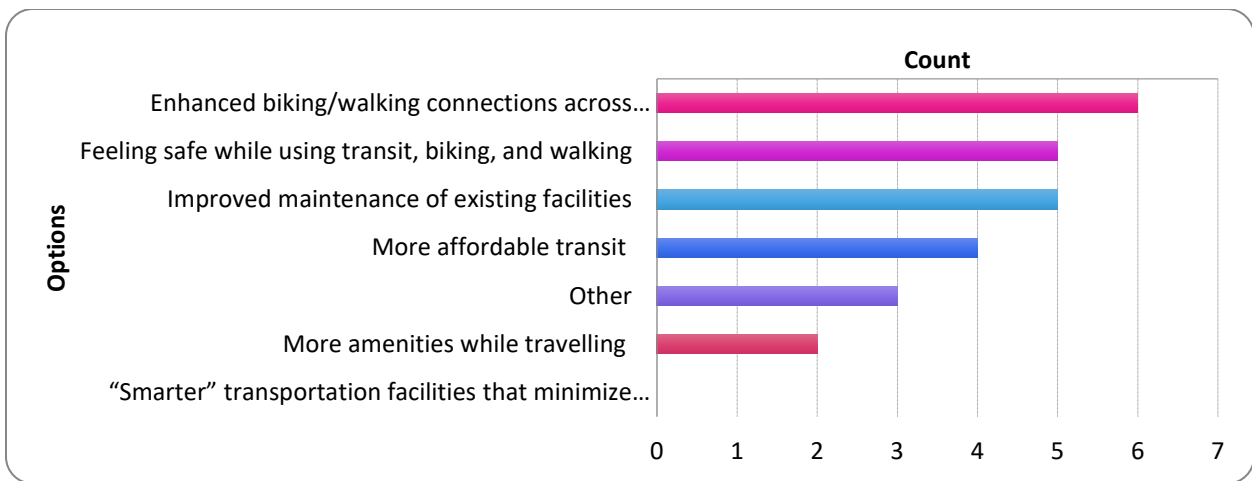


Other
Through email

2. We'd like to know a little about you. Within the study area, do you... (select all that apply)



3. What would improve your travel experience in the study area? (select all that apply)



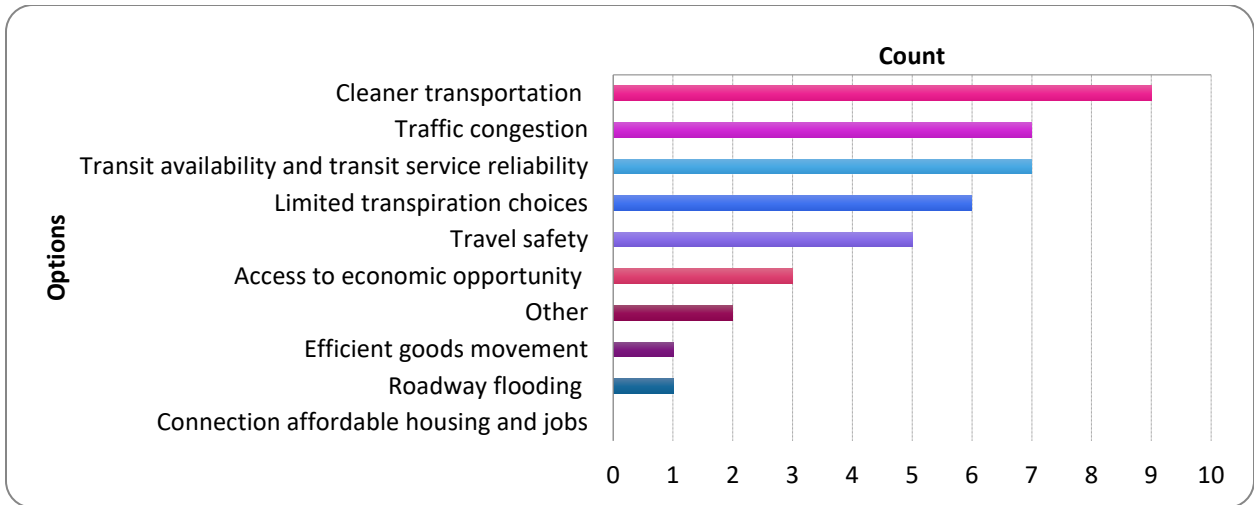
Other

Connect transit between neighborhoods. Mission Valley has a trolley nearby neighborhoods cannot access.

Can you add La Playa neighborhood, South Rosecrans Street and Catalina to include Naval Base Point Loma traffic

Class 3 [Bike Lanes] are awful, you have fenders on one side and doors on the other

4. Do you have any specific transportation concerns regarding the study area? (select all that apply)

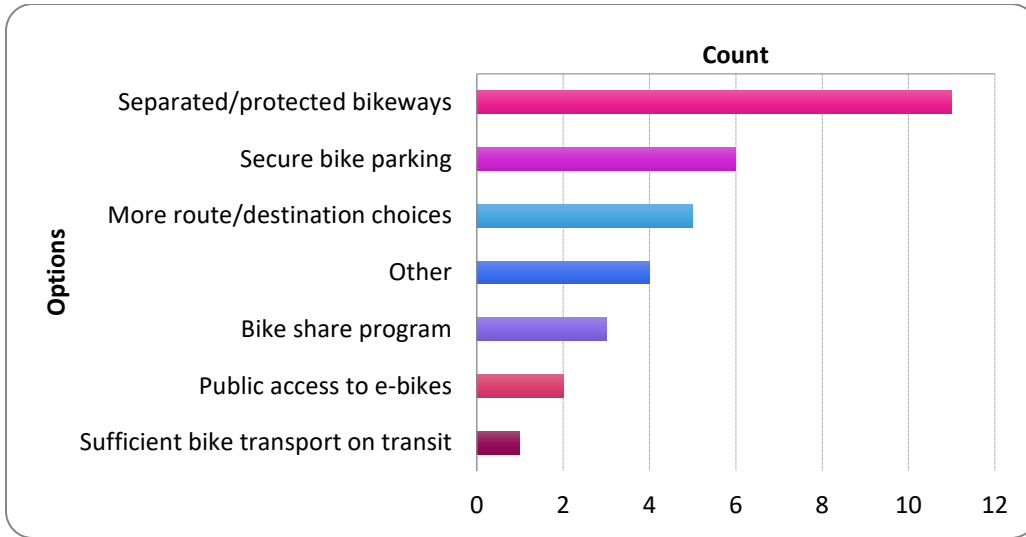


Other

There seems to be a transit deficiency from Mission Valley to Balboa Park.

Transportation concern: private vehicles are most inefficient use of energy and land to move people.

5. If you're able to ride a bike, what would it take for you to consider biking instead of driving?
(select all that apply)



Other

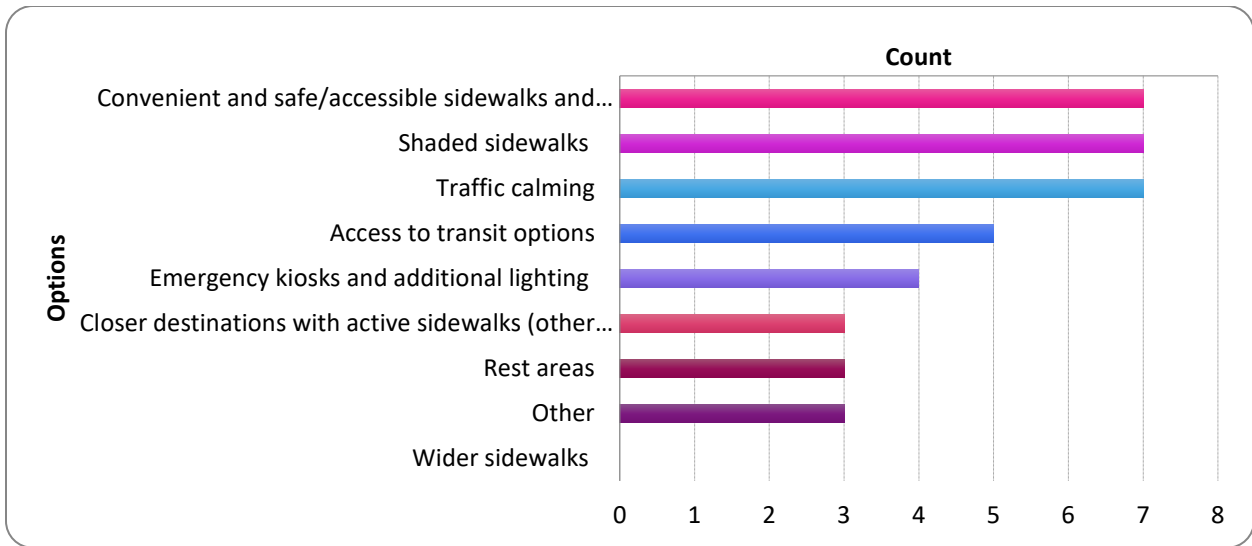
Bike theft enforcement by law enforcement

Well-maintained First Class Bike Path

I live in a small place and storing a bike is too difficult, so bike sharing is attractive

I am older and have stopped riding a bike due to dangers

6. What would it take to make pedestrian options more comfortable? (select all that apply)

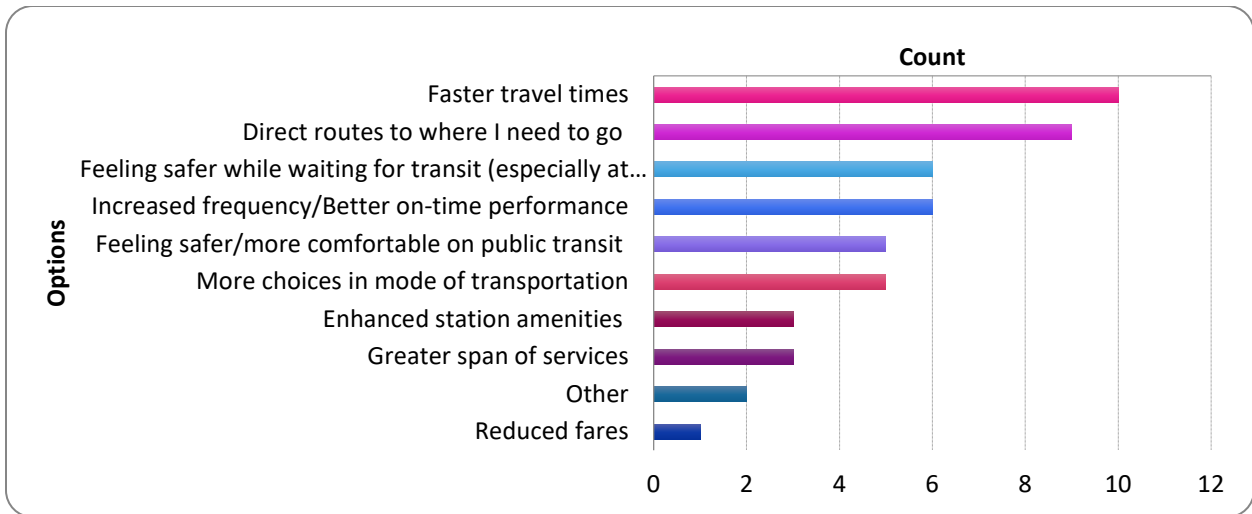


Other

I have walked every street in Normal Heights and too much of the area is sun blasted. Shade would be great.

Two additional respondents selected "Other", but did not provide details in the chat

7. What would it take for you to use transit more often? (select all that apply)

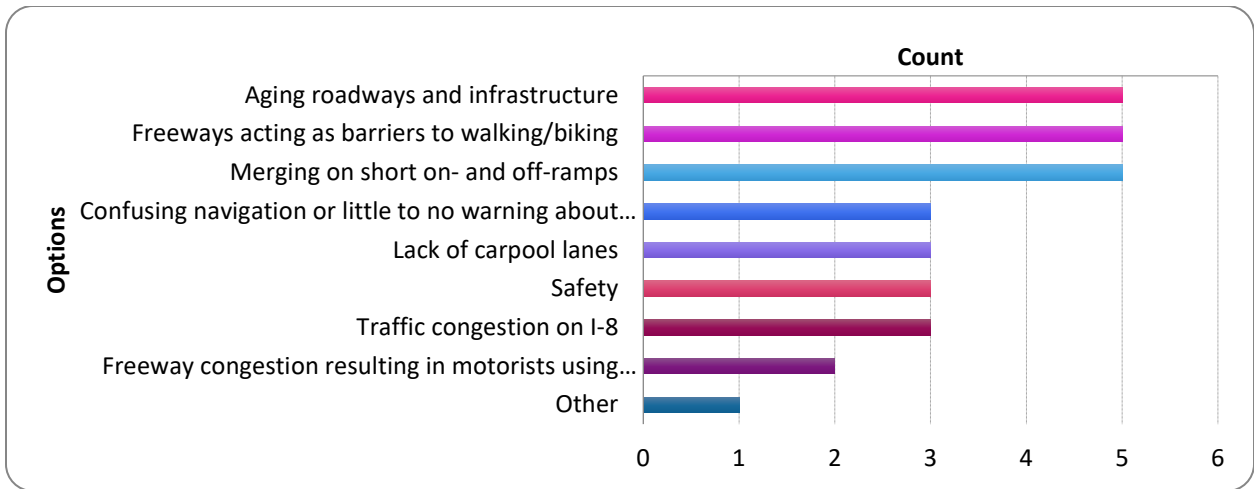


Other

Too much planning of housing is based on "crow flies" access to transportation. TPA maps are a prime example.

I find the carpool lane scary when there is a speed differential with the other lanes as cars sometimes violate the separation.

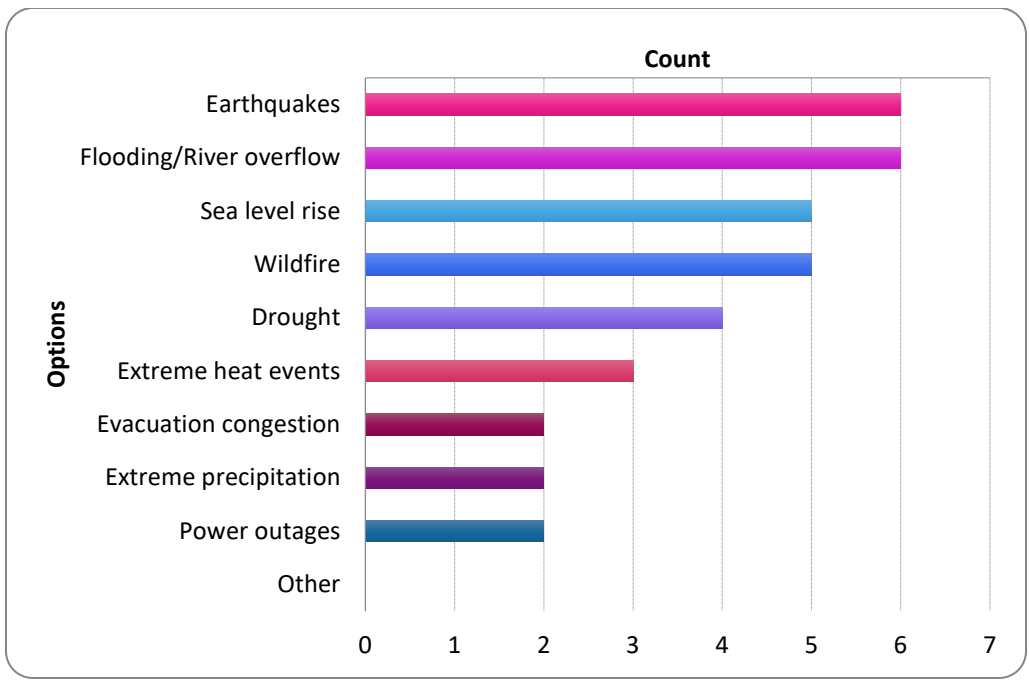
8. What are your concerns about freeways that need to be addressed? (select all that apply)



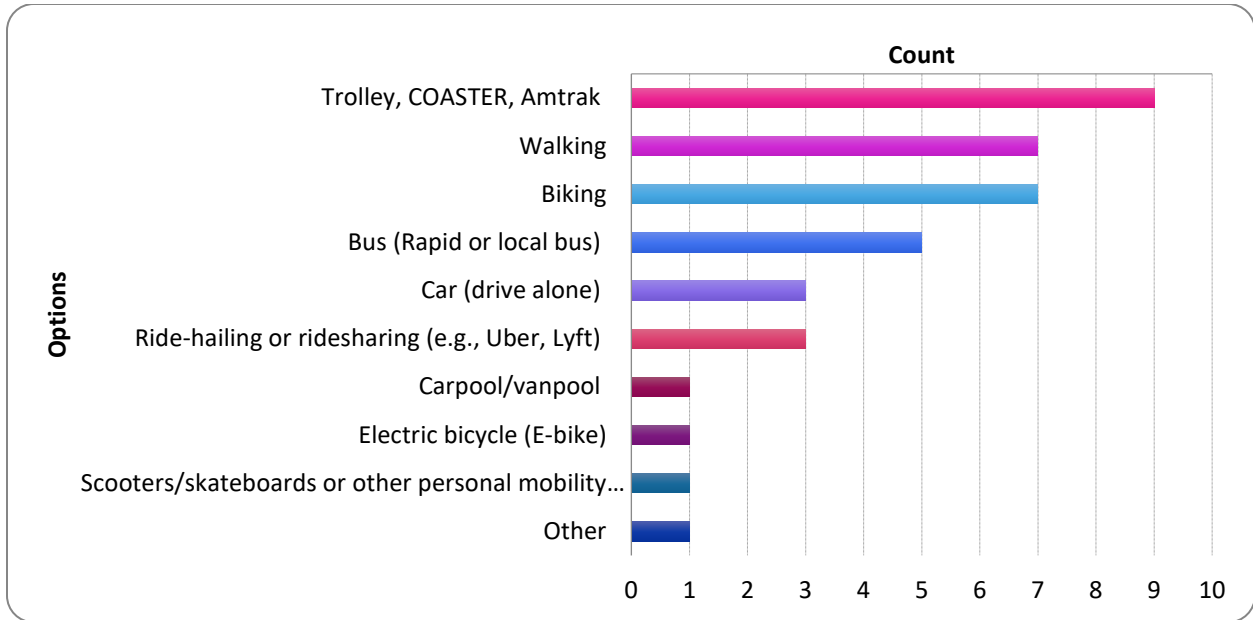
Other

There are sections of 8 and 163 where access is too easy for pedestrians to walk onto the freeway

9. What are three most important resilience elements you would like us to analyze for the Kumeeyaay Corridor?



10. What other transportation options do you wish you could use and/or use more frequently within the study area? (select all that apply)



Other
One respondent selected "Other", but did not provide details in the chat

Public Meeting Q&A Questions and Additional Public Comments

Table 10: Public Meeting Questions and Comments

Public Meeting Questions and Comments	
Virtual Public Meeting	
ID	Question
1	Related to flooding: Is there a way to capture rainwater from freeway run off?
2	How does SANDAG interface with Development Services Department (DSD) for determination of transportation priority areas (TPA) in order to coordinate a Smart Growth holistic plan?
3	Please consider the recreational activities in the corridor for people that want to go to Mission Beach, Ocean Beach, Mission Bay and Balboa Park. As you know, those places are congested on summer weekends
4	Is the shift to electric vehicles influencing planning e.g., highways and parking vs. public transport?
5	Any plans to reduce the number of on/off ramps to increase freeway safety?

Phase 2 - Virtual Public Workshop – March 20, 2024

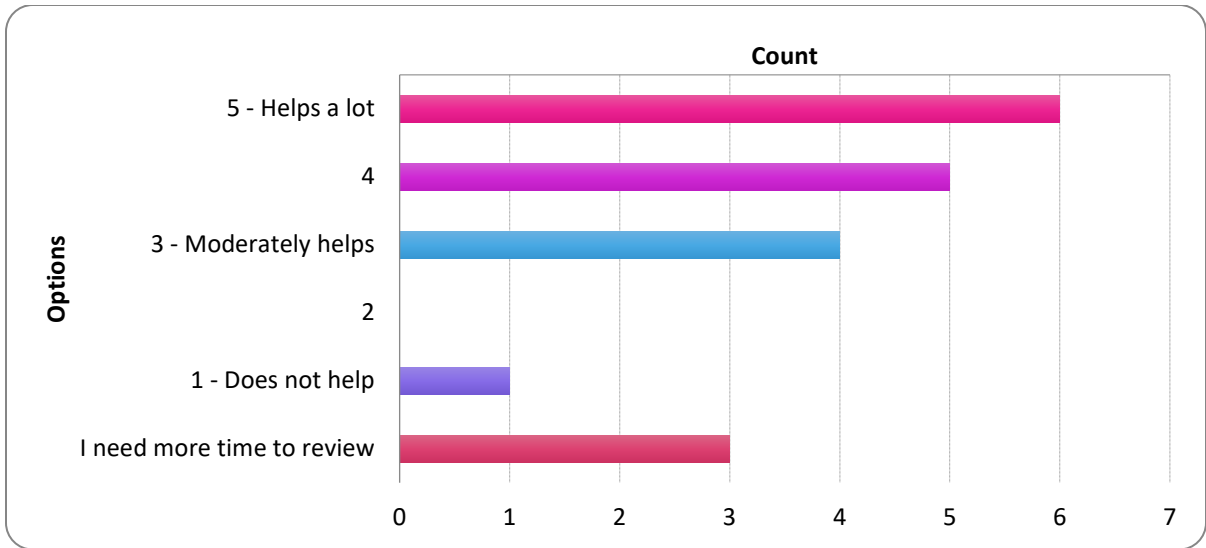
Overview

Table 11: Virtual Public Workshop

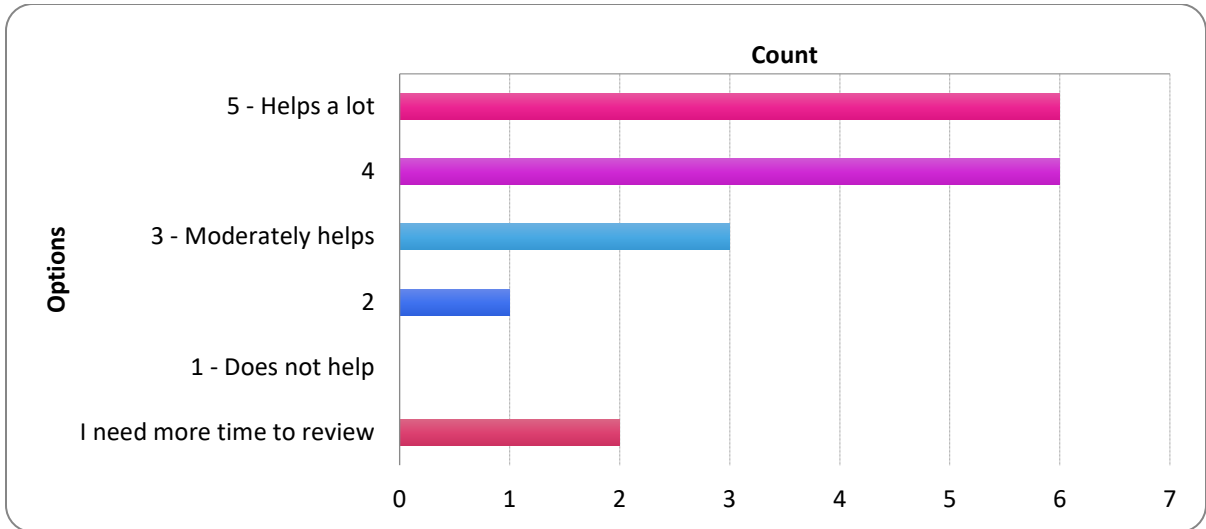
Virtual Public Workshop	
Phase 2	
Event/Meeting	Date
Virtual Public Workshop	March 20, 2024

Zoom Polling Results and Comments

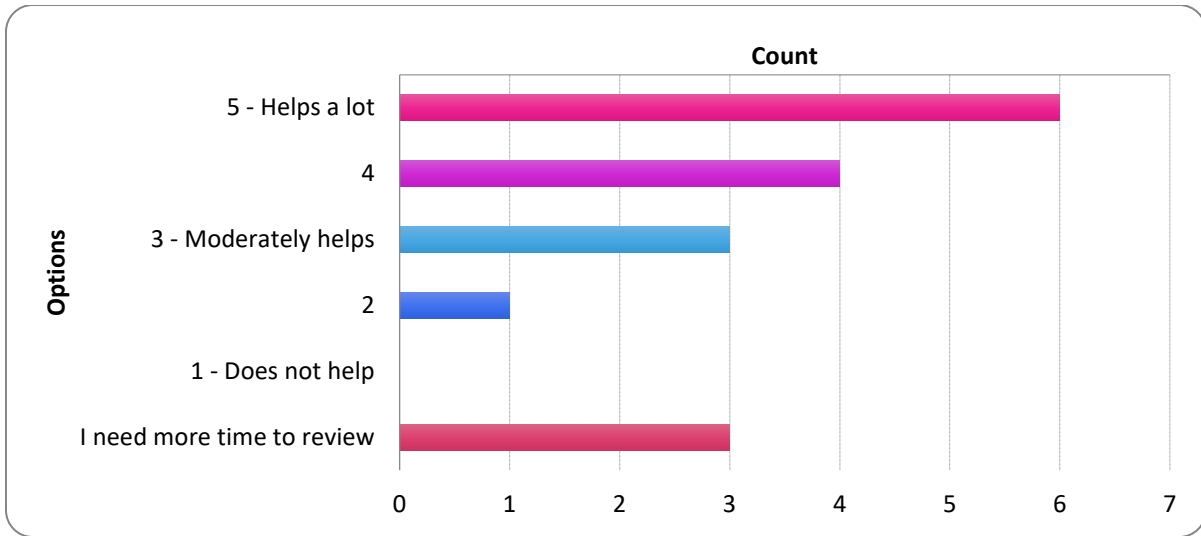
1. Would these changes help make the community feel more comfortable walking, biking and rolling to get around?



2. Would these changes help make it easier for the community to get around while using transit?



3. Would these roadway and technology improvements help people traveling by bus, car, or truck?



4. Which types of Transportation Solution Strategies do you feel would best benefit the community?

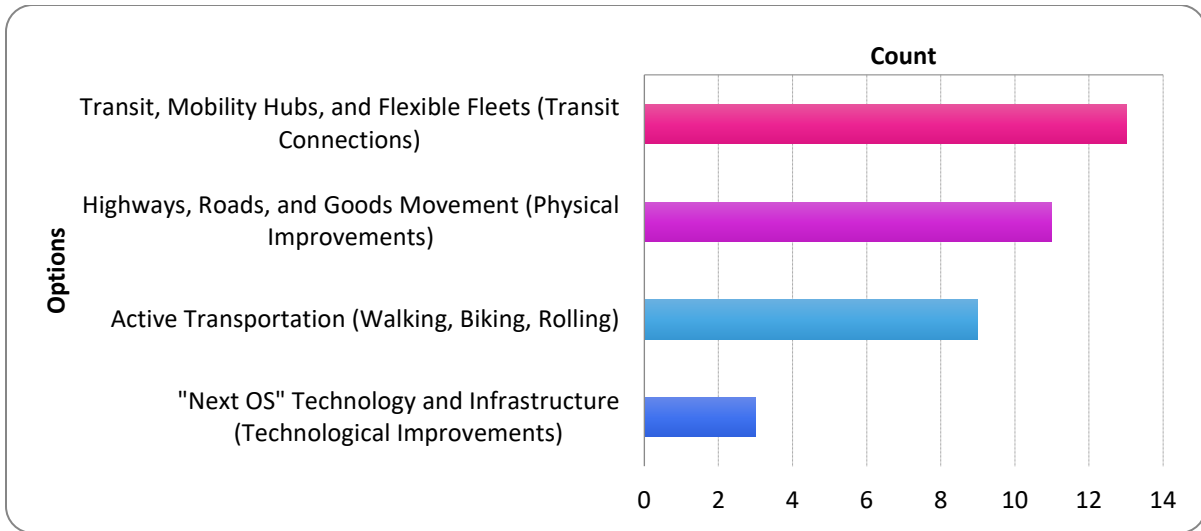


Table 12: Virtual Public Workshop

Public Meeting Questions and Comments	
Virtual Public Workshop – Phase 2	
ID	Question
1	Are the Active Transportation solutions completely consistent with the local jurisdictions adopted General Plan and ATP or are there cases where the AT solutions deviate from adopted plans?
2	It is my understanding that Mobility Hubs will now be referred to Transportation Investment Areas - is that correct? Are the terms synonymous?
3	Why doesn't the Uptown streetcar connect in a loop through hillcrest/university heights? It looks like two separate branches running through Banker's Hill and Golden Hill/South Park
4	Who is the "Community"? What about those traveling into the "community"? What services are being discussed to reduce VMT from the rest of the I 8 corridor from Jacumba to El Cajon?
5	Was the starting point for the 456 CMCP solutions-based input from public outreach meetings or was some type of existing conditions assessment performed in conjunction to identify locations in need of improvements?
6	Can you speak to the timeline for implementation of projects in Caltrans jurisdiction? In particular, I was interested in the Texas Street/I-8 interchange redesign, which is much needed since it's very dangerous for pedestrians and cyclists traveling from North Park to Mission Valley or the Rio Vista trolley station. Caltrans has historically given little priority to Complete Streets projects and I have almost been struck by cars multiple times while cycling through this area
7	
8	Camino de La Reina intersection at Texas Street is also problematic with pedestrians which is jurisdiction of the City of San Diego.
9	This plan excludes the east county residents from Jacumba to El Cajon. is there potential for rapid transit to serve communities along the I 8 Corridor
10	How will the 456 CMCP solutions be integrated into the 2025 Regional Plan and the associated \$62.8B cost estimate?
11	Will the Rapid 41 bus run from Hillcrest to UCSD or Fashion Valley to UCSD? Plans for that route have shown both as options. I would highly urge extending service to Hillcrest to provide a one seat ride from Uptown to UTC

Pop-Up Events

Overview

Pop-up events are temporary and flexible activities tailored to different contexts and locations, typically at already existing community events. The public had the opportunity to take a survey and provide other feedback at these events. Comments with geographic specificity obtained from the public at both events were incorporated into the Social Pinpoint map.

Table 12: List of Pop-Up Events

List of Pop-Up Events	
Phase 1	
Event/Meeting	Date
SANDAG Community Fair	October 9, 2022
Linda Vista Farmer's Market	November 3, 2022

Feedback

Public feedback at the pop-up events was provided on physical maps. This feedback was input digitally into Social Pinpoint after each event and is summarized in the following section.

Phase 1 - Virtual Engagement Hub (Social Pinpoint)

Overview

The Kumeyaay Corridor CMCP (including the Mission Valley Mobility Study) Virtual Engagement Hub was developed using Social Pinpoint in English and Spanish. This web-based community engagement platform hosted an interactive map, survey, fact sheet, and comment form. The Virtual Engagement Hub provided a digital method through which members of the public could learn, engage, and provide feedback at each phase of the development of the CMCP in addition to in-person events and meetings. Additionally, the Virtual Engagement Hub served as a repository of project collateral created primarily in English and Spanish. Some materials were also posted in Arabic and Vietnamese as requested by community-based organizations.

The Virtual Engagement Hub also included Social Pinpoint, an interactive engagement tool enabling participants to place pins on a web map with comments. Users could select pins categorized by topics that included transit, walking/bicycling, vehicular transportation, the environment, and general comments. This exercise yielded 686 comments overall in the Kumeyaay Corridor CMCP area.

Interactive Map Comments

This table provides a comprehensive listing of all map comments received during Phase 1 via Social Pinpoint. The following table also includes public feedback and comments provided on physical maps at in-person outreach events, such as pop-up events, which were input digitally into Social Pinpoint after each event.

Table 13: Interactive Map Comments

Interactive Map Comments – Phase 1

Virtual Engagement Hub

ID	Date	Category	Comment	Latitude	Longitude
1	2022-08-28 10:24	Traffic Comment	The small Camino Del Rio N on-ramp to WB 8 should be decommissioned altogether. It adds an unnecessary amount of additional traffic to a collector road that is already congested, and then immediately merges onto the auxiliary lane for the exit to Mission Center. The slowing/stopping is a constant source of collisions. Get rid of the ramp and figure out how to route WB traffic on via the Texas cloverleafs.	32.76966572	-117.1419808
2	2022-08-28 10:30	General Comment / Suggestions	The entire mission valley stretch of Camino Del Rio North needs to be completely repaved. Drive your car on it every day and you'll need a new alignment in a month.	32.77407977	-117.1296776
3	2022-08-28 10:32	Traffic Comment	I think the City of San Diego has outgrown the Mission Ctr on and off ramps. Along with getting rid of the Camino del N slip ramp into the collector lane, maybe there's an improvement that can be made to these on/off ramps that would alleviate traffic slowing and backing up every weekend (all the way to the NB 805 to WB 8 connector), and thereby decrease collisions as well.	32.76658081	-117.1517965
4	2022-09-02 0:08	Bike/Pedestrian Comment	I do not feel safe walking or biking across Fletcher Parkway at Baltimore Dr. The distance across the intersection is long, and vehicles move at high speeds. Painted bike lanes disappear before this intersection.	32.77396745	-117.0271715
5	2022-09-02 11:52	General Comment / Suggestions	There need to be 5 South & 8 West, and 8 East & 5 North ramps. The current configuration through Sea World Drive is unsustainable in the long term, particularly if the Midway Redevelopment goes through.	32.75774644	-117.2049329
6	2022-09-02 13:31	Bike/Pedestrian Comment	There are currently no low-stress bicycle facilities crossing the San Diego River to the North side of Mission Valley. Connecting the SR-15 Commuter bikeway to safe bike facilities that run through Mission Valley and North of Mission Valley should be a key priority of the CMCP	32.77555379	-117.1138409
7	2022-09-02 13:38	Bike/Pedestrian Comment	The San Diego River Trail currently terminates near Septon Field, forcing cyclists onto dangerous, high-stress roadways until the bike path picks up again further East. Providing a fully separated San Diego River Trail from Ocean Beach to Santee must be one of the key transportation projects in this CMCP.	32.76332026	-117.1698671

8	2022-09-02 13:45	Bike/Pedestrian Comment	The Grantville Trolley Station currently has very poor bike and pedestrian access. This plan should seek to connect the station with an improved San Diego River Trail and build safe and direct bike and pedestrian routes between the station and the rest of the Grantville neighborhood.	32.78000693	-117.097948
9	2022-09-02 13:52	Traffic Comment	The narrowing and the widening of the 8E from ocean beach as it passes under the interchange at the 5 is horrible. The whole interchange needs to be revised, would dramatically improve traffic on both 5 and 8 in all directions.	32.75965867	-117.201844
10	2022-09-02 13:55	Bike/Pedestrian Comment	The Mission Valley Community Plan includes plans for a Septon Field bike bridge that would connect the San Diego River Trail to the Friars Road Bike Trail, allowing cyclists and pedestrians to bypass the dangerous crossing of the river on Morena Blvd. This should be a priority project of this plan.	32.76195616	-117.1935118
11	2022-09-02 13:57	Bike/Pedestrian Comment	El Cajon just passed its first ever Active Transportation Plan, but as far as we know, the City has not begun any projects at this point. SANDAG should support and collaborate with the City of El Cajon on the implementation of this plan.	32.79324637	-116.9564273
12	2022-09-02 21:27	Transit Comment	I would love to ride the trolley more. However, from my home it's about an hour on the trolley to downtown. Or I could drive the 12 miles, in about 20 minutes. Please include from express trolley routes. It takes too long, and a lot of people drive because of how long the trolley takes.	32.77694101	-117.062022
13	2022-09-03 14:12	Bike/Pedestrian Comment	Crossing I8 as either a cyclist or a pedestrian on Morena is high stress as you're forced to negotiate with high speed car traffic entering and exiting the freeway. This forms a barrier separating Mission Valley and points further north from Old town and Downtown	32.76157177	-117.1979775
14	2022-09-03 14:17	Bike/Pedestrian Comment	The left turning bike lane here is comically bad, but the rest of the friars 163 overpass isn't much better. There is an underpass south of the mall but its poorly marked and there's no cycling facility on Fashion Valley Road Diverting cyclists there would be preferable	32.77057359	-117.1632802
15	2022-09-03 14:20	Bike/Pedestrian Comment	Connection from Friars road to Mission bay park is poor. Requires either cycling next to very high speed traffic, riding on a desire path on the west side of SeaWorld drive or taking a detour via the boat launch.	32.76332844	-117.2097697
16	2022-09-03 14:23	Bike/Pedestrian Comment	Poor pedestrian connection between Morena and the Tecolote road trolley station Need to cross on at this crosswalk on Napa St. or you're forced to detour. Will lead to people crossing at the Morena split further up the road	32.76528964	-117.1982332
17	2022-09-03 14:25	Bike/Pedestrian Comment	This is a great way to access the river trail from Friars road but unfortunately there's no bike facilities here Also the left turn light cannot detect bicycles	32.76663939	-117.1709014

18	2022-09-03 14:32	Bike/Pedestrian Comment	Biking on university avenue is currently very dangerous due to the lack of separated bike lanes. With Robinson St. bridge not coming for a few more years, we need a quick build solution to east west connection in North Park along this corridor.	32.74555723	-117.1449618
19	2022-09-03 14:42	Bike/Pedestrian Comment	The SR15 was a great addition to connecting the southern mesa to mission valley. However, the facilities in this section of the valley are woefully subpar, especially with Interstate 8 blocking north south connection. It is extremely inconvenient to access the amenities of mission valley without owning and using a car.	32.77672921	-117.1106515
20	2022-09-03 14:45	Bike/Pedestrian Comment	The bike lanes on Texas street suddenly stop when going over the most dangerous segment of the road, interstate 8. It feels very wrong to encourage people to come down Texas street to then throw them into immense danger.	32.76873294	-117.1391539
21	2022-09-03 14:49	Bike/Pedestrian Comment	The east west connection along Harbor Drive is very intimidating and dangerous for people commuting on bikes. The present bike lane is not physically separated from the very high speed vehicle traffic on this corridor. There are multiple merging conflict points that feel very dangerous.	32.72859523	-117.195287
22	2022-09-03 14:55	Bike/Pedestrian Comment	The new separated bikeway on the north section of Normal street is a welcome addition, but it suddenly throws would be users onto a very dangerous section of Washington street.	32.75232576	-117.1479269
23	2022-09-03 15:02	Bike/Pedestrian Comment	Protected bikeway needed	32.77849342	-117.1168812
24	2022-09-03 16:17	Bike/Pedestrian Comment	Crossing Sunset Cliffs to Nimitz Blvd on a bicycle is very dangerous and difficult in traffic.	32.75449203	-117.2370828
25	2022-09-03 21:57	Bike/Pedestrian Comment	Bike/ped bridge between Ocean Beach and Mission Beach would help incentivize active transportation.	32.75975539	-117.2496844
26	2022-09-06 15:22	Bike/Pedestrian Comment	Please consider a freeway overpass, creating an East-West connection for Bike/Peds	32.78230487	-117.2069303
27	2022-09-07 12:27	Transit Comment	Connections between the 35 Bus from Ocean Beach and the trolley lines, especially the Blue line, could be better timed. I'm frequently arriving to the transit center just as or right after a trolley leaves, causing my commute time to be frustratingly longer.	32.75336301	-117.1994247
28	2022-09-07 14:33	General Comment / Suggestions	The two parcels of APN 4040610100 (8.6 acres) and APN 4040610200 (1.42 acres) are a section of the Ewiiapaayp Indian Reservation (Little Ewiiapaayp section).	32.83654387	-116.7246906
29	2022-09-07 16:18	Bike/Pedestrian Comment	Please extend the bike lanes to continue on W Point Loma Blvd between Nimitz Blvd and Adrian St.	32.75223489	-117.2306315
30	2022-09-07 21:44	Bike/Pedestrian Comment	Like to see more sidewalks in El cajon with shading rest spots.	32.79324637	-116.9564273

31	2022-09-07 21:46	Bike/Pedestrian Comment	Like to see more updated traffic light sensors. A lot of congestion during school pick up and drop off. Charter, private schools should take accountability	32.79324637	-116.9564273
32	2022-09-07 21:48	Bike/Pedestrian Comment	Yes, the walkway timer needs to set longer and have voice attributes for disabled.	32.77396745	-117.0271715
33	2022-09-07 21:49	Bike/Pedestrian Comment	Yes, need to clear out homeless in that area trashing the neighborhood	32.77396745	-117.0271715
34	2022-09-07 21:50	Bike/Pedestrian Comment	Need to fix the streets that flood every year due to no sidewalks. In the 92020 area. Taft Ave.	32.79324637	-116.9564273
35	2022-09-07 21:52	Transit Comment	Need to have more reliable transportation. Meaning timely transportation and accessible in busy, retail areas. Also, during rainy season.	32.77694101	-117.062022
36	2022-09-07 21:54	Bike/Pedestrian Comment	This is close to San Diego River that brings a lot of homeless trash, crime, tents. Need better lighting and security. Lots of homeless.	32.78000693	-117.097948
37	2022-09-07 21:57	Bike/Pedestrian Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.77555379	-117.1138409
38	2022-09-07 21:59	Traffic Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.76658081	-117.1517965
39	2022-09-07 21:59	Bike/Pedestrian Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.76663939	-117.1709014
40	2022-09-07 22:00	Bike/Pedestrian Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.76332026	-117.1698671
41	2022-09-07 22:00	Bike/Pedestrian Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.76195616	-117.1935118
42	2022-09-07 22:01	Bike/Pedestrian Comment	Since close to San Diego River, this brings homeless trash, crime, tents and property damage. Needs more security and surveillance. Too many homeless.	32.76157177	-117.1979775
43	2022-09-07 22:07	Traffic Comment	New housing in Spring Valley, Otay Mesa, East Chula Vista clogging this area. Everyday getting worse. All the traffic from 805 and 15 going through 8E to 125 S and 94 E	32.77720177	-117.0035494
44	2022-09-07 22:08	Traffic Comment	New housing in Spring Valley, Otay Mesa, East Chula Vista clogging this area. Everyday getting worse. All the traffic from 805 and 15 going through 8E to 125 S and 94 E	32.75316094	-117.007338
45	2022-09-07 22:13	Traffic Comment	Heavy traffic, every weekday clogging this area making unsafe to Exit Bradley .Ave. Everyday getting worse. All the traffic forms to one side blocking exit, lanes, always very scary to change from 125 to 8 East. Very dangerous	32.80383184	-116.9637262
46	2022-09-07 22:14	Traffic Comment	Heavy traffic, every weekday clogging this area making unsafe to Exit Bradley .Ave. Everyday getting worse. All the traffic forms to one side blocking exit, lanes, always very scary to change from 125 to 8 East. Very dangerous	32.81884825	-116.9600875

47	2022-09-07 22:15	Traffic Comment	Heavy traffic, every weekday clogging this area making unsafe to Exit Bradley .Ave. Everyday getting worse. All the traffic forms to one side blocking exit, lanes, always very scary to change from 125 to 8 East. Very dangerous	32.8175909	-116.9610958
48	2022-09-07 22:18	Environmental Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night.	32.80295978	-116.9360437
49	2022-09-07 22:20	Environmental Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night. A lot of bike theft.	32.78851564	-116.9754684
50	2022-09-07 22:21	Bike/Pedestrian Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night. A lot of bike theft.	32.80404754	-116.975579
51	2022-09-07 22:23	Environmental Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night. A lot of bike theft.	32.80312017	-116.9930357
52	2022-09-07 22:25	Environmental Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night.	32.77905095	-117.0186064
53	2022-09-07 22:26	Environmental Comment	A lot of homeless bringing trash, crime, property damage. Not safe at night.	32.77136865	-117.0240093
54	2022-09-08 19:56	Transit Comment	Inefficient transit connections and time limitations make it difficult to commute to/from this area (eastern El Cajon) to areas north of the study area (Kearny Mesa, Clairemont, University City, etc.). In some cases, projected transit times are up to five times the driving time. Especially problematic is that ALL of the El Cajon area bus routes have their last run leaving ECTC at 9:15pm or earlier...	32.78837965	-116.926934
55	2022-09-09 14:02	Bike/Pedestrian Comment	Freeway on and off ramps make biking through this section very difficult and unsafe. A pedestrian only crossing, connecting the river trails on the north and south bank with old town to the south and Linda Vista to the north should be constructed.	32.76157177	-117.1979775
56	2022-09-09 14:04	Bike/Pedestrian Comment	More safe bike and pedestrian connections need to be constructed moving into Morena / Linda Vista. This is one of the only bike connections from Mission Hills / Hillcrest / Old Town. Future housing and transit oriented developments are proposed along Morena, and the City needs to start creating safe pedestrian and bike infrastructure now.	32.76290987	-117.1974899
57	2022-09-09 14:09	Bike/Pedestrian Comment	Better connections to transit are needed between the Town and Country development and the Trolley station. Flooding can completely close this road and leave commuters stranded on the wrong side of the river.	32.76204063	-117.1686794
58	2022-09-13 12:49	Bike/Pedestrian Comment	Agree, and will add that the whole downhill (northbound) bike lane on Texas St needs fixing; not usable often due to jutting vegetation and debris (bollards won't help with that). Also need sidewalk on the east side of the road.	32.76873294	-117.1391539

59	2022-09-13 12:52	Bike/Pedestrian Comment	Need a pedestrian/bicycle friendly way of crossing both the river and I-8 between Snapdragon Stadium and the I-15 bike path connection to Kensington. It's a long detour to get to Mission City Pkwy. Fairmount Ave is just murderous.	32.77916008	-117.10452
60	2022-09-13 13:00	Bike/Pedestrian Comment	All the freeway-style on/off-ramps on Friars from Fashion Valley on east past I-15 are horrible, but this one at Ulric is particularly murderous. Suggest closing the right-turning onramp to southbound I-8 and have cars turn left onto the southside on-ramp instead.	32.77057359	-117.1632802
61	2022-09-13 13:12	Bike/Pedestrian Comment	Need safer facilities for bicycles/pedestrians to cross the I-15 along Friars/Mission Gorge Rd. The on-ramps are bad enough, the off-ramps are terrible. Bike lane quality is also terrible (narrow and bumpy... and sometimes none-existent) on the intersection ramps.	32.7887985	-117.1115724
62	2022-09-13 13:13	Bike/Pedestrian Comment	Friars Rd ramps to Mission Village Rd needs a real bike lane and a sidewalk. Current 'bike lane' disappears into nothingness.	32.78724665	-117.1193219
63	2022-09-13 13:18	Bike/Pedestrian Comment	Need continuous bike lane on Mission Center Rd, please. Current one is extremely narrow and bumpy, and then disappears altogether approaching I-8 underpass. The road is wide enough for a buffered bike lane at least all the way to Hazard Ctr Dr where the SD River Path access ramp is.	32.77023865	-117.1546755
64	2022-09-13 13:19	Bike/Pedestrian Comment	Really need a buffered bike lane on Mission Center to make it safer to bike north-south across Mission Valley here.	32.76743145	-117.1535785
65	2022-09-13 13:23	Bike/Pedestrian Comment	Agree on prioritizing a bike/ped bridge across the river at Sefton Fields. Also, would like the fields parking lot to be paved (cars using the gravel parking area keep spreading gravel across the bike path).	32.76195616	-117.1935118
66	2022-09-13 13:30	Bike/Pedestrian Comment	Any chance of a hiking trail/stairs connecting Mission Valley to University Heights/Hillcrest here or behind the Denny's to University Heights Point?	32.76149524	-117.1602895
67	2022-09-13 13:39	Bike/Pedestrian Comment	Would love a better/safer way for pedestrians and bicycles to get to Waring Rd from Grantville than the current Alvarado Canyon Rd/Adobe Falls, please.	32.78110494	-117.0891331
68	2022-09-13 13:41	Bike/Pedestrian Comment	Any chance of a paved bike/ped path connection between Waring Rd and Del Cerro Blvd to enable non-motorized travel along the north side of I-8?	32.78362832	-117.0831399
69	2022-09-13 13:46	Bike/Pedestrian Comment	Need better facilities for pedestrians & bicycles to cross I-8 at College Ave. College Ave needs a continuous bike lane and sidewalk all the way south to El Cajon Blvd, please.	32.77979055	-117.0661164
70	2022-09-13 13:54	Bike/Pedestrian Comment	If there is no room to put in a bike lane on El Cajon Blvd east of Fairmount Ave, could we at least get very prominent sharrows on the #2 lane all the way to La Mesa (Baltimore Dr)?	32.75510438	-117.1004503
71	2022-09-13 13:56	Bike/Pedestrian Comment	The southbound (uphill) side of Jackson Dr needs a continuous sidewalk across the I-8 underpass, please.	32.77371481	-117.0107386
72	2022-09-13 14:00	Bike/Pedestrian Comment	There ought to be a pedestrian crossing at this intersection for people to cross Jackson Dr.	32.77589346	-117.0131178

73	2022-09-13 14:04	Bike/Pedestrian Comment	Westbound Fletcher Pkwy (uphill) needs a continuous sidewalk and bike lane, please, extending all the way to Navajo Rd.	32.80692269	-116.9860057
74	2022-09-13 14:09	Bike/Pedestrian Comment	As there is no room to widen Fuerte Dr, could we have periodic speed tables (with opening for bikes) on it between Grandview and Grossmont Blvd to keep cars speed down a bit?	32.77156401	-116.9778258
75	2022-09-13 14:11	Bike/Pedestrian Comment	There need to be a continuous sidewalk along Avocado Ave, I think.	32.76712689	-116.9572313
76	2022-09-13 14:16	Bike/Pedestrian Comment	Need continuous sidewalk along W Brandley Ave, please.	32.81627749	-116.9710288
77	2022-09-13 14:17	Bike/Pedestrian Comment	Need a new wider bridge across the 67 on W Bradley Ave to accommodate both motorized and non-motorized traffic, please (with continuous sidewalks and bike lanes).	32.81911169	-116.961393
78	2022-09-13 14:20	Bike/Pedestrian Comment	Would like a sidewalk on at least one side of Chase Ave, please (preferable on both sides, of course, but at least one).	32.76670401	-116.9240624
79	2022-09-13 14:25	Bike/Pedestrian Comment	Need a consistent sidewalk on Greenfield, please, especially eastbound passing the I-8 underpass.	32.81205536	-116.9178776
80	2022-09-13 14:28	Bike/Pedestrian Comment	Lake Jennings Park Rd can use sidewalks and pedestrian crossing, please, at Helix Water District facility or at Jack Oak Rd.	32.85687249	-116.8945192
81	2022-09-13 14:30	General Comment / Suggestions	Perhaps this intersection (Julian/EI Monte Rd at Lake Jennings Park Rd) would work better as a roundabout? There seems to be enough room to accommodate a wide roundabout for better flow and ease of pedestrians crossing the roads.	32.85959628	-116.9004364
82	2022-09-13 14:32	Bike/Pedestrian Comment	Need bike lanes and sidewalk along Magnolia Ave, please.	32.82900678	-116.9623408
83	2022-09-13 14:44	Bike/Pedestrian Comment	Need a safer way for bikes to get to 70th St from the trolley station. Perhaps bike can go down the trolley access ramp just east of the I-8 on/off-ramp and under 70th St (northbound bikes come up to the SE corner of intersection, southbound bike come up on the SW corner?)?	32.77279738	-117.0450205
84	2022-09-13 14:46	General Comment / Suggestions	I would love to ride the trolley, but I don't feel safe. How can we increase safety and security?	32.78177453	-117.0712547
85	2022-09-13 14:48	Bike/Pedestrian Comment	Need the sidewalk on Broadway to be connected all the way to Springs St, please.	32.74742077	-117.0171563
86	2022-09-13 14:52	Bike/Pedestrian Comment	Sweetwater Rd south of Broadway can really use a continuous sidewalk and wider bike lane, please.	32.74247326	-117.0161376
87	2022-09-13 14:57	Bike/Pedestrian Comment	College Ave south of Meridian (south of Streamview), if there is no room for bike lane, could we have sharrows on the #2 lane, please, all the way to Federal Blvd.	32.74554119	-117.0581399

88	2022-09-13 15:03	Bike/Pedestrian Comment	It would be so cool if there could be a trail/bridge across the freeways that connects Manzanita Canyon, Azalea Canyon, and Montclair Neighborhood Park for pedestrians and bicycles.	32.73316994	-117.1112311
89	2022-09-13 15:08	Bike/Pedestrian Comment	Agree! The east/south-bound bike lane on Harbor Dr past Harbor Island Dr dumps bicycles in between the through lane and the merging airport off-ramp traffic with no warning for bikes and cars alike. It's safer to force bikes onto the Embarcadero Promenade on the south side of the road until after the airport off-ramp (with more accommodating traffic light crossing cycle at the Harbor Island Dr to east/southbound Harbor Dr ramp).	32.72859523	-117.195287
90	2022-09-13 15:18	Bike/Pedestrian Comment	Agreed. Also, from eastbound Sunset Cliffs Blvd to continue north to the bridge (if you aren't familiar with the area you'd be very tempted to merge to the left lanes in order to not end up on the freeway) at the Y before you get to Nimitz... and then you'd be stranded in between fast moving lanes north of the intersection. This is supposed to be a surface road, not a freeway. It needs serious re-designing!	32.75449203	-117.2370828
91	2022-09-13 15:20	Bike/Pedestrian Comment	Midway Dr needs a bike lane, please.	32.75349212	-117.2173443
92	2022-09-13 15:24	Bike/Pedestrian Comment	Rosecrans needs bike lane east of Kurtz St past Old Town, please.	32.75200353	-117.2033879
93	2022-09-13 15:28	Bike/Pedestrian Comment	Would love for Tecolote Dr to be more hikeable and bikeable connecting Tecolote Canyon Preserve with Fiesta Island.	32.76964839	-117.2067265
94	2022-09-13 17:30	Transit Comment	There needs to be a public transit connection between Normal Heights and Mission Valley.	32.7609636	-117.1161664
95	2022-09-13 17:32	Transit Comment	There should be a public transit connection between the heart of Normal Heights and the heart of North Park.	32.76064538	-117.1123984
96	2022-09-13 19:49	Bike/Pedestrian Comment	Need bike lanes on Presidio Dr through the park. Make the road one way and use the existing lane for 2 way bike traffic. Also close the road to large trucks since other routes are available.	32.76290987	-117.1974899
97	2022-09-13 19:55	Bike/Pedestrian Comment	Bachman is being redone, so maybe this is being addressed, but currently cycling around the parking garage at the top is very unsafe with blind turns and stops signs on steep grades. It's one of few ways from Mission Valley to Hillcrest on bike, but also used as shortcut for lots of traffic.	32.75346321	-117.1632136
98	2022-09-13 22:02	Traffic Comment	8West to 67 North exit backs up and is very dangerous merge. Traffic entering 8 west right before this merge is very heavy and there is not enough room in the lanes. Accidents occur frequently.	32.80312245	-116.959816
99	2022-09-13 23:36	Traffic Comment	Dangerous yield off ramp to Morena Blvd. northbound. Horrible angle/blind spot to check for oncoming traffic. Most traffic coming off ramp never yields or stops. Trees/vegetation also block line of sight.	32.75924891	-117.1976315
100	2022-09-13 23:43	Traffic Comment	State Street needs left turn lanes (both directions) at this intersection.	32.73084024	-117.1694818

101	2022-09-13 23:47	Traffic Comment	Linda Vista Road needs right turn only lanes (both directions) at this intersection.	32.76528952	-117.1969979
102	2022-09-13 23:56	Traffic Comment	Need better advanced notice/signage/road lane markings that vehicles need to be in far right lane to exit I-5 N to I-8 E. Also, vegetation/trees block line of sight to exit.	32.75533176	-117.2016568
103	2022-09-14 0:02	Traffic Comment	Need to extend the island or need better island markings to prevent traffic on right turn only lane for frontage road from proceeding forward to cut off traffic attempting to turn right onto pacific hwy.	32.741062	-117.1839987
104	2022-09-14 0:05	Traffic Comment	Need to synchronize or coordinate traffic lights at these intersections.	32.77164503	-117.1401131
105	2022-09-14 0:12	Traffic Comment	Sixth Ave southbound needs right turn only lane for traffic turning right onto University Ave.	32.74844632	-117.1595521
106	2022-09-14 0:15	Traffic Comment	Left turn lanes needed at this intersection	32.74821602	-117.1639043
107	2022-09-14 0:16	Traffic Comment	Left turn lanes needed at this intersection	32.74822489	-117.1627627
108	2022-09-14 0:30	Traffic Comment	Stop or yield signs needed for Eureka St at this intersection.	32.7664137	-117.1885058
109	2022-09-14 7:48	Traffic Comment	Morena north of 1-8 needs to be fixed. The road has been horrible for years and takes a toll on any cars that drive it. And for some of us, a car is the only option as there is an animal vet on that street. We will not be taking public transport with a sick animal. And that sick animal is already scared - driving it on that road makes it much worse as you get bumped and jolted around. Please fix it.	32.76385173	-117.1979375
110	2022-09-14 8:01	Traffic Comment	This ramp from I-805 North to I-8 West needs to have a serious rethink. It will not be an easy solution, but this is probably the most dangerous freeway transition in San Diego. You have cars coming down from 805N, merging with cars on 8 to the left, merging with cars from 805S to the right, cars coming in from CdRN from the right. The potential for a major accident is ever-present, especially during the holiday season or busy night when the off-ramp to the mall is backed-up on the same line.	32.77074977	-117.1358356
111	2022-09-14 8:19	Transit Comment	If you want us to use the trolley to get around, you need to make it easier for us to use. Right now, if I wanted to get to/from a trolley stop in Mission Valley to my home in Normal Heights I am looking at another 30 to 60 mins to get from the trolley to Adams Ave via public transport. No one is going to choose to add that amount of time and effort to their day when it is just a 2-3 mile distance that can be done in a car in <10 min. If in my car for that, I might as well just drive the rest.	32.77866223	-117.1148581
112	2022-09-14 15:08	Bike/Pedestrian Comment	Walking or biking to the transit center or passing under the I-8 overpass at Main St. is not very safe due to narrow sidewalks and no bike paths (esp. under I-8).	32.79431844	-116.9760459
113	2022-09-14 15:10	General Comment / Suggestions	The City of El Cajon and MTS have an MOU to develop this site of the parking lot here. SANDAG should do everything it can to support this and the other parts of the City's Transit District Specific Plan, which is largely in line with the multi-modal and environmental regional goals.	32.79259541	-116.9755395

114	2022-09-14 15:28	Traffic Comment	Need to connect freeway overpass to Fenton Pkwy, over the San Diego river. Freeway exit/on ramps not necessary.	32.77666422	-117.1258529
115	2022-09-14 15:36	Transit Comment	Liberty Station really needs better transit service. It could be incorporated on a bus line serving Ocean Beach.	32.73672519	-117.2142679
116	2022-09-14 17:34	Traffic Comment	When will Friars Road be re-paved and striped? The right two eastbound lanes have so many marks and potholes or patches that it's unsafe to drive, much less ride a bike.	32.78424848	-117.1247589
117	2022-09-14 17:39	Bike/Pedestrian Comment	I live close to this station and rarely use it because it takes too long to use alternate transit, both walking to the bus and getting to the station. If I take the trolley, I drive farther (like Tecolote station) so that I can park, which is faster but defeats the purpose of encouraging mass transit. Biking on Mission Gorge or Friars in this area is a suicide mission.	32.78000693	-117.097948
118	2022-09-14 20:14	Bike/Pedestrian Comment	Grantville Station no longer has parking to "Park & Ride". Limits access to transit for those with who would use transit but need to use cars to connect.	32.78000693	-117.097948
119	2022-09-15 9:17	Bike/Pedestrian Comment	I live in Talmadge. The only way by bike to get to the new Snap Dragon Station, the new riverpark or the Murphy canyon bike trail is to brave the Fairmount/I8 interchange death trap or ride 2.5 miles out of my way to Mission Center road. Ideally, I'd like to see the new I15 bike path extended across the I8 and the River to connect to the Murphy Canyon bike trail and the new Snapdragon stadium area.	32.77555379	-117.1138409
120	2022-09-15 9:25	Bike/Pedestrian Comment	live in Talmadge. The only way by bike to get to the new Snap Dragon Station, the new riverpark or the Murphy canyon bike trail is to brave the Fairmount/I8 interchange death trap or ride 2.5 miles out of my way to Mission Center road. Ideally, I'd like to see the new I15 bike path extended across the I8 and the River to connect to the Murphy Canyon bike trail and the new Snapdragon stadium area.	32.77761937	-117.1096426
121	2022-09-15 10:48	Traffic Comment	Need bridge over San Diego River to connect to Mission City Parkway.	32.77877579	-117.1267268
122	2022-09-15 12:41	Traffic Comment	Having to exit the 125 south at Spring St to get to the 94 east is the cause for major traffic. Please make a connector from 125s to 94e!	32.75443098	-117.0118458
123	2022-09-15 13:29	Bike/Pedestrian Comment	This intersection - either heading from the bike path onto Morena northbound, or from Morena/Linda Vista southbound toward Old Town - is incredibly dangerous, as traffic is merging onto/off of the Interstate at high speeds.	32.76301049	-117.1979305
124	2022-09-15 15:13	Bike/Pedestrian Comment	Construct the West Valley Crossing project to extend the San Diego River Trail north over the river. This long planned section is part of the plans for the regional bike path. It provides for an extension to the east to the planned segment of the River Trail at Riverwalk San Diego.	32.76063987	-117.1898772
125	2022-09-15 15:16	Bike/Pedestrian Comment	Provide a connection to Qualcomm Way to the elevate San Diego River Trail. This provides a safe connection for people and bikes traveling northbound of Qualcomm Way.	32.77382702	-117.1405553

126	2022-09-15 19:33	Traffic Comment	Going from three lanes to two lanes in a short distance, with a 3-4 major exits and on-ramps, creates traffic bottlenecks and its prone to higher collision rates	32.80330479	-116.9266403
127	2022-09-15 19:35	Bike/Pedestrian Comment	there's no connectivity from mission valley/stadium (under 8 freeway) to the new SR15 bike path along the freeway	32.77840755	-117.1122577
128	2022-09-16 14:26	Bike/Pedestrian Comment	This road only has crossing spots for pedestrians at the very ends of the hill it's on and experiences heavy traffic at certain points of the day. This can make it risky to cross for anyone who does not live near the top or bottom of the hill. An extra crossing point would be appreciated.	32.79293996	-117.0896881
129	2022-09-16 14:29	Bike/Pedestrian Comment	dedicated bike lanes in this area would be appreciated for those who commute to SDSU/the college area	32.78301622	-117.0620827
130	2022-09-16 14:35	Bike/Pedestrian Comment	A dedicated bike lane would be appreciated on this road as it connects the Allied Gardens and San Carlos neighborhoods	32.79804181	-117.0625725
131	2022-09-16 14:44	Bike/Pedestrian Comment	Will Mission Gorge Road be reconfigured to be more pedestrian friendly with all the new apartments being built?	32.78396272	-117.0979116
132	2022-09-16 17:27	Traffic Comment	It is almost always congested on my drive home from La Mesa to Alpine throughout the whole area where 8 East is only 2 lanes wide. Any time there is a big rig (which is often), traffic in both lanes slows to about 40 miles per hour for a short time. I don't even travel during high traffic times, because I don't want to deal with traffic, and it is still a problem.	32.83650405	-116.8397538
133	2022-09-17 7:47	Bike/Pedestrian Comment	But there already is a bike lane on all of Navajo Rd, isn't there? Or do you mean a different street?	32.79804181	-117.0625725
134	2022-09-17 8:00	Bike/Pedestrian Comment	Mesa College Dr needs safer crossing of the 163 on/off-access ramps for bicycles and pedestrians. It is especially treacherous in the east/north bound (uphill) direction due to road gradient. Suggest green bike lane merging out to the #2 lane as early as the driveway to San Diego Headache Center, so cars intending to access southbound 163 would go to the right side of the bike lane before the road gets quite steep (as is, bikes have to cross the access ramp at the steepest part of the bridge).	32.80102337	-117.1564911
135	2022-09-17 8:13	Bike/Pedestrian Comment	Eastbound Aero Dr bike lane needs to be much wider than it is, and it should extend across the I-15 on-ramp (merge out from the far right to be on left of freeway-accessing traffic lane, please.	32.81040784	-117.1126747
136	2022-09-17 8:20	Bike/Pedestrian Comment	Eastbound Tierrasanta Blvd at I-15 northbound off-ramp needs green bike lane extension across the merging off-ramp, please, and perhaps some signs cautioning freeway exiting drivers to yield to Tierrasanta Blvd traffic including bikes (it's uphill, bikes can't go fast).	32.82298486	-117.1128774
137	2022-09-17 8:22	Bike/Pedestrian Comment	Would it be possible to build a bike/ped trail/bridge connecting Tierrasanta Blvd with Mission Gorge Rd and the future San Diego River Trail?	32.80875887	-117.0802038

138	2022-09-17 8:28	Bike/Pedestrian Comment	University Ave eastbound at Chollas Pkwy is a really messy and dangerous merge for bicycles and pedestrians. I know there's a bikeway plan thru here, please make sure this merge is addressed. Thanks!	32.74747631	-117.0748455
139	2022-09-17 8:32	Bike/Pedestrian Comment	This interface is a disaster waiting to happen. The path is rough, rife with glass, uneven surfaces that will cause a crash. I have made MULTIPLE G-I-D requests to deaf ears. a rep named Jonathan called me about it, but nothing was ever done. This needs to be safe passage to get to I-8 from the College area.	32.7574416	-117.159858
140	2022-09-17 8:42	Bike/Pedestrian Comment	strike my comment over by the 163... there is no bike path there. This, however, is a sorry excuse for one, especially, if you're going to be doing a project to get to I-8. All arteries need to have safe passage to peruse that corridor... This interface is a disaster waiting to happen. The path is rough, rife with glass, uneven surfaces that will cause a crash. I have made MULTIPLE G-I-D requests to deaf ears. a rep named Jonathan called me about it, but nothing was ever done. These needs	32.7760663	-117.0993017
141	2022-09-17 8:46	Bike/Pedestrian Comment	an accident waiting to happen. right under I-8, bordering onto Fairmount./Mission Gorge. Big gap, before you have to jump over two lanes on a well-traveled road, to get over to Camino del Rio N. Dangerous condition that COSD has been given notice of time and time and time and time again.	32.77850334	-117.1008923
142	2022-09-17 8:53	Bike/Pedestrian Comment	Rough path that the City has notice of... Even a rep called me back in February 2022 to address it. Nothing was ever done. It continues to be a hazard, rife with homeless, and shards of glass. would be a poor (and only option) for anyone coming from the College area.	32.77739637	-117.099948
143	2022-09-17 8:55	Bike/Pedestrian Comment	I never use this road on a bike. I'd rather live to see another day. Where does one go, without subjecting themselves to almost potential roadkill?	32.77862011	-117.0664706
144	2022-09-17 8:56	Bike/Pedestrian Comment	I'm not a big fan of this interchange, but it's better than any other way to get across to the other side. It does need improvement, and maybe this corridor project will solve that issue	32.77279738	-117.0450205
145	2022-09-17 8:58	Bike/Pedestrian Comment	SDSU, through Measure G, is supposed to construct another bridge across I-8 to get to Costco, eventually. That's why they got the land for so cheap, so they would have to absorb the cost. Yes, that alternative would be safer than the disaster that is that so called bike path with the bridge that COSD hasn't maintained in years.	32.77916008	-117.10452
146	2022-09-17 9:01	Bike/Pedestrian Comment	I really scratch my head about the I-15 BP NOT being extended over I-8 as well to directly connect to the M.C homeless alley bike path, chalk with lots of glass shards and new bumps formed after they fixed ones that I kept yammering about for months and years.	32.77555379	-117.1138409

147	2022-09-17 9:04	General Comment / Suggestions	a month? How about a week? It's never been addressed in the 7 years I've lived here. It's very prone to flooding, so that's probably why COSD doesn't bother doing anything. A bike could get lost in the copious amount of potholes there. At least a repatching made it so, you had *almost* a smooth path to the crossing without an interchange between the I15 BP and Texas St.	32.77407977	-117.1296776
148	2022-09-17 9:07	Bike/Pedestrian Comment	use Twain, 50th, Ostler for bikes. AT least that's the alternative I use. I don't like Waring at all and use side streets if I want to get to Navajo.	32.78110494	-117.0891331
149	2022-09-18 8:21	Bike/Pedestrian Comment	This is a hazard for cyclists going NB on Morena. With limited infrastructure to get around, without going miles out of your way (we're used to that, peds and bikes alike), we need a solution to this death trap, intersecting with I-8 EB, off ramp.	32.76124571	-117.1978087
150	2022-09-18 8:24	Bike/Pedestrian Comment	2 lanes of traffic to navigate, without a real safe passage. Painted bike lanes only give you so much... This is for the I-8 WB off of Morena.	32.7616205	-117.197968
151	2022-09-18 8:25	Environmental Comment	Rife with homeless. Their possessions impede the bike lane and make certain people feel uneasy about using a public space.	32.76039846	-117.1989207
152	2022-09-18 8:28	Bike/Pedestrian Comment	maybe, if UCSD Hillcrest put posts at the top, motorists wouldn't use it as a short cut. Bachman is officially closed until 2/2024. We won't have this garage much longer... It is being razed as part of "Phase 2B" in the general reconstruction plan.	32.75346321	-117.1632136
153	2022-09-18 8:31	Bike/Pedestrian Comment	Bollards on the downhill would be the WORST option for that section of road. Like others, I won't descend this road, because of the immediate stop @ CdRS , and interaction with traffic that is heading EB on I-8. It's a death wish. Cycling uphill? I'm all for it.	32.76873294	-117.1391539
154	2022-09-18 8:34	Bike/Pedestrian Comment	Will this section of the Murphy Cyn path, be redone as part of Measure G? It's a link to get to I-8, right? The tree roots seem to be roughing up the road yet again, after, likely, 20 get it done request where the COSD finally called me and did something about it.	32.78937522	-117.1134511
155	2022-09-18 8:35	Environmental Comment	I've seen homeless pitch their tents in the right-of-way for cyclists and pedestrians. Guy also has a dog; however, it is leashed.	32.79267867	-117.1130099
156	2022-09-18 8:37	General Comment / Suggestions	Not my favorite stretch of road, going downhill, with motorists going 50+ and veering into the bike lanes. Bollards on the turn onto Fairmount are all gone because motorists are too busy peering into their phones.	32.77026893	-117.091882
157	2022-09-18 8:41	Traffic Comment	I think it's coming with Measure G funds. It might take 10 years or never happen. COSD passed the buck to SDSU... It's why they got the land so cheap.	32.77877579	-117.1267268

158	2022-09-18 8:45	General Comment / Suggestions	Is there a way to make this stretch of road smooth to ride a bike or drive on. It is littered with potholes, from Ward to Texas. It's a flood area, so maybe add more drainage, so that water flows away instead of inundating the road and causing it to get worse. It's patchwork of cheap fixes that are failing. It's a main EW cycling route. I've used the newest patchwork to get around, so it's not bad, but if there's heavy traffic, then that's a problem	32.77759594	-117.1210782
159	2022-09-18 18:53	Bike/Pedestrian Comment	No bike infrastructure here. Usually, the cars are backed up and I end up in the #1 lane with the cars going up Fairmount. It's not ideal but is safer than mixing it up with all the cars waiting in the #2 to go WB on I-8, or EB later. Sharrows are there, but motorists don't seem to understand, or just plain ignore them.	32.78012766	-117.1016502
160	2022-09-18 18:54	Traffic Comment	is there a way to make this safer? Seems like the layout begs for lots of accidents.	32.77731128	-117.1007712
161	2022-09-18 18:56	Bike/Pedestrian Comment	as a cyclist, I tread lightly in this section. Cyclists could be easy roadkill, if they dare try to run this light (offramp of I-8 EB to Mission Gorge/Fairmount). As with traffic, is there any way to make this section safer? Is this going to be part of the corridor, that might lead to a perm bike lane alongside or able to get over to Camino del Rio S? over by where the truck rentals are, and Kensington Manor?	32.77724813	-117.1006928
162	2022-09-19 15:54	Bike/Pedestrian Comment	We need a physically separated Class IV cycle track along the length of Texas St/Qualcomm Way from Madison Ave to Friars Rd. I live nearby and riding down the hill (northbound) to the Rio Vista trolley station is one of the most dangerous sections of road I've ridden. Dealing with high speed traffic merging onto and off of the 8 is totally unsafe for cyclists. There's not even a sidewalk on the northbound side. With Bachmann PI closed, there is no safe bike route between Mission Valley and UH.	32.76873294	-117.1391539
163	2022-09-19 15:56	Bike/Pedestrian Comment	Make the Rio Vista trolley stop accessible for pedestrians and cyclists traveling north on Qualcomm Way. There is no crosswalk, and the only access option is to make a circuitous detour onto Rio San Diego Drive. Add station access from the northbound (eastern) side of Qualcomm Way.	32.77382702	-117.1405553
164	2022-09-19 17:11	Transit Comment	Could we get a one seat bus line from University Heights/North Park to the Washington Street trolley station for access to the Blue Line? This would make commuting to the UTC area feasible with transit, whereas right now it involves taking the 6 Bus to Fashion Valley, waiting for a Green Line trolley to Old Town, and then waiting for a Blue Line train. The whole commute as is takes over an hour with the transfers. Express service from UH/NP to the Blue Line would be amazing.	32.75528016	-117.1391918
165	2022-09-19 18:23	Bike/Pedestrian Comment	what's the best way to navigate this section in Midway? There don't seem to be any streets with any sort of bike infrastructure. Maybe, Midway Rising will "fix" that in 15 years. Roads are crappy too, for cyclists and motorists alike. Midway, Rosecrans, Sports Arena, northwest of the tent city near Andersons Nursery	32.75159075	-117.2046013

166	2022-09-20 13:01	Transit Comment	This route would be best along Adams Avenue. The ideal would be starting at the Washington Street trolley station, running up Washington to Park Blvd, going through UH, and then running along Adams through UH and Normal Heights. Then running down the 15 to the Stadium or Fenton mall would be incredibly useful. If we want people to get out of their cars, these neighborhoods need to be interconnected much better than they are right now with poorly timed transfers and sparse service.	32.75528016	-117.1391918
167	2022-09-20 17:31	Bike/Pedestrian Comment	This is a fantastic idea and I think historically there used to be one. Definitely should be created	32.75975539	-117.2496844
168	2022-09-20 17:35	Transit Comment	The Green Line (or new trolley) should extend to the beach and also have a stop at the Pechanga Arena. Getting to the beach is one of the major interests of many people in San Diego on the weekends, but there is no easy way to do so by public transit. Building a trolley line along the I-8 / San Diego river that stops at Pechanga and Robb Field would be a great idea to get people to Ocean Beach or to Sports Arena for events. Please consider this in the Kumeyaay Corridor or Central Mobility Hub.	32.75529329	-117.2414071
169	2022-09-20 17:37	Transit Comment	As mentioned in the comment at Robb Field, the trolley should be extended to Pechanga Arena and Ocean Beach along I-8. With the future redevelopments of Pechanga Arena/Sports Arena area, having transit will be necessary to get people to where they work. Also, anyone who wants to come to Sports Arena for events will need public transportation. Please consider this in the Kumeyaay Corridor (or Central Mobility Hub if more appropriate).	32.75824721	-117.2147797
170	2022-09-20 17:40	Transit Comment	Agreed - a trolley should be built along El Cajon Blvd. from West where it begins all the way to El Cajon	32.7609636	-117.1161664
171	2022-09-20 17:43	Transit Comment	Better yet would be two trolley lines: one along El Cajon Blvd. from all the way west to El Cajon and a trolley line along 805 up to UTC. This would connect a lot of uptown and East San Diego together with UTC and south San Diego	32.75528016	-117.1391918
172	2022-09-20 17:44	Transit Comment	A trolley along El Cajon Blvd. from where it begins in the west all the way to El Cajon in the east would be a great way to connect uptown with east San Diego and improve the city tremendously.	32.7553048	-117.1342333
173	2022-09-20 17:48	Transit Comment	A trolley along the 805 to UTC would be a tremendous help to anyone living in uptown San Diego that works in north San Diego. I know there was once talk of a similar purple line along I-15, that would also be great, both should be built! Or if only one, then have the purple line extend from Kearny Mesa to Sorrento Valley along the 805 for the final portion.	32.75844907	-117.1258458
174	2022-09-20 17:50	Bike/Pedestrian Comment	A Freeway Cap/Lid above the 163 between Robinson and Washington would make for an amazing park area in Hillcrest and really connect the west side and east side of the neighborhood in a great way!	32.74843137	-117.155861

175	2022-09-20 17:54	Bike/Pedestrian Comment	The 805 from University Avenue all the way up to Adams avenue should be capped (freeway cap/lid) much like Teralta park - this would connect east San Diego with uptown and make these areas so much more pleasant for people to walk. Right now, it is very difficult and unfriendly to walk between areas like normal heights and north park. The area from University to Adams are all low enough to make a freeway cap/lid and add a park. These parks would be amazing for the city.	32.74854694	-117.1222505
176	2022-09-20 17:57	Bike/Pedestrian Comment	Add more freeway caps/lids like Teralta park! These are amazing - they reconnect neighborhoods, allow people to walk freely between them, and create beautiful public spaces!	32.74999443	-117.1085926
177	2022-09-20 23:20	Bike/Pedestrian Comment	Why is there no way for bicyclists/pedestrians to leave Mission Valley from its east end? Adobe Falls Road has a private gate (see screenshot). It's amazing that there was room for 10+ auto lanes on I-8, but not for a 10-foot wide bike/ped trail. Let's fix this auto-dominated mindset mistake from the 1950s. Perhaps County river trail funds are available too: https://www.10news.com/news/local-news/san-diego-news/san-diego-board-of-supervisors-to-pursue-funding-district-for-river-trail-project	32.78196691	-117.0875155
178	2022-09-20 23:23	Transit Comment	Add an MTS Rapid 235 connection to SDSU West/Snapdragon Stadium, and the trolley station there	32.78075881	-117.1197795
179	2022-09-20 23:29	Bike/Pedestrian Comment	Despite Camino De La Reina being a marked bike route here, a recent repaving added no bike lanes because City of San Diego traffic engineers prioritize motorist convenience (fast speeds and abundant street parking despite the massive parking lots in this area) over safety. Paint a buffered bike lane, add vertical separation = cheap fix and huge safety improvement.	32.77101802	-117.1435599
180	2022-09-20 23:43	Bike/Pedestrian Comment	Incredibly unsafe conditions for bicyclists here. Redesign this over-engineered intersection to remove any/all ramps and replace them with T-style intersections. Add protected bike lanes on Fairmount.	32.7727436	-117.096747
181	2022-09-22 11:56	Bike/Pedestrian Comment	A bike connection between the west and east parts of Landis here would be a valuable improvement.	32.7461004	-117.1193432
182	2022-09-22 12:05	Bike/Pedestrian Comment	Mission Valley doesn't have a CBD, but the surrounding area here comes close. This intersection is approximately the main crossroads: Mission Valley's 5th & Bway. From a pedestrian perspective, though, this intersection is a vast hostile wasteland. Shrink it, so that a place can be made here.	32.77271046	-117.1573269
183	2022-09-22 12:13	Traffic Comment	Traffic backs up continuously at this pair of intersections. *Too much* traffic control might be the problem. Sometimes the steadiness of simple stop signs is better. Test out flashing reds here, I'd bet traffic moves better and has less congestion. Better still with fewer lanes. Again, easy to test these hypotheses.	32.77154748	-117.1400972

184	2022-09-22 12:23	Transit Comment	Mesa College is just outside the boundary, but relevant to the corridor plan. Mesa has more commuter students than both SDSU and UCSD. But instead of a trolley plus multiple bus lines, as those each have, Mesa has one moderate frequency bus line. This needs proportionate attention.	32.80338803	-117.1639759
185	2022-09-22 12:29	General Comment / Suggestions	This is a massive, distended interchange that isn't justified by the car volume or speed required. Replace it with a pair of simple intersections. It would be safer for everyone, increase access, and return hundreds of acres for park and other uses.	32.76182683	-117.2313139
186	2022-09-22 12:34	Traffic Comment	It's disappointing to see so much being spent to reduce congestion on Harbor Dr when the road is so rarely congested. 25mph would be plenty there, instead we seem to be gunning for 55mph along our waterfront. Why?	32.72913149	-117.1903022
187	2022-09-22 13:03	Bike/Pedestrian Comment	This area is dense but hilly and poorly connected for bikes/peds. Would benefit from a new E-W bike-ped connection, wider sidewalks, bulb outs, and general repair.	32.74481475	-117.0874952
188	2022-09-22 13:13	General Comment / Suggestions	The topography might support a cap of I8 here, to reintegrate Mission Valley north and south, particular benefit for bike connection to the central mesa and access to SDSU West generally. Maybe lease part of the cap to pay for it?	32.77743094	-117.119085
189	2022-09-24 15:58	Bike/Pedestrian Comment	On most of Navajo yes however the stretch from the three-way intersection where it stems from College Ave/Waring Road to where it intersects with Park Ridge Blvd is just unprotected shoulder lane	32.79804181	-117.0625725
190	2022-09-26 15:02	Bike/Pedestrian Comment	Why is retrofitting this section of road to be safe for cyclists consistently left off of the SD bike plans? Even in the 2050 plan there is no indication that anyone in the city is planning to improve this extremely dangerous road. Please prioritize building a cycle track here before a driver kills a cyclist or pedestrian.	32.76873294	-117.1391539
191	2022-09-26 15:03	Bike/Pedestrian Comment	Agreed. Camino De La Reina is quite hazardous for people on bikes, and with how wide the road is, it shouldn't take much to create protected lanes in both directions.	32.77101802	-117.1435599
192	2022-09-26 15:13	Bike/Pedestrian Comment	El Cajon Blvd could absolutely accommodate a bike lane, and it should have a protected bike lane in both directions. We have to be willing to start removing traffic lanes and reducing vehicle speeds to build better streetscapes for pedestrians and bikers if we want to stop deaths and injuries from car crashes.	32.75510438	-117.1004503
193	2022-09-27 0:30	Bike/Pedestrian Comment	Trying to walk from my home to the trolley stop, I was on the southwest corner. There was a no pedestrian crossing sign, so I had to cross all three crosswalks. But the beg button didn't work; I pressed it to tell the signal that I wanted to cross, but the signal ran through two full rounds of car traffic and didn't once turn to a pedestrian crossing signal. I ended up having to wade through traffic to cross the street. My neighborhood's keystone intersection only allows motor traffic.	32.77262753	-117.2027777

194	2022-09-27 0:34	Bike/Pedestrian Comment	Yes!! These are two vital parks, but the overpass infrastructure is so hostile to pedestrians that anyone outside a motor vehicle looks completely out of place ("What are they doing trying to walk across my freeway?"). Some sidewalk protection, and bike lane protection for the uphill sections of the overpass, would make me feel much safer and belonging when I bike or run between Mission Bay and Tecolote Canyon.	32.76964839	-117.2067265
195	2022-09-27 0:37	Bike/Pedestrian Comment	Yes! Death trap is truly the right word for this intersection where a freeway offramp broadsides a sidewalk and unprotected bike lane. The crosswalk is faded and invisible to cars taking the wide curve at 60mph, and there is no way for northbound bike traffic to avoid speed-habituated motorists exiting the I-8	32.76124571	-117.1978087
196	2022-09-27 0:40	Bike/Pedestrian Comment	When I walk down the stairs from Tecolote Road to get on the Blue Line, I am greeted by an array of 5 NO PED CROSSING signs on the boulevard. They instruct me to walk 200yd south, press a button to beg traffic to let me cross safely, and then walk back to the Tecolote Rd trolley stop. We need a protected crosswalk that automatically gives pedestrians priority, especially right before and after trolleys arrive at the stop.	32.77069348	-117.2046875
197	2022-09-27 0:45	Bike/Pedestrian Comment	Southbound bike lane on Texas St is a steep uphill and impossible to go more than 10mph on, while cars whizz by not paying attention going 50+mph. This weekend I biked up it and several cars rolled over the double painted lines close to me. Protection for the bike lane would make me feel much safer.	32.76716275	-117.1392393
198	2022-09-27 0:48	Bike/Pedestrian Comment	This "beg button" went through two full cycles of motor vehicle traffic before allowing me to cross. Why are pedestrians treated as second class by the installed signals?	32.73588738	-117.1783207
199	2022-09-27 0:51	Transit Comment	It's ironic and telling that the primary (easiest access, most frequent, most reliable) transit bus from the airport goes directly to the rental car agency, rather than to any of the blue or green line stops. A reminder to anyone trying to take the beautiful blue line that San Diego would prefer they rented a car	32.73133883	-117.1973323
200	2022-09-27 0:53	Bike/Pedestrian Comment	Lovely bike lane but the pavement has become extremely bumpy. It's also too narrow for more than two pedestrians to ride abreast and creates a hazard when a cyclist has to pass a pedestrian with a toddler or a dog. Wider bidirectional path would be excellent!	32.75551839	-117.2395636
201	2022-09-27 0:58	Bike/Pedestrian Comment	Actually, even more than 5 no pedestrian signs! Pedestrians are incentivized to dangerously jaywalk, which does nothing except shift blame from the dangerous infrastructure onto the individual pedestrian. Cyclists are incentivized to make illegal u-turns across the boulevard to reach the trolley stop. Meanwhile cars get free parking. Hmmm...	32.77069348	-117.2046875

202	2022-09-27 1:01	Bike/Pedestrian Comment	Vital bike path connector between Rose Canyon and Mission Bay has several blind intersections. Fast cyclists, commuters, scooters, pedestrians with children or strollers or dogs all take these corners at different speeds, with different degrees of situational awareness. Last thing we need is for cyclists to be further demonized after the infrastructure causes a collision between a cyclist and a parent + baby. Improve turn line of sight please!	32.79839978	-117.2197324
203	2022-09-27 1:06	Bike/Pedestrian Comment	Genesee Ave is a critical bike thoroughfare that is extremely hostile to anyone cycling. An artery for bike commuters, but the unprotected bike lanes make it a death zone. Speed limit 45-50 mph, uphill and downhill, and cyclists get a narrow bike gutter protected by a single white line. Steel or concrete would make me feel so much safer!	32.79830192	-117.1717851
204	2022-09-27 16:52	Bike/Pedestrian Comment	This section of the Rose Creek bike path is narrow, dangerous, and desperately needs to be improved like the section just north of it.	32.79841928	-117.2196304
205	2022-09-29 12:01	Transit Comment	We need more frequent trolley times. We need more frequency - the blue line should operate every 7 minutes on peak times. That's how people ride transit.	32.75425903	-117.198792
206	2022-09-30 6:34	Transit Comment	Use the bus stops in the center of the 15 at El Cajon Blvd & University for more than just the 235. These stations could also be used for routes that directly connect City Heights with the employment centers in Kearney Mesa, Sorrento Valley, and Torrey Pines - and with the beaches. To get to and from any of these places currently requires multiple transfers and hours of time.	32.75420379	-117.1086
207	2022-10-04 8:46	Transit Comment	We absolutely need this trolley line along the 805 from North Park to UTC. The transit options that exist for that commute usually involve two or even three transfers, making most people highly unlikely to make this journey by transit unless left with no other option. The congestion on the 805 during rush hour is horrendous as a result and I can only imagine how much it's costing our region in pollution and lost productivity. Trolleys are the way forward, and we need to build out the system.	32.75844907	-117.1258458
208	2022-10-04 8:54	Bike/Pedestrian Comment	I have had some terrifyingly close calls cycling northbound (downhill) through the 8 on/offramps to access the trolley and the SD river bike path. I am amazed that despite so many community complaints this overpass has not made it into any of the SD bike lane plans I've seen. I have called Caltrans and the city to no avail. Will someone have to die before the city gets around to building a safe cycle track so that North Park residents can access Mission Valley by bike without risking our lives?	32.76873294	-117.1391539
209	2022-10-04 8:59	General Comment / Suggestions	This massive parking lot all around Westfield is a waste of valuable land. Suburban car-oriented strip malls like this are obsolete. The community would be better served if the parking lot were turned into a compact, vertical parking garage and the remaining land developed into apartments to create an urban village around Westfield. It is in a prime location close to transit.	32.76864573	-117.152165

210	2022-10-04 9:02	General Comment / Suggestions	All of these parking lots and somewhat vacant car dealerships waste a lot of space and land. Can we upzone this into a dense, mixed use urban village with a new pedestrian overcrossing over the 8 to Westfield? This land could fit hundreds of homes and turn into an attractive location. Perhaps some of it could be a park as well.	32.76711693	-117.1460957
211	2022-10-04 9:04	Bike/Pedestrian Comment	This would be really nice. It would be great to be able to use that open space for recreation and local hiking, as well as making it much more convenient to get down the hill into Mission Valley without having to navigate the Texas street intersection, which is awful and scary for anyone not in a car.	32.76149524	-117.1602895
212	2022-10-04 9:06	Bike/Pedestrian Comment	We need a protected bike lane along the entire length of Park Blvd from Adams Avenue to Downtown. The new lanes in the University Heights section are great, but the project is half baked if we don't extend it the entire way to downtown. That road is wide enough as it is - it should be easy to build out	32.74220096	-117.147539
213	2022-10-04 9:09	Transit Comment	We still really need rail service in uptown. I know the city did a study on building a trolley/streetcar line through Balboa Park up Park Blvd - what do we need to do to set that in motion ASAP? Two good potential alignments: 1) a line going from downtown either up through Hillcrest, over along El Cajon to 30th, and south through South Park and Golden Hill, or 2) a line going up Park Blvd to El Cajon and then east along El Cajon to SDSU. Why not build them both?	32.74400675	-117.1475384
214	2022-10-12 8:46	Traffic Comment	I agree! Something has to be done. People wanting to get to the 94 east are in major traffic because of people merging on the 8 east. A connector from 125 South to 94 East is needed.	32.75443098	-117.0118458
215	2022-10-12 8:47	Traffic Comment	No matter what time of the day, there is always traffic on both sides.	32.75815544	-117.0060091
216	2022-10-12 8:50	General Comment / Suggestions	What is going on here? There are always activities here, but I don't see any changes happening.	32.75473613	-117.0079142
217	2022-10-13 5:38	General Comment / Suggestions	MTS should employ police officers to patrol the Trolley stations and check for fare evasion on board (security guards are not an effective deterrent as real criminals aren't intimidated by their presence. MTS should create, hire and train its own police force in order to maintain operational control over hiring, deployment and conduct of officers and to ensure the enforcement posture and functions are consistent with the mission and objectives of the transit system.	32.78177453	-117.0712547
218	2022-10-13 5:49	Bike/Pedestrian Comment	create a bike trail along the bank of Alvarado Creek from the SDSU campus; existing tunnel under I-8 freeway; continue past/around Adobe Falls; along Alvarado Canyon through Grantville; follow Alvarado Creek to merge with San Diego River Trail bikeway.	32.77835416	-117.0614521
219	2022-10-13 5:52	Bike/Pedestrian Comment	create a bike trail along the bank of Alvarado Creek from the SDSU campus; existing tunnel under I-8 freeway; continue past/around Adobe Falls; along Alvarado Canyon through Grantville; follow Alvarado Creek to merge with San Diego River Trail bikeway.	32.77946998	-117.0697475

220	2022-10-13 5:59	Bike/Pedestrian Comment	east-west bikeway along Aztec Walk passing through the SDSU campus from 54th Street/Hardy School to East Campus Drive along Aztec Walk East. pass between the 2 parking structures to end at Zura Way	32.77221065	-117.068375
221	2022-10-13 6:01	Bike/Pedestrian Comment	east-west bikeway along Aztec Walk passing through the SDSU campus from 54th Street/Hardy School to East Campus Drive along Aztec Walk East. pass between the 2 parking structures to end at Zura Way	32.77323308	-117.0786061
222	2022-10-13 6:11	Bike/Pedestrian Comment	north-south bikeway through the SDSU campus along parkway extending the entire length of Campanile Mall from Montezuma Road to Hilltop Way (Hepner Hall & Hardy Tower)	32.7709232	-117.0719267
223	2022-10-13 6:23	Traffic Comment	light towers in the median of I-8 to illuminate all freeway lanes for motorist/traffic safety through Mission Valley to the end at Ocean Beach. This is a very wide freeway that is extremely dark and dangerous at night resulting in hundreds of fatalities. Any stranded motorists with car trouble on this freeway at night is a death sentence!!!!	32.77950307	-117.0747734
224	2022-10-13 6:39	Transit Comment	Skyway/gondola or elevated people mover extending from Hotel Circle/Bachman Dr to Belmont Park/Ocean Front Walk in Mission Beach. Stops at Old Town Transit Center, the new Sports Arena, Sea World, Quivia Basin Marina (Whale watching boats), Belmont Park amusement center and Ocean Font Walk beaches. The elevated guideway would be ideal for visitors/tourists staying along Hotel Circle	32.76063933	-117.1666658
225	2022-10-13 6:53	Transit Comment	Caltrans needs to restore official U.S. 101 route designation along East Mission Bay Drive and Pacific Highway into Downtown. U.S. 101 continues south along its original route on Harbor Drive to Civic Center Way and Broadway through Chula Vista, Beyer Blvd, Dairy Mart Road to the border. This provides a designated alternate route to I-5 for tourism/historic reasons and San Diego is the ONLY coastal county in California that isn't allocated State highway funds for that purpose.	32.76180701	-117.2032536
226	2022-10-13 21:55	Bike/Pedestrian Comment	An at-grade crosswalk crosses what is effectively a freeway-freeway connection from SB 67 to 8 east. More appropriate bike and pedestrian connections needed between downtown El Cajon and parkway plaza	32.80226059	-116.9625255
227	2022-10-13 21:57	General Comment / Suggestions	Parking lots a waste of space for what could otherwise be housing.	32.80768538	-116.9662622
228	2022-10-13 21:58	Bike/Pedestrian Comment	Would also like to see chicanes and modal filters. This street is used for a lot of cut-thru traffic that is best left to use 8 or 94	32.77156401	-116.9778258
229	2022-10-13 22:03	Bike/Pedestrian Comment	Jamacha Rd from Washington south to the edge of the study area needs sidewalks and barriers to protect bikes/peds from fast-moving traffic.	32.77399376	-116.9278835
230	2022-10-13 22:06	Bike/Pedestrian Comment	No pedestrian connection on Tavern across I-8. Sidewalk needed urgently as people walk in edge of roadway.	32.83997709	-116.7795762
231	2022-10-13 22:07	Bike/Pedestrian Comment	Caltrans is actively pursuing widening the bridge	32.81911169	-116.961393

232	2022-10-13 22:09	Bike/Pedestrian Comment	Sidewalk/bikeway needed along Broadway/4th to connect Main St to Granite Hills HS	32.80771373	-116.9182068
233	2022-10-13 22:49	Bike/Pedestrian Comment	Bike path needs widening and repaving. Also adding Gravel/Dirt shoulders could be good for runners	32.75420795	-117.2481696
234	2022-10-13 22:56	Bike/Pedestrian Comment	Fully connect sidewalks on Los Coches from Aurora Dr to Camino Canada	32.83545796	-116.9074406
235	2022-10-13 22:57	Traffic Comment	Drivers blow through this intersection and fail to yield to peds. Traffic circle needed	32.85901877	-116.9086565
236	2022-10-13 22:58	Bike/Pedestrian Comment	It is difficult to cross Laurel to access sidewalk. All way stop needed at this intersection or better yet a traffic circle	32.86200914	-116.9175432
237	2022-10-13 22:59	Bike/Pedestrian Comment	Bike/ped crossing needed over the 8, or else it is over a mile detour to go from one side or the other	32.85253847	-116.8667301
238	2022-10-13 23:02	Bike/Pedestrian Comment	Sidewalks and protected bike lanes needed along Winter Gardens in most areas between Lemon Crest and Pepper	32.83559507	-116.9329116
239	2022-10-18 15:42	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "e-Bike Charging station"	32.75604801	-117.2221327
240	2022-10-18 15:43	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "Protected Bike Lanes"	32.75699313	-117.2062616
241	2022-10-18 15:43	Environmental Comment	From 10/9 SANDAG Community Fair - "Trails :)"	32.77083857	-117.1821889
242	2022-10-18 15:44	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "Bike connections w/ less conflict locations"	32.76322934	-117.1648137
243	2022-10-18 15:47	Transit Comment	From 10/9 SANDAG Community Fair - "Amtrak/COASTER at new Morena Blvd trolley station"	32.73125082	-117.1744819
244	2022-10-18 15:48	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "Protected bike lane and rapid transit"	32.74536392	-117.1552819
245	2022-10-18 15:49	General Comment / Suggestions	From 10/9 SANDAG Community Fair - "Mission Valley - more bike lanes, transit-oriented, walkability"	32.77328689	-117.1471188
246	2022-10-18 15:50	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "BIKELANES, BIKELANES, BIKELANES!"	32.78069398	-117.1336656
247	2022-10-18 15:51	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "Pedestrian facilities"	32.7694022	-117.1252105

248	2022-10-18 15:52	Traffic Comment	From 10/9 SANDAG Community Fair - "Middle plants"	32.77564863	-117.0929711
249	2022-10-18 15:53	Transit Comment	From 10/9 SANDAG Community Fair - "Parking at trolley stations"	32.77200342	-117.0830487
250	2022-10-18 15:53	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "Cycle Track!"	32.77125919	-117.0361034
251	2022-10-18 15:54	Bike/Pedestrian Comment	From 10/9 SANDAG Community Fair - "More protected bike lanes!"	32.76773376	-117.0191597
252	2022-10-18 15:54	Environmental Comment	From 10/9 SANDAG Community Fair - "More grassy dog parks"	32.77077757	-117.0135778
253	2022-10-18 15:57	General Comment / Suggestions	From 10/9 SANDAG Community Fair - "Bathrooms"	32.79899615	-116.9733089
254	2022-10-18 15:57	Environmental Comment	From 10/9 SANDAG Community Fair - "More greenery"	32.79828566	-116.9578958
255	2022-10-18 15:57	Transit Comment	From 10/9 SANDAG Community Fair - "More trolley routes would be wonderful"	32.81012661	-116.9531519
256	2022-10-18 15:58	Transit Comment	From 10/9 SANDAG Community Fair - "Trolley to Julien"	32.81785318	-116.911512
257	2022-10-18 15:58	General Comment / Suggestions	From 10/9 SANDAG Community Fair - "Justice for Alpine"	32.83424852	-116.7721473
258	2022-10-18 16:27	Bike/Pedestrian Comment	Los Coches width encourages excessive speeds between Julian Ave and Lakeview. Slower traffic and/or physical separation needed to make this area feel safer for biking	32.84395329	-116.9160138
259	2022-10-18 16:29	Bike/Pedestrian Comment	Continuous sidewalks and protected bike lanes needed on Greenfield between Madison and Main	32.80581695	-116.9092363

260	2022-10-18 16:32	Bike/Pedestrian Comment	Apart from the trolley station itself, wide multi-lane streets like Arnele and Marshall feel hostile to anyone not in a car. Road diets, plantings, and traffic calming will go a long way to keep eyes on the street and discourage crime	32.80345102	-116.9755692
261	2022-10-18 16:33	Bike/Pedestrian Comment	This dying mall could be redeveloped into mixed use development, and it has good proximity to transit. Malls are obsolete anyway	32.80370739	-116.9692506
262	2022-10-18 16:36	Bike/Pedestrian Comment	This intersection feels too big and feels unsafe to cross as a pedestrian	32.7866808	-117.0031394
263	2022-10-18 16:38	Bike/Pedestrian Comment	There's no way to legally get to the stairs leading to the park from the nearby intersection because pedestrian movement is curtailed in the intersection in favor of cars	32.78713497	-117.0027788
264	2022-10-18 16:40	Bike/Pedestrian Comment	Fuerte needs separated bike lanes and prohibitions on cut thru traffic	32.77816686	-116.9964114
265	2022-10-18 16:41	Bike/Pedestrian Comment	Traffic calming needed in vicinity of park and store. Too many cars fly down the hill and have had several close calls	32.82244435	-116.8278399
266	2022-10-18 16:42	Traffic Comment	All way stop needed here due to difficult visibility and high volume of turning traffic	32.82049548	-116.8295747
267	2022-10-18 16:44	Traffic Comment	Traffic turning from La Cresta left onto mountain view is difficult as cars coming the opposing direction don't stop and often move very fast. Convert intersection into roundabout or all way stop	32.81474378	-116.8622227
268	2022-10-18 16:45	Traffic Comment	The 2-way left turn lane here seems to serve more as a passing lane for aggressive drivers. Add bollards or islands to slow traffic	32.80875429	-116.9083522
269	2022-10-18 16:47	Bike/Pedestrian Comment	"Slip lanes" for right-turning vehicles are dangerous for pedestrians since cars don't stop	32.79544118	-116.9357456
270	2022-10-18 16:47	Bike/Pedestrian Comment	Protected bike lanes needed because of this being one of El Cajon's main business districts.	32.79873587	-116.93575
271	2022-10-18 16:49	Bike/Pedestrian Comment	Better connectivity needed between Grossmont College bike path and the surrounding community	32.80269138	-117.0061473
272	2022-10-18 16:52	Bike/Pedestrian Comment	Many intersections on El Cajon Blvd prohibit pedestrian crossings. Instead, pedestrian crossings and curb extensions should be installed at every block	32.75529719	-117.135766
273	2022-10-18 16:53	Bike/Pedestrian Comment	This five way intersection is confusing and unsafe as a pedestrian. Remove one of the streets and convert to a standard 4-way intersection	32.74643506	-117.1463536
274	2022-10-18 16:54	Bike/Pedestrian Comment	Robinson Ave bridge is very sketchy to navigate on foot. One direction of vehicle traffic should be removed and replaced with a walkway until the bridge can be replaced.	32.74666463	-117.1563951
275	2022-10-18 16:57	Traffic Comment	Replace these complicated freeway-style interchanges with a pair of roundabouts. This will provide scenic enhancement of the area while reducing high speed collisions because of the confusing interchange layout	32.76338391	-117.233131

276	2022-10-18 16:59	Bike/Pedestrian Comment	Vehicles often do not yield to pedestrians along multiuse path. Better crosswalk improvements needed	32.76887997	-117.2093169
277	2022-10-18 17:00	Traffic Comment	Why do private vehicles need to be on Fiesta island at all? With several high-profile incidents involving drivers being aggressive towards bicyclists, Fiesta Island should be closed to all non-city vehicles .	32.77017903	-117.2178974
278	2022-10-18 17:03	Traffic Comment	Roundabout needed at this intersection as traffic on Hillsdale gets delayed and there is a high volume of left turn traffic	32.75744686	-116.9028991
279	2022-10-18 17:04	Bike/Pedestrian Comment	Curb-protected bike lanes needed in these high density areas with many potential cyclists	32.79711123	-116.9572843
280	2022-10-18 17:06	Bike/Pedestrian Comment	Traffic turns right onto I8 east at an unsafe rate of speed and don't yield to pedestrians in the intersection. Curb extensions needed to encourage safe turning speeds	32.80270145	-116.9278018
281	2022-10-18 17:08	Traffic Comment	Vehicles often don't yield to pedestrians in intersection. A raised intersection/raised crosswalks could do a lot to remedy this	32.80018397	-116.9181307
282	2022-10-18 17:09	Traffic Comment	All-way stop needed at Frances and Harbison Cyn Rd. due to limited visibility	32.82044471	-116.829629
283	2022-10-18 17:10	Bike/Pedestrian Comment	Sidewalks needed along Arnold Way from Foss Rd. to Alpine Blvd	32.83631825	-116.7715574
284	2022-10-18 17:11	Bike/Pedestrian Comment	Connect Huey and Big Red Rd. with a Bike/ped path to promote safe routes to school	32.82384025	-116.7802188
285	2022-10-18 17:13	Traffic Comment	Cars park so frequently in the bike lane in this area that most people assume there isn't one. Remove extra eastbound lane and convert to bike lane so both parked cars and bikes are accommodated	32.83520318	-116.7774761
286	2022-10-18 17:15	Bike/Pedestrian Comment	Lanes on Arnold are extremely wide here for no apparent reason. Narrow lanes and use the space for a buffered bike lane and a traffic median	32.84335783	-116.8090658
287	2022-10-18 17:17	Bike/Pedestrian Comment	Create pedestrian pathway between Lakeshore and Lake Jennings Park Rd	32.86001964	-116.901142
288	2022-10-24 7:59	Transit Comment	I agree with the skyway but do not think it should connect as far as Ocean Beach. I envision something shorter like a connection within Mission Valley's hotel district and shopping centers- as well as on top of the canyon to UCSD Hillcrest and possibly to Balboa Park. The less stops the more it will be used.	32.76063933	-117.1666658
289	2022-10-27 12:01	Bike/Pedestrian Comment	There is a big need for a pedestrian/bike only bridge across Florida Canyon. The steep grade makes it a challenge to cross for all but the most fit bikers and walkers. There is no infrastructure for pedestrians as well. The bridge would make Roosevelt Middle School as well as the East Mesa of Balboa park accessible to people east of Florida Canyon.	32.7412048	-117.1436329

290	2022-10-27 12:32	Transit Comment	The area would benefit from a rail connection up Park Blvd and either following University or El Cajon Blvd. Transit riders are already here. This corridor is the densest in San Diego and has 2 bus routes with top 5 ridership #'s in San Diego (7 and 215). It would provide the elusive rail connection from downtown to Balboa Park as well as SD High, Roosevelt MS, North Park, and City Heights.	32.7480837	-117.1463342
291	2022-10-27 12:35	Bike/Pedestrian Comment	Adams Ave needs safe bike lanes.	32.76319858	-117.1217546
292	2022-10-27 12:37	Bike/Pedestrian Comment	There is currently no safe bike route from Hillcrest to Mission Hills. University Ave needs some safe bike infrastructure.	32.7489897	-117.1663843
293	2022-10-27 19:02	Traffic Comment	need additional lane on interstate 8 east bound from Lake Jennings to Dunbar Ln Eastbound, the congestion is terrible. Semi-Trucks passing each other at slow speeds back traffic up miles in both lanes. This stretch of highway is outdated will the current amount of traffic. Quick fix restrict all commercial trucks and vehicles towing trailers (i.e. all the toy trailers headed to the desert and river) to the slow lane.	32.85271809	-116.8454887
294	2022-10-28 11:08	Transit Comment	The 10 bus runs limited stop on University through North Park then on Washington through Mission Hills and stops by the Washington Street trolley station and ends at the Old Town Trolley station. Running an additional limited stop on Adams to Park to Washington to trolley like suggested earlier would help cover the area and much better connect it to the new blue line extension.	32.75528016	-117.1391918
295	2022-10-30 11:58	Traffic Comment	Remind drivers that the left lane is the passing lane, not the whatever slow speed they want to Go lane. If you are not passing all of the cars in the right lane, they are detaining traffic and that is illegal. This bad driving behavior is what causes so many accidents. Also remind drivers they are NOT road marshals. If someone wants to pass or go faster, get out of their way!	32.85271809	-116.8454887
296	2022-10-30 13:34	Traffic Comment	Agreed. The abundance of vehicles (and often large trucks with aggressive drivers at that) detracts from the recreational opportunities at Fiesta Island. Turn it into a park with cycle tracks and walking paths and leave the cars out of it.	32.77017903	-117.2178974
297	2022-10-30 13:36	Traffic Comment	These interchanges are way over engineered for the volume of traffic this area receives and the intended recreational uses of Mission Bay. There is a ton of wasted land that goes into supporting these interchanges that could be repurposed into amazing park space. Take them out and put in roundabouts.	32.76338391	-117.233131
298	2022-11-01 12:09	Traffic Comment	Comment from SEWG: Congestion gets backed up from this SR94 - SR125 interchange to College Grove	32.75552844	-117.0089885
299	2022-11-01 14:50	Traffic Comment	Hook ramps on I-8 are dangerous and inefficient	32.75933525	-117.1758897
300	2022-11-01 14:51	Bike/Pedestrian Comment	Extension of the San Diego River Trail between Sefton fields and the Riverwalk project.	32.76333595	-117.1890841

301	2022-11-01 14:52	Traffic Comment	North South Connector Formerly Known as Via Las Cumbres (now street J) to be constructed through the Riverwalk project and connect to Hotel Circle and/or I-8.	32.76608159	-117.1801602
302	2022-11-01 14:53	Traffic Comment	Hotel Circle One-way couplet included in the Mission Valley Community Plan Update	32.75944734	-117.1809944
303	2022-11-04 12:56	General Comment / Suggestions	Why does the Kumeyaay Corridor CMCP boundary does not include any of the lands of the Kumeyaay Tribes in east County, and the Kumeyaay Corridor Area of Influence includes only the lands of the Kumeyaay Tribes of Sycuan, Viejas, and Ewiiapaayp?	32.84355958	-116.8815685
304	2022-11-04 15:10	General Comment / Suggestions	Agree with the comment and would add that any redevelopment of large parcels in Mission Valley should be required to create new street grids that feel truly public to avoid any additional walled garden apartment complexes.	32.76864573	-117.152165
305	2022-11-04 15:13	Bike/Pedestrian Comment	Ensure any future bridge over San Diego River here is multimodal and has sufficient clearance to not flood.	32.77687845	-117.1255599
306	2022-11-04 15:21	Transit Comment	Any fixed guideway transit option to the airport should be future proofed to allow for potential extensions further west, not truncated facing the airport terminal as shown in some renderings.	32.73062137	-117.1985993
307	2022-11-04 15:24	Bike/Pedestrian Comment	Clairemont Drive interchange needs to be redesigned. Poor bike and ped access to Mission Bay from Clairemont Drive Station and the wider Bay Ho and Clairemont communities.	32.79043483	-117.2078406
308	2022-11-04 15:28	General Comment / Suggestions	Any future development along the river should face it instead of away from it. As is, the River Trail is isolated from incidental foot traffic and is less safe for it.	32.77009179	-117.1494031
309	2022-11-04 20:34	Bike/Pedestrian Comment	Grade separation for bikes and cars through this dangerous intersection is a high priority for the Peninsula Community Planning Board and OBPB.	32.75449203	-117.2370828
310	2022-11-07 8:43	Transit Comment	Remove at grade crossings to improve transit and traffic circulation	32.74248988	-117.0305713
311	2022-11-07 8:46	Transit Comment	Plan for the removal of at-grade crossing. Trolley network should be gradually upgraded to a higher speed/capacity light metro system.	32.76353006	-117.195267
312	2022-11-07 8:47	Transit Comment	Remove at-grade crossing at Taylor	32.75556304	-117.1998981
313	2022-11-07 8:48	Transit Comment	Remove at grade crossing at Washington	32.74128188	-117.1837793
314	2022-11-07 10:37	Transit Comment	Remove at-grade crossing for heavy rail into Downtown to improve reliability and traffic circulation and create opportunities for additional connections between Kettner and Pacific Hwy	32.72981403	-117.1727252
315	2022-11-07 10:48	Bike/Pedestrian Comment	Bike and ped connection needed here to improve access between Civita and the commercial areas south of Friars.	32.77535691	-117.147063

316	2022-11-07 11:04	General Comment / Suggestions	The area from Mission Trails Park to Friars is critical for mobility through our watersheds for health, mobility, and clean water. This section is super important and a wonderful opportunity for a multi-use path, connecting communities from the east, providing outdoor access, and protecting our watersheds and open spaces. It would be advantageous to include the entire river in this corridor study. The Kumeyaay would have ensured to make this happen.	32.79884502	-117.094489
317	2022-11-07 11:30	Transit Comment	Testing	32.74556314	-117.0825771
318	2022-11-07 18:12	Bike/Pedestrian Comment	Make it easier for pedestrians to access the Rio Vista trolley station from the south. The one staircase that leads up to the transit station is hard to see from the street	32.77382702	-117.1405553
319	2022-11-09 11:00	Traffic Comment	Ramp to short	32.77473982	-117.0125961
320	2022-11-09 11:09	Traffic Comment	Close the gap to prevent errant vehicles falling below	32.77718525	-117.1119867
321	2022-11-09 11:18	Traffic Comment	Slippery when wet!!!!	32.75772164	-117.2047785
322	2022-11-10 7:05	Bike/Pedestrian Comment	If you want Mountain View Drive to have "Pedestrian facilities" you will first need to have SDPD do something about the speeders on that road. Daily people think it is a racetrack, and we have had several near misses between cars and cars, as well as cars and people. It is becoming increasingly dangerous.	32.7694022	-117.1252105
323	2022-11-10 9:21	Traffic Comment	Traffic is always backed up on the 8 West at Mission Center Road. Need a re-aligned exit ramp to accommodate the traffic.	32.76637392	-117.1487403
324	2022-11-10 17:12	Bike/Pedestrian Comment	Dangerous street conditions (potholes, grass growing in street, etc.) for walking, biking, driving. Could also use bumps to control speeding	32.76548096	-117.1194473
325	2022-11-10 19:21	General Comment / Suggestions	Washington Avenue is a major road within East County as it is one of the main gateways eastward to Sycuan Casino. A road with such high volumes of traffic should see increased safety measures such as improved lighting, signage, crosswalks at intersections and etc. On top of safety improvements, beautification of Washington could be beneficial to this gateway.	32.78766676	-116.9546559
326	2022-11-14 11:07	Bike/Pedestrian Comment	Better bike lanes under 163	32.76164758	-117.166485
327	2022-11-14 11:07	Traffic Comment	Roundabout would suit this intersection well.	32.76059556	-117.1718462
328	2022-11-14 11:08	Traffic Comment	Roundabout would suit this intersection well.	32.75979269	-117.1708656
329	2022-11-14 11:09	Traffic Comment	Traffic calming on this section of Friars. Bike lane is scary, and drivers treat it like a racetrack	32.76702933	-117.1765732
330	2022-11-14 11:10	Bike/Pedestrian Comment	Protected bike lane ends approximately here. Continue this eastward over the 163.	32.76816353	-117.1730358
331	2022-11-14 11:13	Bike/Pedestrian Comment	Protected bike lane along Camino De La Reina as this is the main route to bike between businesses. Currently portions have street parking rarely utilized while parking lots still have space.	32.76886015	-117.1517646

332	2022-11-14 11:14	Bike/Pedestrian Comment	Add a bike lane for a low stress alternative to Friars to connect with the Ikea/Costco shopping center	32.77607096	-117.1380332
333	2022-11-14 11:19	Bike/Pedestrian Comment	Jersey barriers or similar are a MUST for the bike lane on Friars. It is negligent to give bikes a painted bike lane. We need to get past just checking the bike lane box and implement designs that are actually safe and bike friendly.	32.7853208	-117.1254764
334	2022-11-14 11:20	Bike/Pedestrian Comment	Protected bike lane should connect Civita with Texas Street. With e-bikes becoming more popular we should give Mission Valley residents a safe option to bike into the mesa communities	32.77631161	-117.1413689
335	2022-11-14 11:22	Bike/Pedestrian Comment	Connect the I-15 bike path to Mission San Diego transit station	32.77735601	-117.1102303
336	2022-11-14 11:24	Transit Comment	Washington should have one car lane, one bus lane, and one bike lane. The MTS 10 is always full of riders but gets stuck in traffic. With the upcoming Washington street bikeway project further west, we should continue the bikeway through Mission Hills into Hillcrest, as there is no safe, protected east/west bike route in all of uptown right now.	32.74988971	-117.1669576
337	2022-11-14 11:27	General Comment / Suggestions	Pacific Highway is outdated and should become more of a city street than a highway. There is no safe way to bike between the Midway and Old Town. This should be a useful bike connection between beach communities and downtown. And give the buses their own lane. There is plenty of room.	32.74264368	-117.1893901
338	2022-11-14 16:14	Bike/Pedestrian Comment	There should be a bike path connecting Tierrasanta Blvd to Princess View Dive. THIS IS A MAJOR MISSING TRANSPORTATION LINK	32.80875887	-117.0802038
339	2022-11-14 16:18	Bike/Pedestrian Comment	This station should be connected to a bikeway that runs along Alvarado Creek from SDSU down to the San Diego River	32.78000693	-117.097948
340	2022-11-14 16:28	Transit Comment	Trolley should be extended to here to give people (residents & tourists) public access to the coast/beach	32.77202552	-117.2507049
341	2022-11-14 16:30	Bike/Pedestrian Comment	This should be a class 1 bike path along the San Diego River connecting Mission Valley to the coast/beach	32.76140962	-117.2248223
342	2022-11-14 16:36	Traffic Comment	Need a marked/signed route from here to Cabrillo National Monument (State Route 209) to help visitors navigate to Point Loma, marking the historic route of the Old Playa Trail (first road in North America)	32.75698683	-117.2043588
343	2022-11-14 16:40	Bike/Pedestrian Comment	Yes. it should run along Alvarado Creek and connect to SDSU through the existing tunnel; under I-8	32.78362832	-117.0831399
344	2022-11-14 16:42	Bike/Pedestrian Comment	better lighting needed at this interchange also	32.77979055	-117.0661164
345	2022-11-15 13:27	Transit Comment	Long-term would love to see a rapid bus lane or trolley down University Ave	32.74850886	-117.1507268
346	2022-11-15 13:28	Traffic Comment	This off/on ramp is a congestion nightmare - need improved traffic flow.	32.74836524	-117.1589027
347	2022-11-15 13:28	Bike/Pedestrian Comment	Want a fully protected bike lane down University Ave or Robinson Ave.	32.74912232	-117.1509963

348	2022-11-15 13:42	Bike/Pedestrian Comment	This intersection is always full of pedestrians including students walking to school but does not feel pedestrian friendly or safe. Because of a yield lane, there's an unprotected crosswalk that's around a blind curve on several corners. I wish it felt safer and more pedestrian friendly here. I feel too nervous to walk my dog for fear of a car hitting us.	32.74875224	-117.0794486
349	2022-11-15 13:43	Bike/Pedestrian Comment	Lots of high speed auto traffic on Monroe, often people cutting through neighborhood to avoid El Cajon Blvd., making it extraordinarily unsafe for people walking or biking. Need more pedestrian improvements like the ones along Meade west of Fairmount.	32.75876753	-117.0868217
350	2022-11-15 13:43	Transit Comment	Is there a way to expand rail options? I wish the trains had more corridors throughout the city because I love to opt for mass transit instead of cars, but they feel so inaccessible (due to distance) to me and I prefer them to buses.	32.75704807	-117.0825509
351	2022-11-15 13:45	Bike/Pedestrian Comment	Although Monroe/Collwood has a crosswalk with ped signals, there is no painted crosswalk across Collwood. Many times, I've almost been run over crossing the road. Please add a painted crosswalk and infrastructure to slow traffic that at times blows through red lights.	32.75965374	-117.0803729
352	2022-11-15 13:46	Bike/Pedestrian Comment	There is a pedestrian crosswalk here, but cars rarely stop or slow down when the beacon is activated. Consider incorporated physical improvements to slow down the traffic here and make the pedestrian crossing safer and more useful.	32.75686012	-117.0857538
353	2022-11-15 13:47	Bike/Pedestrian Comment	So many kids use this thoroughfare to walk to school and there aren't enough crosswalks and ways for them to safely get across 54th street. I also wish they had a safe bike lane to use to get to school. The ramp down from Orange onto 54th also isn't pedestrian safe and students do have to walk down it sometimes.	32.75486131	-117.0788948
354	2022-11-15 13:48	Bike/Pedestrian Comment	Agree -- When I lived off of 70th, I remember wishing there were a safer way to get to the Trolley station on foot -- the huge hill means you have to walk along the busy roads to try and get there. It's not a very pedestrian/bike accessible station, which I think limits its use.	32.77279738	-117.0450205
355	2022-11-15 13:49	Traffic Comment	Cars frequently run through this red light or drive at speeds far faster than the posted speed limit. It would be great to help slow down the traffic here before the El Cajon Blvd. traffic light where most cars have to stop anyway and promote a safer walking environment.	32.75707206	-117.1017688
356	2022-11-15 13:50	Traffic Comment	This intersection should be no turn on red, or at least a right turn red light traffic signal. Between fast moving traffic going down Texas, the sun setting in the west during the evening rush, and bike lane, it is just too dangerous.	32.76746082	-117.1388186
357	2022-11-15 13:52	Bike/Pedestrian Comment	The intersection feels far too wide for walking across in an entirely residential neighborhood. This creates a difficult crossing environment for people who are walking. It also slows traffic as cars have to wait a long time for other cars and people to cross the intersection. Please consider improvements to narrow the roadway and intersection to improve car and pedestrian traffic flow.	32.75905075	-117.0920649

358	2022-11-15 13:57	Transit Comment	I second this comment for more rail options throughout the City. I also prefer rail to buses.	32.75704807	-117.0825509
359	2022-11-15 14:00	Transit Comment	I second this comment	32.7553048	-117.1342333
360	2022-11-15 14:06	Transit Comment	Please take the trolley directly to the airport with frequent service ! This would make travel so much easier and relieve so much airport traffic congestion.	32.73208715	-117.197876
361	2022-11-15 14:12	Bike/Pedestrian Comment	Agreed. I'd love to walk or bike to campus since I live quite close on the north side, but I simply do not feel safe walking or biking across this freeway crossing, so I drive.	32.77979055	-117.0661164
362	2022-11-15 14:16	Traffic Comment	Less traffic control at this intersection, please. The steady alternating pattern of a 4-way stop would be more efficient and safer. Because cars turning left from Euclid to Altadena back up and can't all make it through the light, others race to turn R on Ridge View and U-turn in the street to catch the light across. And it is faster for them! But dangerous. So, 4-way stop, better still with bulbouts/narrowing. Easy to test. Better for bikes & peds of course, too. Thanks.	32.7369872	-117.0899768
363	2022-11-15 14:17	Traffic Comment	Movement from southbound 67 to eastbound 8 is very congested and awkward. 67 backs up all the way to the 125 every day. A dedicated ramp from SB 67 to EB 8 would solve the problems.	32.8035696	-116.9622263
364	2022-11-15 14:25	Bike/Pedestrian Comment	Grantville Stn NEEDS parking for 92120 area residents! Allied Gardens has no near-by stations with parking now, and busses are unavailable/inaccessible in much of it. Great that there's going to be housing near Grantville Stn, and by the stadium Stn, but taking away the parking at both means those already living here can't use public transportation... which supposedly is "the goal".	32.78000693	-117.097948
365	2022-11-15 14:27	Bike/Pedestrian Comment	I agree that we need lines that protected with a cement barrier or some form of hard material to protect bicycle riders or students on their scooters or skateboards	32.76773376	-117.0191597
366	2022-11-15 14:29	Transit Comment	I agree with this. Especially since there will soon be large new development in the midway district with the navy property and midway rising. This would allow a scalable way to visit and get through the new development.	32.75529329	-117.2414071
367	2022-11-15 14:29	Transit Comment	(Why not) Adding to the record that this is where to center a gondola, connecting everything here to Mesa College, Kearny Mesa, and County HQ to the north with Civita, Mission Valley/trolley, University Heights/215, and North Park Park to the south. Leapfrogs a lot of bottlenecks, would be faster than driving for most trips.	32.79671561	-117.1527665
368	2022-11-15 14:32	Transit Comment	Transfers between the 923 and 35 should be improved. Getting to old town from the 923 corridor is very difficult and requires hoping for the buses to line up. Also, the 923 stops running very early.	32.75092124	-117.2448556

369	2022-11-15 14:33	Bike/Pedestrian Comment	Build separate bike lanes for people to cross over the 8 Interstates. Biking on this busy corridor is extremely dangerous. If we want to connect north of the 8 to the South of the 8, we need protected bike lanes (no painted bike lanes but physical barriers protecting pedestrians and cyclists)	32.77304832	-117.0465192
370	2022-11-15 14:37	Bike/Pedestrian Comment	This road seems to have the makings of a pedestrian space. It has a bus line serving it, a lot of mixed use development and multi-story apartment buildings. In addition, I'm sure traffic flow along Catalina Blvd would be improved by not having as much traffic from Voltaire.	32.74318374	-117.2339571
371	2022-11-15 14:42	Bike/Pedestrian Comment	Crossing Rosecrans on a bike coming from anywhere northwest takes a really long time and requires you to wait right next to 40+ mph traffic. This is dangerous. In addition, at this intersection in particular it would require two light changes to get across as there is no pedestrian crosswalk on the southwest side.	32.73875768	-117.2171828
372	2022-11-15 14:44	Bike/Pedestrian Comment	Biking up this bridge is scary as traffic is really fast in comparison to the bikes. In addition, the sidewalk is really tall making this a good place for a raised or separated bike lane.	32.76778578	-117.2421498
373	2022-11-15 14:48	Transit Comment	While this would be nice, I think this community may be better served by more frequent bus service. A light rail corridor as there was in the 1930s would take about the same time to get somewhere and it is unlikely that there is enough space to keep the car traffic separated. (Even with just one lane in either direction)	32.77202552	-117.2507049
374	2022-11-15 14:49	Bike/Pedestrian Comment	Intersection between Midway bridge and SD river bike path is currently very unsafe. It is not currently possible to come from the bike path and safely cross to the southbound lane in order to go to the stores in Midway area. This causes people to tend to ride bikes on the sidewalk by the northbound lane instead, which isn't good for pedestrians either.	32.75741861	-117.223547
375	2022-11-15 14:50	Bike/Pedestrian Comment	Yes absolutely, lack of a safe bike lane leads many people to ride on the sidewalk here	32.75349212	-117.2173443
376	2022-11-15 14:50	General Comment / Suggestions	This golf course seems like poor land use when right next to a rail corridor.	32.76491066	-117.176345
377	2022-11-15 14:53	Traffic Comment	Frankly the whole 8 West of the 5 & 8 interchange should just be removed when it reaches end of life. If you're driving to the beach, having a freeway doesn't save you any time because you just hit traffic congestion in OB anyway. Meanwhile if it were an urban boulevard instead then there could be more walking connections between the SD river path and the Midway / Point Loma areas	32.75775364	-117.2170307
378	2022-11-15 14:56	General Comment / Suggestions	There is a wildlife conservation area through which the existing ramps were already built. It might not be the best to encroach on that more.	32.75774644	-117.2049329

379	2022-11-15 14:56	Transit Comment	Increase frequency and hours of 923 bus I try to take the 923 Bus from OB to the airport when I fly, but it basically doesn't run at night or on weekends so often I am forced to take a cab even though I would like to take the bus.	32.72939866	-117.1955733
380	2022-11-15 14:58	Transit Comment	Sheltered Bus Stops would make a bus commute much more pleasant. East bound route has shelter across the street, but those that have to stand facing the South blazing sun are at a major disadvantage.	32.75507805	-117.1351328
381	2022-11-15 15:01	General Comment / Suggestions	Can't wait for the Howard Ave Bikeway improvements!	32.75405894	-117.1349439
382	2022-11-15 15:01	Bike/Pedestrian Comment	Why is there no secure bike parking at the airport? Other airports such as Portland have this amenity. I would happily pay for secure multiday bike parking at the airport when I travel, instead of having to take a cab to and from the airport.	32.73183593	-117.1996187
383	2022-11-15 15:02	Bike/Pedestrian Comment	This merge is so notoriously bad that the Strava segment is called "You're gonna die twice!!" Please fix this intersection!	32.72859523	-117.195287
384	2022-11-15 15:02	Bike/Pedestrian Comment	Better pedestrian crossing should be studied at BRT stops. Many people have to cross the street to get to the Stops.	32.75528242	-117.1387408
385	2022-11-15 15:04	Bike/Pedestrian Comment	I would like a designated shared micromobility area at the airport so that I can rent an e-scooter to the airport and have a place to park it. Currently the whole area is a no-park zone for the e-scooter apps.	32.73166025	-117.2004036
386	2022-11-15 15:11	Bike/Pedestrian Comment	It is annoying that you need to weave through a gap in a fence here when making a turn to go under the underpass. It makes the trail feel even narrower than it is.	32.8019167	-117.2217336
387	2022-11-15 15:11	Transit Comment	We need trolley service all the way to the end of the Kumeyaay Corridor. It needs to connect at Morena or Old Town.	32.75516517	-117.2348071
388	2022-11-15 15:12	Bike/Pedestrian Comment	No sidewalk here, dangerous, and busy street.	32.77280171	-117.0467926
389	2022-11-15 15:14	Traffic Comment	Several accidents and near misses here, especially traffic going East on Saranac trying to go N on 70th. Peds would have to go up to EL Cajon BLVD and back track south just to use a crosswalk.	32.77073388	-117.047047
390	2022-11-15 15:17	Bike/Pedestrian Comment	Still puzzles me that there is no dedicated protected bike path on the Major corridor to and from SDSU.	32.77023418	-117.0631955
391	2022-11-15 15:20	Bike/Pedestrian Comment	The Navy needs to introduce ride share or busses to transport workers out to the end of Point Loma via Catalina Blvd. There are way too many single drivers in cars and traffic is very congested twice a day.	32.74318374	-117.2339571

392	2022-11-15 15:21	Transit Comment	Normal Heights needs a fast way to get to the Green trolley line. It's impractical to walk down to ECB & 43rd Street or to 30th and Meade to catch infrequent buses and walk all that way at night. I don't have a solution, but Mission Valley is so close. It's a shame to have to drive there when we are two minutes as the crow flies.	32.76598505	-117.1172647
393	2022-11-15 15:21	Transit Comment	The entire Old Town Station has many problems. Very, very dirty all the time. No overnight parking. Poor signage getting there from Taylor Street. Need a curve sign as approaching the tracks. It's deadly. The track crossing is very confusing and crazy dangerous for cars leaving to go east on Taylor too. Sign needed where you turn left onto Pacific Highway to get to parking area. New street striping too. Whole thing needs an overhaul.	32.75662755	-117.1983913
394	2022-11-15 15:24	General Comment / Suggestions	Fix the bogged down 52 and the westbound ramp of the I-8 to northbound 67-too many accidents!!!	32.76250276	-117.2019425
395	2022-11-15 15:26	Traffic Comment	The Navy needs to provide bus service, ride share etc. to reduce traffic on Rosecrans out to NEL. Traffic is very congested twice a day and cars are emitting lots of pollution through residential neighborhoods.	32.72176679	-117.2300848
396	2022-11-15 15:29	Environmental Comment	Add off-leash dog park to this area.	32.79748356	-117.0210271
397	2022-11-15 15:31	Traffic Comment	We need slow streets and pedestrian only streets in Ocean Beach	32.74666325	-117.2475601
398	2022-11-15 15:31	Transit Comment	I would be opt to ride transit more frequently if I had a place for longer term safe garage parking (similar to parking structure built at UTC), especially for traveling to airport.	32.78132003	-117.011095
399	2022-11-15 15:33	Transit Comment	Need connection from Friars/Ikea to Serra Mesa & Kearny Mesa for more convenient connections between job centers and residences. Transit from Costco area to Spectrum takes 10 minutes by car, 1.5 hours + by walking, trolley, bus (have to go all the way to Fashion Valley to get bus to Kearny Mesa).	32.78269467	-117.1297109
400	2022-11-15 15:34	Transit Comment	Should consider transit connections from residences in mission valley to dining/shopping in Convoy area.	32.8084777	-117.1528103
401	2022-11-15 15:35	Traffic Comment	"Improve Traffic in Point Loma" *Comment from Linda Vista Farmers Market 11/3/22	32.74483175	-117.227749
402	2022-11-15 15:37	Traffic Comment	"Commute congestion from Linda Vista to La Jolla is the worst." *Comment from Linda Vista Farmers Market 11/3/22	32.79926885	-117.1673818

403	2022-11-15 15:39	Transit Comment	"MTS Route 41 to UCSD is too long, it takes 45 mins. We need an express route and/or up the frequency"	32.79522992	-117.1672146
			*Comment from Linda Vista Farmers Market 11/3/22		
404	2022-11-15 15:40	Traffic Comment	"Cars drive too fast on roads"	32.79408027	-117.1707184
			*Comment from Linda Vista Farmers Market 11/3/22		
405	2022-11-15 15:48	Transit Comment	"Dense - new apartments being built, but there is no transit to support all the density"	32.79223348	-117.1672573
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
406	2022-11-15 15:50	General Comment / Suggestions	"Poor road quality. Bumpy intersection near Kearny Mesa College. Bad intersection in front of the high school"	32.80407053	-117.1546779
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
407	2022-11-15 15:50	General Comment / Suggestions	"Circulator around Linda Vista is needed"	32.79340431	-117.1640712
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
408	2022-11-15 15:52	General Comment / Suggestions	"Bus route 25 was cut without a public opinion survey. Elderly people have to walk now"	32.7972606	-117.1646083
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
409	2022-11-15 15:53	Traffic Comment	"traffic in the area is bad"	32.78964495	-117.169664
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
410	2022-11-15 15:53	Bike/Pedestrian Comment	"Area needs better sidewalk connections"	32.78855848	-117.1668746
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
411	2022-11-15 15:54	Transit Comment	"The 44 bus stops to change for Clairemont"	32.80462095	-117.1522267
			*Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22		
412	2022-11-15 15:55	Bike/Pedestrian Comment	There needs to be a bike & pedestrian freeway overpass separate from Clairemont Dr. It is too dangerous to walk or bike across while cars are turning into the 5N or 5S ramps and the visibility of pedestrians or cyclists to cars is not good given how the street overpass is currently designed	32.79047092	-117.2060203

413	2022-11-15 15:56	Transit Comment	"Route 44 is convenient" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79126478	-117.171669
414	2022-11-15 15:56	Transit Comment	"Transit is pretty good. Buses are fast and punctual" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78902405	-117.1723134
415	2022-11-15 15:57	General Comment / Suggestions	"There has been an increase in density with no parking concern" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79187171	-117.1632322
416	2022-11-15 15:57	Bike/Pedestrian Comment	"Services for elderly who walk everywhere" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78741529	-117.1698196
417	2022-11-15 15:58	Transit Comment	"We need more convenient routes for seniors who do not speak English" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.795808	-117.1632994
418	2022-11-15 15:59	Transit Comment	"25 bus route was taken out without any senior community input" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79621985	-117.1694285
419	2022-11-15 16:00	Transit Comment	"Please translate transit apps to Vietnamese" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79705667	-117.1666548
420	2022-11-15 16:01	Transit Comment	"Minimize transfers and increase route frequency" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78690795	-117.1672764
421	2022-11-15 16:02	General Comment / Suggestions	"I run errands by driving" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79163613	-117.1692564
422	2022-11-15 16:03	Transit Comment	"I use and enjoy bus routes 120 and 44 to travel from Linda Vista to 94/805" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79447579	-117.1613952
423	2022-11-15 16:04	Traffic Comment	"Congestion at Kearny is bad" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79970695	-117.1598481

424	2022-11-15 16:05	Transit Comment	"Public transit isn't efficient. We should have more service" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79395766	-117.1641068
425	2022-11-15 16:06	Traffic Comment	"I-8 eastbound traffic up to the 163 has too much traffic after 2pm. Traveling to La Mesa" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.76825418	-117.1439815
426	2022-11-15 16:06	Transit Comment	"Bus 44 doesn't go to Clairemont anymore. I Have to transfer and pay twice" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79632939	-117.1626524
427	2022-11-15 16:07	Transit Comment	"I love the trolley to downtown. I park and ride." *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.77046999	-117.2044937
428	2022-11-15 16:08	General Comment / Suggestions	"Heading to Hillcrest, the I-8/163 connector is dangerous. 3 lanes crossing. Accident hot spot"	32.76078543	-117.1645945
429	2022-11-15 16:10	General Comment / Suggestions	"The turn-around on i-8 westbound/hillcrest is dangerous. Many accidents at intersections" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75797449	-117.1660018
430	2022-11-15 16:12	General Comment / Suggestions	"Need more access to farmers market and community events. Perhaps this could be a partnership w/ these events" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79397389	-117.1652656
431	2022-11-15 16:13	Transit Comment	"I'd like to see a trolley extension to the airport" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75637683	-117.1989527
432	2022-11-15 16:15	General Comment / Suggestions	"30th & University crossing is scary for pedestrians. They took away parking for bike lanes" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.74845365	-117.1297704
433	2022-11-15 16:16	Transit Comment	"44 bus route more frequency and arriving on time" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78732437	-117.1680877
434	2022-11-15 16:17	Transit Comment	"45 minutes for 6 miles on transit is too long" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79367516	-117.1660146

435	2022-11-15 16:17	Traffic Comment	Although Crown Point Drive is designated for bikes and pedestrians, excessive traffic going well past the speed limit makes it difficult to bike along or cross. This street needs speed bumps or something to deter the speeding cars to make it safer for bikes and pedestrians. I avoid it at all costs when biking	32.79212966	-117.2317936
436	2022-11-15 16:18	Transit Comment	"Morena to Downtown service was taken away from green line. Need to transfer" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75804726	-117.1975203
437	2022-11-15 16:19	Transit Comment	"Pronto pass isn't convenient when changing busses" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79307556	-117.1600537
438	2022-11-15 16:19	Traffic Comment	People drive so fast out here. It's dangerous the way they pass and tailgate.	32.83258647	-116.7229303
439	2022-11-15 16:20	Bike/Pedestrian Comment	"Biking across Friars is scary/unsafe. Unsafe bike lanes" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.77436903	-117.1529024
440	2022-11-15 16:21	Bike/Pedestrian Comment	"Landston/Censtock intersection - lighting safer for walking" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79342856	-117.1612063
441	2022-11-15 16:22	General Comment / Suggestions	How are they being compensated for allowing use of their land? Is this something the tribe fully supports?	32.83654387	-116.7246906
442	2022-11-15 16:25	Bike/Pedestrian Comment	"Bike lanes for shorter commutes necessary between Hillcrest and Linda Vista" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78099197	-117.1635324
443	2022-11-15 16:27	General Comment / Suggestions	"If traveling by car is more time efficient, I will do that, If not, I will take transit." *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.76177058	-117.1391881
444	2022-11-15 16:28	Traffic Comment	"We need more free flow traffic. The stopped traffic causes accidents" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75710434	-117.1626633
445	2022-11-15 16:30	Traffic Comment	"There is bad traffic in the morning on northbound 805. In the afternoon, eastbound is congested" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.7763339	-117.1353778
446	2022-11-15 16:31	Transit Comment	"I use and enjoy the bus services from Linda Vista to Market St. 94 --- College Grove" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78954112	-117.1619482

447	2022-11-15 16:32	Bike/Pedestrian Comment	The only thing that I've seen in writing has been a plan to add a bridge over the river. In general, it looks like SANDAG is missing a huge opportunity. Now is the time to make Snapdragon a major transit center at very little (relative) expense but it may be too late.	32.77916008	-117.10452
448	2022-11-15 16:32	Traffic Comment	"I-8 8am-9am and after 2:30 there is a lot of traffic" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.78009936	-117.081933
449	2022-11-15 16:33	Transit Comment	"We need a bus from 94E to Campo Road" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75321332	-117.0099263
450	2022-11-15 16:33	Bike/Pedestrian Comment	"Add more bike lanes in La Mesa" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.77457234	-117.0046494
451	2022-11-15 16:34	Bike/Pedestrian Comment	Need to have a well-defined bike lane on Morena north and south in order to get over to the river bike way	32.76184006	-117.1979116
452	2022-11-15 16:34	Traffic Comment	"125 -- 94 connection is scary, with traffic on huge grid" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.75181465	-117.0061157
453	2022-11-15 16:34	Transit Comment	"The MTS Route to El Cajon is great." *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.79945163	-116.9651671
454	2022-11-15 16:35	Transit Comment	"More frequent transit service please" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.80908823	-117.000711
455	2022-11-15 16:35	Bike/Pedestrian Comment	Bikeway needs to be connected	32.76066247	-117.1897721
456	2022-11-15 16:35	Bike/Pedestrian Comment	this section of Camino De La Reina is also key to bicycle commuting and is in terrible shape with people suffering severe injuries due to the condition of the road. It needs to be maintained.	32.76648967	-117.1598937
457	2022-11-15 16:36	General Comment / Suggestions	"Speed Limits are too fast" *Comment from the Linda Vista Farmers Market Outreach Event - 11/03/22	32.83484219	-116.8935119
458	2022-11-15 16:37	Bike/Pedestrian Comment	This section of Camino Del Rio N. is a key bicycle commute corridor. The condition of the road is terrible and increases the danger to cyclists. It must be maintained.	32.77394861	-117.130951

459	2022-11-15 16:37	Bike/Pedestrian Comment	Bikeway has to be connected west. Currently difficult and dangerous to use	32.76584419	-117.1641492
460	2022-11-15 16:38	Bike/Pedestrian Comment	I absolutely agree.	32.77739637	-117.099948
461	2022-11-15 16:39	Bike/Pedestrian Comment	We need a separated bike lane moving north-south along this PCH corridor. Cars are moving too fast and distracted drivers are a major concern. Perhaps a separated bike lane along Kettner/Hancock as an alternative? But one would need to cross under PCH at MCRD to access Barnett corridor	32.74746274	-117.1941083
462	2022-11-15 16:40	Bike/Pedestrian Comment	Need a separated bike lane along Barnett St from PCH to Rosecrans (or to Liberty Station Barnett entrance). Car traffic is very fast and distracted drivers are a major safety concern.	32.74411207	-117.2011769
463	2022-11-15 16:40	General Comment / Suggestions	The College Area has excellent transit...unfortunately that is the only good infrastructure in the community. Because of SDSU and the availability of transit there is a push to add density. When improving transportation please remember there is more to infrastructure than transportation and do not let adequate transit be growth inducing without addressing other needs.	32.76893544	-117.0607134
464	2022-11-15 16:43	Bike/Pedestrian Comment	We need a safe, separated bike lane to traverse from Rosecrans to West Pt Loma Blvd. Or some method to move from San Diego Harbor to Mission Bay. The road is very unsafe, and I will not bike along there for that reason	32.73531028	-117.2297371
465	2022-11-15 16:46	Bike/Pedestrian Comment	We need a safe, separated bike lane that supports transit from the freeway into Mission Hills / Hillcrest area. Washington St has a small stretch of cones for a quasi-safe bike lane, but it does not extend all the way up the hill. A bicyclist was killed along this stretch several years ago. It is not safe for pedestrians or bicyclists.	32.74537379	-117.1761385
466	2022-11-15 16:46	Bike/Pedestrian Comment	There needs to be a connection! Without it, way too dangerous with all the cars and trucks.	32.80875887	-117.0802038
467	2022-11-15 16:50	Bike/Pedestrian Comment	We need a safe, separated bike lane to move from the highway/freeway area up into Mission Hills / Hillcrest area. Currently there are a set of cones that provide a small separation along the south side of Washington, but they do not extend very far up the hill. There is no safe passage for pedestrians or bicyclists.	32.74539215	-117.1782582
468	2022-11-15 16:53	Traffic Comment	The traffic light at Washington and the Frontage Road does not seem to be programmed well. There is often a lot of backups along Washington, waiting for the "non-existent" frontage road cross traffic.	32.74072557	-117.1841312
469	2022-11-15 16:56	Bike/Pedestrian Comment	India Street (northbound) is very unsafe from Laurel to Chalmers. We need a separate bike lane to protect us from the high speed cars and unfamiliar visitors (in rental cars) that are zooming down this road for the freeway onramp.	32.73676342	-117.1755223
470	2022-11-15 17:29	Bike/Pedestrian Comment	The farmers market takes up this space every Wednesday. Closing it to traffic and making it a permanent pedestrian space would be very nice.	32.74616986	-117.2499529

471	2022-11-15 17:31	Bike/Pedestrian Comment	It is clear that Euclid and Monroe is a troublesome intersection for all modes of transportation. Cyclists also need to be thought about as an integral part of any solution - not just pedestrians and cars. The current Meade Bikeway from West to East connects naturally into Monroe Ave and is a route that many bike commuters take every day. This intersection needs to be reconsidered. The intersection at Monroe and Aldine also needs help. We need safe and convenient bike routes for commuters.	32.75905075	-117.0920649
472	2022-11-15 17:36	Bike/Pedestrian Comment	This is a critical intersection for bike commuters who travel the Meade Bikeway to go west heading to Hillcrest. It is currently dangerous to go in the West to East direction down Monroe and even more dangerous trying to connect East to West cutting across traffic or riding down the sidewalk. Monroe is the most logical road to connect to Meade and the current alternative is even more risky than this - El Cajon Blvd	32.75896325	-117.0936855
473	2022-11-15 17:37	Traffic Comment	One option for a bus service could be an express bus from old town via I 5 and I 8. There is plenty of space for skip lanes for the long traffic lights and the high speeds mean it would only take on the order of 10 minutes.	32.72176679	-117.2300848
474	2022-11-15 17:42	Traffic Comment	improved traffic calming measures needed to prevent cars from speeding down Monroe. At Winona and Monroe there is a stop sign. Cars stop here and then step on the gas speeding down the road until they hit another stop sign. Speed bumps are necessary along Monroe.	32.75897491	-117.0878969
475	2022-11-15 17:44	Traffic Comment	Westbound cars go thru red light especially at night. Green light for offramp also faces westbound Washington St, confusing some drivers. Offramp traffic goes too fast. Missing crosswalk on Washington. Need roundabout.	32.75009901	-117.1574414
476	2022-11-15 17:48	Bike/Pedestrian Comment	100% Adams needs bike lanes. Businesses may not recognize this yet, but in the near future this street and neighborhood will suffer economically if it doesn't have safe bike lanes. Share the road markings are not an acceptable solution for cyclists	32.76319858	-117.1217546
477	2022-11-15 17:52	Traffic Comment	Because 8th Ave isn't aligned, cars southbound on 8th crossing University can't see pedestrians crossing on other side (by coffee shop). Need to improve pedestrian safety crossing 8th Ave south of University.	32.74839365	-117.1574082
478	2022-11-15 17:53	Bike/Pedestrian Comment	Because 8th Ave isn't aligned, cars southbound on 8th crossing University can't see pedestrians crossing on other side (by coffee shop). Need to improve pedestrian safety crossing 8th Ave south of University.	32.74836599	-117.1572027
479	2022-11-15 18:01	Traffic Comment	Please fix dangerous freeway connections. The traffic jams on I 8 are horrific from I-5 to SDSU. The interchanges at I-163, I-805, and I-15 all involve lane changes with blind spots.	32.77278921	-117.1323701
480	2022-11-15 18:03	Environmental Comment	Please fix frequent flooding along the San Diego River near I-8 and Friars Road.	32.74641161	-117.1527106
481	2022-11-15 18:06	Bike/Pedestrian Comment	Please address deaths of homeless pedestrians killed alongside I-8 by ending adjacent encampments	32.77286734	-117.0909089

482	2022-11-15 18:26	Transit Comment	It would be nice to find a way for the rapid busses to connect to the Green Line Trolley. Maybe a new freeway station for the trolley or a special bus exit/lane to either the Stadium or San Diego Mission trolley stops.	32.78150499	-117.1113074
483	2022-11-15 18:45	Bike/Pedestrian Comment	Living in North Park, Texas Street is virtually the only viable path to bike from North Park straight to Mission Valley area. But it is unreasonable and beyond dangerous to do so on a road with 50 MPH cars. I've never even attempted it because it is well beyond my comfort zone.	32.76716275	-117.1392393
484	2022-11-15 18:59	Traffic Comment	I fully agree. This ramp leads straight to the off-ramp to Camino Del Rio N. This produces a significant risk that you will be driving down this ramp straight into a line of cars backed up waiting to exit the freeway. I've more than once had to jerk on my brakes out of surprise of how quickly I had to come to a near complete stop after driving freeway speeds down this ramp. To think how much money was pumped into this mega-project. Another relic the failure of car-prioritizing infrastructure	32.77074977	-117.1358356
485	2022-11-15 19:03	Bike/Pedestrian Comment	Pedestrian facilities are badly needed crossing I-15 on Friars Road. Having to walk in traffic lanes is extremely dangerous and quite dehumanizing!	32.78791025	-117.1138783
486	2022-11-15 19:05	Bike/Pedestrian Comment	Why in the world was this part of Murphy Canyon Trail bulldozed and fenced off at each end over a year ago and why has there been absolutely no progress is restoring it??	32.78500509	-117.1148422
487	2022-11-15 19:15	Bike/Pedestrian Comment	This is a very poorly designed I-8 crossing. If walking from the South, you must cross the intersection 3-times to get to the only sidewalk on the East side of Mission Center Parkway. Once across the bridge over I-8 the sidewalk ends, and you must J-walk across Mission Center Road to get to the only sidewalk on the other side. Who designs pedestrian facilities this way?? This seems to be the shortest, even though 3/4 of mile out of the way to get across I-8 by bicycle or walking. Must we drive??	32.77431647	-117.1240826
488	2022-11-15 19:22	Bike/Pedestrian Comment	There needs to be an ADA capable ramp from the Trolley Station to Morena Blvd. You must walk up a rough dirt hill and navigate obstacles to access Morena Blvd on your way to the San Diego River Trail after taking the trolley here.	32.76358932	-117.1979353
489	2022-11-15 19:24	Bike/Pedestrian Comment	I invite any of our city or Caltrans leaders for a fun bike ride from old town to USD or the mission valley Y and back. make sure your estate is in order and you've told your kids you love them.	32.76124571	-117.1978087
490	2022-11-15 19:27	Bike/Pedestrian Comment	What I do is stand at the edge of the crosswalk with my phone out taking video of the vehicles driving past my toes at not much less that freeway speeds. Eventually someone sees what I am doing and brakes hard so that I can cross. A crossing light and noise bumps approaching the crosswalk will be required to make it safe for pedestrians to cross here. Will someone die before that happens??	32.76124571	-117.1978087

491	2022-11-15 19:30	Bike/Pedestrian Comment	This is an extremely dangerous pedestrian crosswalk. Warning bumps for vehicles approaching crosswalk and a crossing light is necessary here. Will someone die before that happens??	32.77095615	-117.1401939
492	2022-11-15 19:32	Transit Comment	I LOVE the shuttle to the airport!!! Please make this permanent and perhaps more frequent. This shuttle is just as good as a trolley extension to the airport and much cheaper.	32.75513361	-117.1990843
493	2022-11-15 19:32	Bike/Pedestrian Comment	Pedestrian and bicycle facilities are required along this road for SDSU to comply with their EIR. Get it done!	32.78655527	-117.1190961
494	2022-11-15 19:33	Bike/Pedestrian Comment	A pedestrian crosswalk is required here for SDSU to comply with their EIR. Get it done!	32.7862968	-117.120129
495	2022-11-15 19:34	Bike/Pedestrian Comment	Would like see San Diego embrace the San Diego river, with walking trails and bike paths all the way to the beach. Currently biking along Mission Gorge is dangerous.	32.80835727	-117.0798801
496	2022-11-15 19:35	Traffic Comment	it's past time for east mission bay drive to be closed to through traffic. car drivers are unable to obey speed limits as they cut through the park trying to beat freeway traffic to the next entrance. it's a park, not a racetrack. get back on the freeway!	32.77662621	-117.2094321
497	2022-11-15 19:35	Bike/Pedestrian Comment	When will there be a North-South MTS bus up and down Mission Village Drive to this trolley station? Does MTS want people in Serra Mesa and Kearney Mesa to use the Trolley or not??	32.78075184	-117.1201122
498	2022-11-15 19:40	Traffic Comment	This section of Mission Gorge isn't designed to handle the increase in traffic. Traffic backs up between the Toyota dealership and Interstate 8. Roadway needs to be redesigned somehow to alleviate congestions. Maybe smart sensors for the traffic lights to increase the flow of traffic?	32.78064476	-117.1015321
499	2022-11-15 19:42	Bike/Pedestrian Comment	Bicycle facilities on the Northbound side of Morena Drive are an abomination. Please add a class II or preferably class IV bike facility the length of Morena Blvd.	32.78513776	-117.2059682
500	2022-11-15 19:43	Bike/Pedestrian Comment	walk or bike to and from mesa college from the east, i dare you. are people really supposed to go to school here?	32.80249908	-117.163863
501	2022-11-15 19:54	Traffic Comment	Mission Gorge should connect to Tierrasanta Blvd with a bridge over the river. Although expensive, this connection would create better regional access and take traffic off other congested intersections. Secondly, access to the river from Grantville to Mission Trails park is nonexistent, Some type of park/parking along this section would help draw people to a great natural resource "The San Diego River"!	32.80603788	-117.0788847

502	2022-11-15 20:09	Traffic Comment	Exceedingly confusing to turn right from westbound Friars onto Ulric St. You HAVE to be in the leftmost of the two right turn lanes when you make that turn, or you end up in a lane that puts you onto the on-ramp to 163 south! At a minimum, signage for these two turn lanes should indicate which is which. Better, a third lane (just for the on-ramp) should be added, right after the turn, so you aren't stuck in the on-ramp when you intended to go up Ulric.	32.77090891	-117.1626918
503	2022-11-15 20:24	Transit Comment	Transit times from Tierrasanta by bus to Hillcrest (a medical services hub) are too long. I assist a friend in Tierrasanta with transportation. There are few stops in Tierrasanta, and the trip goes through a hub in Kearny Mesa. The average transit time is 1 hour and 30 minutes for what is a 15 minute drive.	32.82163222	-117.1077337
504	2022-11-15 20:29	Transit Comment	I love the transit center at fashion valley. by bus or trolley, it's such a fast and pleasant way to get downtown. an example of where public transit beats driving.	32.76569808	-117.1684022
505	2022-11-15 22:47	Bike/Pedestrian Comment	Love the bike lanes down 30th! I would love some more traffic calming to make the outdoor patios more pleasant.	32.75169313	-117.1301684
506	2022-11-15 22:59	General Comment / Suggestions	Will Santo Road ever be completed so that Tierrasanta has a direct connection to Mission Valley without using the freeway?	32.79989467	-117.1059341
507	2022-11-15 23:48	Bike/Pedestrian Comment	Couldn't agree more! Biking from College Area to Little Italy, this is always the most dangerous/least predictable part of my commute. Seems like there's enough width at this intersection, and in the small one way stretch of the street here to add in separated two-way bike lanes.	32.75896325	-117.0936855
508	2022-11-16 1:18	Traffic Comment	This interchange between 8 and 163 as well as the university exit into Hillcrest is challenging. The right lanes are fast, and the left is slow making it feel unsafe to switch lanes	32.754423	-117.1596191
509	2022-11-16 1:25	General Comment / Suggestions	Would love to see a bike roadway that parallels the 163 from Hillcrest into mission valley. Like a separate 2-way bike path, separate from the freeway	32.75452061	-117.1570797
510	2022-11-16 5:16	Bike/Pedestrian Comment	Vehicle parking at Grantville Station is a MUST! We are seniors and live in Talmadge (92115). We used the trolley often to travel downtown, to Little Italy, UTC, Old Town, and Fashion Valley (especially during the holidays). With no available parking at the station, we no longer use the trolley since the other station options are inconvenient. While we appreciate what the City is trying to do, the needs of senior residents are not being factored into the equation.	32.78000693	-117.097948
511	2022-11-16 9:36	Bike/Pedestrian Comment	There is a bike lane on Montezuma east of College, but it's a terrifying ride, in part because many students don't seem to understand how bike lanes work (i.e., ride with the flow of traffic not against it).	32.77023418	-117.0631955
512	2022-11-16 9:39	General Comment / Suggestions	The College area might have decent transit, but the rest of the infrastructure is abysmal. Streets are not repaired, police cannot provide adequate response to citizen calls, the site that was supposed to be a new fire station will now be student housing...yet the City keeps pushing increased density without even acknowledging these issues.	32.76893544	-117.0607134

513	2022-11-16 9:42	Transit Comment	I'd also love to be able to take the trolley, but I still need to drive to get to one of the stations. The only nearby station that has parking is 70th street. Why Alvarado and SDSU can't provide dedicated parking for trolley riders is beyond me.	32.77694101	-117.062022
514	2022-11-16 9:58	Transit Comment	SANDAG will say they can't possibly provide parking for commuters at the College Transit Station because "students will park there." So why not create a dedicated commuter lot with gated access (i.e., uses a Pronto card swipe or access card with a small yearly fee)?	32.77200342	-117.0830487
515	2022-11-16 10:46	General Comment / Suggestions	A bike path like you describe runs from Adams Ave. to an exit where 15 ends. It appears that the only people that use it are homeless campers	32.75452061	-117.1570797
516	2022-11-16 11:10	Bike/Pedestrian Comment	I'd like to be able to bike, canoe and hike between I15 and I805. Unfortunately, the scores of homeless and disease-ridden campsites are far too dangerous for stakeholders to get close.	32.7781757	-117.1184311
517	2022-11-16 11:26	Traffic Comment	Having more reliable transit and better connection to the trolley station would also help reduce the number of cars-almost all of which have just one person in them.	32.78064476	-117.1015321
518	2022-11-16 14:10	Transit Comment	I agree Tierrasanta needs a Park and Ride; Transit hub or trolley. Because the traffic in the morning going North Bound is congested. Also, in the evening traffic going South Bound is super congested. It has been like that for years.	32.82163222	-117.1077337
519	2022-11-16 16:08	General Comment / Suggestions	This intersection at northbound Fairmount Ave and Meade Ave is extremely dangerous for cars, bikes, and pedestrians. Cars traveling north on Fairmount from El Cajon Blvd travel way too fast by the time they hit this intersection. This is the last intersection when traveling north from El Cajon Blvd to the I-8 freeway. It needs to be posted as 25MPH. This intersection is also the route for students heading to and from Franklin Elementary School from the East side of the intersection.	32.75687054	-117.1002132
520	2022-11-16 16:10	General Comment / Suggestions	The author meant for this to be a Traffic Comment.	32.75687054	-117.1002132
521	2022-11-16 16:15	Traffic Comment	Totally agree. Heading south on Fairmount Ave as it turns into 43rd St, the speed limit is properly posted as 25MPH. The very next block it increases to 35MPH. With all the pedestrian activity around the YMCA, students walking to and from Franklin Elementary and now the new Apartment complex at the city block bordered by El Cajon Blvd, 44th St, Meade Ave, and Fairmount traffic speeds should be limited to 25MPH.	32.75707206	-117.1017688

522	2022-11-16 16:22	Traffic Comment	44th Street heading south to El Cajon Blvd from Meade Ave should be changed to a one-way street heading south. This allows for diagonal parking to be added to accommodate the increase in residents and visitors. It also fixes a dangerous intersection at Meade Ave and 44th Street when driving northbound. The stop sign location does not allow any view of oncoming traffic. This will be more problematic now that the new Apartment complex located here is now open and occupied.	32.75675406	-117.100215
523	2022-11-16 17:06	General Comment / Suggestions	I have recently read MTS documents from 2018 strongly recommending against lanes shared by buses and bikes, yet that is what the bus lanes on El Cajon Blvd. do. I would like to know why the SD MTS is defying its own advice, which says it is unsafe for the bike riders to share lanes with buses. Please explain what has changed since they related the high risk to the speed and weight differences, which have not changed.	32.76119471	-117.0867855
524	2022-11-16 17:09	Traffic Comment	5 speed humps were installed along a stretch of Monroe Ave from 44th to Menlo at the request of the community. The city plans to convert all to speed lumps. This would decrease their effectiveness in slowing down traffic since drivers could simply go over the center section of the proposed speed lumps without affecting travel speeds. The planned installation of double yellow lines will cause more safety concerns; the road is only 30ft wide. Side mirrors on parked vehicles are often damaged.	32.75906763	-117.0979926
525	2022-11-16 17:10	Transit Comment	In 2018 SD MTS strongly advised against shared bus/bike lanes like the ones on El Cajon Blvd. They said it was very risky at the high speeds on the road and the great difference between the weight of the bike/rider versus the buses, yet there they are. How does MTS justify these risks that they warned against?	32.75465206	-117.1029461
526	2022-11-16 17:13	Environmental Comment	The city needs to do a better job at brush management along the Fairmount corridor. There is too much of a fire risk to the neighboring homes.	32.75953284	-117.100657
527	2022-11-16 17:18	Environmental Comment	There is a blocked City Storm Water channel, and it has been this way for over 10 years even after repeating complaints to the City. The City needs to maintain the infrastructure which includes Storm Water channels. During storms, the water flows outside of the channel and causing erosion that could compromise Fairmount Ave.	32.75938545	-117.1008164
528	2022-11-16 17:24	Traffic Comment	Approximately where I added this comment is the location of a 55MPH sign on northbound Fairmount. This sign needs to be relocated further north after going around the bend and possibly reduce the posted speed to 50MPH like it is on the southbound side. I have seen way too many reckless maneuvers as some drivers try to accelerate to the posted speed (or more) around this bend. Additionally, more speed limit signs need to be posted along Fairmount.	32.75828526	-117.1012565
529	2022-11-16 19:02	Environmental Comment	Bums are camping, spreading garbage, broken glass, and human waste on the bike path. I wouldn't take anyone on a bike ride through here.	32.76007563	-117.2038943
530	2022-11-16 21:14	Transit Comment	I go from home in University City to church in Hillcrest 2-3 times/week. I would use transit if it could get me closer than Old Town.	32.75374681	-117.1667335

531	2022-11-17 7:35	Bike/Pedestrian Comment	I think it's great that we are adding new housing near the transit depot in Grantville; however, we need to keep in mind that if you want people to start using the trolley system or buses there should be parking available for those folks like seniors, families, and visitors to leave their cars in a safe place. I live in Tierrasanta and would like to use the trolley for day trips to visit our beautiful city. Also, extend the trolley to the Snapdragon Stadium.	32.78000693	-117.097948
532	2022-11-17 10:14	General Comment / Suggestions	Too bad it's slated for development by Geoff Palmer's company: https://www.cbs8.com/article/news/investigations/san-diego-apartment-developer-10-million-in-deposit-lawsuit/509-ae011670-b774-45f2-9e89-cf7488ee9914 Company page (note the two SD developments): https://www.ghpalmer.com/under_development/ Article on one of the local projects: https://www.colliers.com/en/news/san-diego/big-apartment-project-to-bring-bigger-change	32.79884502	-117.094489
533	2022-11-17 10:18	Bike/Pedestrian Comment	All this talk of additional bike lanes is nice, but until the City can adequately maintain its streets and other infrastructure, it's essentially meaningless.	32.77835416	-117.0614521
534	2022-11-17 10:52	Traffic Comment	Traffic calming with parking alternating on both sides of the street and a designated cycling lane. This road is a major cycling corridor.	32.77662621	-117.2094321
535	2022-11-17 10:54	Transit Comment	Increase signage for the Flyer shuttle within the Old Town Station and at the airport terminals	32.75513361	-117.1990843
536	2022-11-17 11:10	Bike/Pedestrian Comment	Provide raised bicycle priority crossing along the San Diego River trail at all street crossings for cyclists and pedestrians.	32.76954322	-117.1543993
537	2022-11-17 11:31	Bike/Pedestrian Comment	Old Highway 80 represents the western edge of a functional (though not perfect) bicycle network to Highway 79. Ideally this point could be connected to the SR-15 bicycle corridor and to the San Diego River bikeway with safe and reasonable bicycle infrastructure.	32.84623437	-116.8827659
538	2022-11-17 12:54	General Comment / Suggestions	Grantville trolley station has insufficient parking for those who park at the station and ride the trolley to another destination. Lack of parking discourages use of trolley system for those who live outside of walking distance to the station. The station is adjacent to a development that has consumed the parking lot that previously existed.	32.77975702	-117.0968272
539	2022-11-17 12:55	Bike/Pedestrian Comment	The protected lanes on Park and 30th north of Upas are ill conceived traps for cyclists. As a cyclist I avoid these like the plague. If anyone feels safer cycling in those at anything faster than a walking pace, it is a false feeling. These roads are now more dangerous for cycling than they were before.	32.74220096	-117.147539
540	2022-11-17 13:00	Traffic Comment	This section of Mission Gorge also receives a lot traffic from Fairmont Ave that is adjacent to the Home Depot during workdays.	32.78064476	-117.1015321

541	2022-11-17 21:56	Traffic Comment	I live in Linda Vista. Getting onto 163 requires that I merge under a bridge over highway 163 with a blind view off merging traffic going off 163. It is and has been tragically overlooked because of a gas line placed near the overpass that caused services to be down and Mission Valley to be evacuated. That line needs to be dealt with. Then traffic going on 163 to merge onto highway 8 can be backed up and I need to merge with that traffic and move over another lane to get to Hillcrest. BAD!	32.76359229	-117.1589604
542	2022-11-17 22:04	Traffic Comment	The interchange to get from 805 to merge onto 8 goes under several merge lanes, usually busy, and blind view of stopped traffic merging onto 8. I have been rear ended on this ramp. I refuse to use it but my husband prefers it rather going across the valley and having to come back to get to our home overlooking 163. I go the back roads to avoid even being on this part of the highway.	32.75864587	-117.1611765
543	2022-11-17 22:09	Bike/Pedestrian Comment	This section traveling East/West is very dangerous to bike and walk, with a higher amount of traffic freeway on/off ramps, and there is no other way that's not many miles out of the way to pass East/West from La Mesa/EI Cajon.	32.78302553	-116.9792291
544	2022-11-17 22:19	Bike/Pedestrian Comment	This section is definitely scary with the speed cars are going, especially if you're riding up the hill.	32.77156401	-116.9778258
545	2022-11-17 22:26	Bike/Pedestrian Comment	This rout has massive potential to be a critical interchange bike rout coming in and out of mission valley from 3 directions on the south side (normal heights, college area, city heights). But I have to go well out of my way to avoid Fairmont like the Black Plague because it's so insanely unsafe to ride or walk if you're headed south, coming out of mission valley	32.7727436	-117.096747
546	2022-11-17 22:33	Bike/Pedestrian Comment	So crazy unsafe in both directions on a bike and as a pedestrian. But yes, it is particularly unsafe going up the hill (south) at very slow speeds with no protection from cars. Love that the lanes were repainted compared to 10 years ago, but please consider protected lane maybe like the 15 freeway bike path, as it's one of the only routes in and out of mission valley on the south side. I've commuted on Texas in the past and have completely given up on this rout as I've gotten older. Sketch.	32.76716275	-117.1392393
547	2022-11-18 0:05	Bike/Pedestrian Comment	This intersection is very difficult for people walking or bicycling. Very high stress	32.86370368	-116.9178265
548	2022-11-18 0:06	Bike/Pedestrian Comment	Need a Class IV bike facility on Rosecrans St	32.73661058	-117.2185916
549	2022-11-18 0:07	Bike/Pedestrian Comment	This bridge is poorly lit. Difficult to walk/bike at night	32.72873471	-117.2137827
550	2022-11-18 6:55	General Comment / Suggestions	Add median beautification to Fairmount from Meade Ave to Montezuma.	32.76048919	-117.0996376

551	2022-11-18 7:00	General Comment / Suggestions	Add turn lane to enter and exit Talmadge Park Apartments to access both northbound and southbound Fairmount. Add a traffic light if necessary to accommodate and also reduce traffic speeds along this corridor. As the speed increases, the associated noise from vehicles increases. As well as more serious traffic accidents.	32.76694722	-117.0968972
552	2022-11-18 7:06	Bike/Pedestrian Comment	Along Fairmount, add a pedestrian path to reach the north side of I-8 from the south side of Montezuma. Better yet, establish a pedestrian path to the north side of I-8 all the way from Meade Ave along Fairmount.	32.76883773	-117.0968911
553	2022-11-18 7:29	Bike/Pedestrian Comment	Please work towards constructing a continuous river path along at least the north side of the San Diego River. This would be an ideal path for those not in cars to access the beach, Mission Valley, Mission Trails, and East County.	32.77985949	-117.10901
554	2022-11-18 7:31	Bike/Pedestrian Comment	This is vital now that the parking spots for the stadium stop have been removed! Please either add parking spots at the trolley stop or a bus that travels from Serra/Kearny Mesa to the new Stadium trolley stop. Both would be great too.	32.78075184	-117.1201122
555	2022-11-18 9:41	Transit Comment	It would be great to have quicker north-south transit on this side of Balboa Park	32.74122686	-117.127153
556	2022-11-18 12:05	Environmental Comment	The coastline here is littered with rusty nails and screws and pallet brackets that are left over from burning of wood in the fire pits. While I support firepits in safe areas, this is awful when barefoot people are using the beach. I have personally cleaned up thousands of nails and screws and other unidentifiable rusty metal items from the shoreline.	32.79727629	-117.2158465
557	2022-11-18 12:13	General Comment / Suggestions	My organization would like to negotiate for some space here to put an outrigger canoe and a storage container to hold paddling equipment so we can run a paddling organization for kids and veterans—but we are having problems working with the coastal commission or county and cannot seem to find anyone with the authority to discuss options. We are willing to pay.	32.78932832	-117.2333329
558	2022-11-18 12:14	General Comment / Suggestions	If anyone knows of a good contact, please let me know.	32.78932832	-117.2333329
559	2022-11-18 12:27	Traffic Comment	This area has especially bad traffic at rush hours. Adding roundabouts, particularly at the areas around shopping, the megachurch, and the schools could improve traffic flow while also keeping speeds down. Busses are helpful but biking is treacherous. Pedestrian bridges could help esp. near bus stops.	32.737551	-117.218211
560	2022-11-18 12:50	General Comment / Suggestions	I come here often to paddle with San Diego Dragon Boat Team. We are able to practice here because San Diego provides us with space and the park rangers work with us. We try to be good citizens, so we keep the area nice.	32.77557516	-117.2184055

561	2022-11-19 17:05	Transit Comment	This area does not have bus stops. There is a huge need for this area to be added to bus routes. The hills on Princess View (and side streets) are very steep. There are many elderly people who must walk up the hill to get to the grocery store and bank (some even with walkers) In the summer this is very dangerous for their health. I have stopped to pick up elderly many times and they all say they have no care and there is no bus stop to take them.	32.80091033	-117.0776841
562	2022-11-20 16:02	Traffic Comment	The section of the 8 that runs from OB and east past the 5 freeway is a parking lot during commuting hours. Now that the brilliant people of San Diego have agreed to lift the height limit in Midway and dump 10s of thousands of more people and visitors in the area, obviously this freeway section will be heavily impacted and needs to be addressed. Rosecrans also suffers badly from traffic congestion and will also get much worse. It doesn't seem like there is any way to mitigate this. Good luck.	32.75552208	-117.2091076
563	2022-11-20 16:06	Traffic Comment	Heading westbound on Niagara, Conflicting signs of Yield and Stop are both painted on the road here and it's a miracle if this has never caused an accident.	32.73830254	-117.2392387
564	2022-11-20 16:15	Traffic Comment	Wabaska has been changed to offset the parking from the curb which moved the bike lanes to be between parked cars and the curb. This configuration makes it completely blind to turn onto Wabaska from any of the intersecting streets. Some bikers still use the regular lane, I'm guessing because they don't feel safe riding behind parked cars, in fear that cars turning off of Wabaska may not see them as they pass by the cross streets. This configuration just makes the road dangerous for cars and bikes.	32.7412845	-117.2327802
565	2022-11-20 16:25	Bike/Pedestrian Comment	A lot of the streets in this area do not have sidewalks. Local residents are being forced to deal with increased density, but as usual, there is no corresponding increase in infrastructure. The local gas station was removed for a ton of condos and Voltaire is continuously being built up. But anyone who wants to walk from the older housing can't because there are no sidewalks. The alternative is walking along Catalina which is so over-congested it's simply dangerous and just full of car exhaust.	32.7402213	-117.2334189
566	2022-11-20 16:28	Traffic Comment	You used to be able to left turn yield onto Wabaska. Now you have to uselessly generate brake dust and come to a complete stop and wait for the light to turn to an arrow to turn. The angle of the turn onto Wabaska is also ridiculous now. I have also seen e-bikers blasting through this intersection, disobeying the traffic lights. Bring back the left turn yield and fix the angle.	32.74233394	-117.232947
567	2022-11-20 16:32	Traffic Comment	When Catalina backs up due to traffic people will speed through the cross streets to go around to access Nimitz. This endangers all residents in the surrounding area. Do something to relieve congestion from Catalina/Famosa to Nimitz or make it illegal to turn off of Catalina during commuting hours.	32.7410255	-117.2360576

568	2022-11-20 16:37	Bike/Pedestrian Comment	Every time you enter this area there is a legitimate fear of being physically harmed by those living on the streets. I routinely avoid this station, even though it is the closest to me. You are risking your life if you go here at night. The last time I took the coaster from this station(two weeks ago) a man jumped on the coaster and was exposing himself and had to be removed from the coaster.	32.75373096	-117.1998623
569	2022-11-20 16:41	Traffic Comment	I used to love using this station because there was car parking here. Now it's been replaced by more housing, and I no longer use it. I love how people who don't live here yet always take priority over long-time residents who have been paying taxes into this city for decades. Well, at least some of us.	32.78008793	-117.0971768
570	2022-11-20 16:42	Traffic Comment	This road is terribly congested when classes start at SDSU and before and after sports and music events.	32.77644656	-117.0679269
571	2022-11-20 16:45	General Comment / Suggestions	This whole park is filled with people living out of their cars which can make it feel unsafe. I've even seen people shooting a sexually explicit music video on the sand here. Seems like this area doesn't get policed much.	32.72533432	-117.2060963
572	2022-11-20 16:47	General Comment / Suggestions	Seems like there is always sketchy people doing illegal things in this parking lot. Smells like urine. The end of the lot closest to the pier is difficult to get in and out of.	32.74786214	-117.2527016
573	2022-11-20 16:49	General Comment / Suggestions	Too many people living in their cars here and overfilling the trash cans. They tie up spots that should be going to actual residents. Too many people with aggressive, big, dogs at dog beach.	32.75416611	-117.2501235
574	2022-11-20 16:53	Traffic Comment	This intersection regularly backs up so bad that people on the 8 get stuck trying to turn onto Nimitz.	32.75416471	-117.2370206
575	2022-11-20 16:55	Traffic Comment	The 8 badly needs to connect to 5 North from the west side of 8. Forcing everyone in OB/Point Loma up sea world drive to catch 5 is very inefficient and crowds that road. Similarly, the north side of 5 needs to connect to 8 west.	32.75908755	-117.2040604
576	2022-11-20 17:04	Bike/Pedestrian Comment	Making this a pedestrian space would simply force all the cars into the surrounding neighborhoods and further overload Catalina. It's a main artery between Point Loma and OB. Parents taking their kids to Point Loma high school use this road, among others. This is a family suburb where density is awkwardly being forced and generating these types of clueless comments by likely able-bodied young people who'd be better off living downtown.	32.74318374	-117.2339571
577	2022-11-20 17:11	Traffic Comment	Need a solution for the cell phone lot being closed. The airport has been a mess for months with no alternative. Pretty embarrassing.	32.73184366	-117.1970006
578	2022-11-20 17:16	Traffic Comment	The 8/163 split is a regular disaster in the afternoon. This area would be well served to have an overpass from the 163 south to 8 west connections. The current set up where people flying down the hill on 163 have to cross over people barely moving, coming from Friars road is very dangerous and a site of constant near or actual collisions.	32.765069	-117.162574

579	2022-11-20 23:56	Traffic Comment	As a native of Tierrasanta, I do believe that the community could use a bridge to Grantville in some form, however, very few other residents share the same views.	32.80603788	-117.0788847
580	2022-11-21 0:02	General Comment / Suggestions	It might be completed, but doubtful it will be in the near future.	32.79989467	-117.1059341
581	2022-11-21 17:08	Bike/Pedestrian Comment	Something like the commuter bike way on the 15 would be amazing. There need to be more safe ways for bikes and walkers to get from the valley floor up onto the mesa	32.76716275	-117.1392393
582	2022-11-21 17:11	Transit Comment	Definitely in favor of a trolley the whole way down El Cajon. But if trees on the median need to be removed they need to be replaced with trees on the sidewalks, so we don't lose our shade cover. In addition, the trolley tracks should run on grass, not pavement. We need to do anything we can to reduce the urban heat island effect	32.7553048	-117.1342333
583	2022-11-21 17:20	Bike/Pedestrian Comment	I agree with this comment. The 15's commuter bike way is great but it's only a half measure when you consider where the north side ends. There should be a tunnel or overpass across the 8. Vastly more people live on the north side of the highway and a connection over/under the freeway would allow more people in the valley to access the mesa via bike and vice versa. This area and Texas St are basically the only options for walking and biking, and they are very unappealing.	32.77672921	-117.1106515
584	2022-11-21 17:38	Transit Comment	This would be a great location for freeway level bus platforms that could be included in the rapid bus network similar to the SR 15 Mid-City Rapid Transit Stations. This location is right next to the SDSU West Development which will only increase the area's need for transit. More importantly, transit connections from the valley floor to the top of the mesa are very few. This would give people another option.	32.78614205	-117.1142614
585	2022-11-21 17:48	Transit Comment	There is currently very few transit (bus from FV mall), bike (SR 15 bike way and Texas St) and walking (can't even name a pedestrian walkway across the 8) options that connect people that are north of the 8 and people that are on the top of the mesa (that don't want to drive). I would fully support an aerial tramway that connected the FV Mall with Hillcrest. Please give non-car users someway to safely, easily, and quickly go from the valley floor to the top of the mesa	32.76594955	-117.1674414
586	2022-11-21 18:30	Traffic Comment	I used to use this station but now drive because there is no parking there	32.78008793	-117.0971768
587	2022-11-21 20:46	Traffic Comment	It is very scary to drive on Hwy. 8 west in the mornings and try to merge to 805 N. lanes. Many drivers stay in the far right lanes too long and then try to merge left to avoid getting on 805. I haven't seen an accident yet, but I'm sure it won't be long. You would think the sign markers on the road would help people figure out when to merge, but there is still a lot of problems.	32.77774044	-117.1191081

588	2022-11-22 12:15	Bike/Pedestrian Comment	Additional traffic calming on 33rd. Cars treat the blocks from Landis to Upas as an extension of the freeway (passing each other, speeding, not yielding to pedestrians). There is no visibility of & for pedestrians and bikes who cross 33rd at Myrtle day and night.	32.74211117	-117.1228654
589	2022-11-22 12:23	Traffic Comment	This reconfigured Intersection is confusing & dangerous for pedestrians, bikes & cars. Almost no visibility of / for cars & bikes coming south from Ray St. The car shop on east side takes over what might be a pedestrian crossing (??). I avoid going through this intersection on bike, even though it gives direct access to the new bike lane. Area has an intense concentration of restaurants and entertainment & very limited parking yet was designed with only cars in mind.	32.74103536	-117.1290643
590	2022-11-22 12:31	Bike/Pedestrian Comment	With the new parking and bike lanes, pedestrians trying to cross Maple on the south side of the street must walk out into the first lane of traffic to see if any traffic is coming (to see around the parked cars). It would be lovely to have a painted crossing or something to warn motorists.	32.73244597	-117.1603131
591	2022-11-22 12:34	Bike/Pedestrian Comment	Many workers and residents in this area park alongside or inside the park, and this "intersection" (complete with a curb cut on the east side of 6th, suggesting its a crossing) allows pedestrians to risk their lives just trying to get to the other side of the street. Sure, you can walk an extra block north or south to get to a traffic light or signaled pedestrian crossing, but most just won't do that. This needs to be made safer for pedestrians.	32.73243465	-117.15948
592	2022-11-22 15:49	Traffic Comment	I'd add to this insightful comment that cars don't really "stop" at this corner. They slow down to about 10-15 mph.	32.75897491	-117.0878969
593	2022-11-22 16:39	Bike/Pedestrian Comment	I agree that Voltaire is important in moving people from OB to Point Loma. However, I don't think cars are the solution. For trips between OB and Point Loma a bus/ bike / cargo bike trip would add at most 10 minutes. For longer trips Nimitz Blvd exists. If the issue is with students getting to Point Loma High, then a better bus system or a safer bike system needs to be established. See the Portland bike bus or most school bus routes.	32.74318374	-117.2339571
594	2022-11-23 15:06	Bike/Pedestrian Comment	There are no bike lanes on the I-8 bridge. there is sidewalk only on one side.	32.77418301	-117.0460006
595	2022-11-23 15:09	Bike/Pedestrian Comment	There is a disconnect between Guava neighborhood to Baltimore/Fletcher. anyone traveling between these areas has to take long detour on fairly steep gradient.	32.77315117	-117.0301774
596	2022-11-25 7:25	Bike/Pedestrian Comment	I agree - to bike from Talmadge or any area just south of the 8 in this uptown community, there is no way to safely bike west. This road is the main transit thoroughfare to get to mission valley where the riverwalk trail can safely take cyclist west; however, biking or walking on Fairmont north towards Home Depot, 24 hour fitness, the trolley stop, etc. is life threatening. I wish there was a way for me to bike to the trolley and then easily take the trolley to do errands, gym, or beach.	32.7727436	-117.096747

597	2022-11-25 7:30	Traffic Comment	The North 15 on-ramp from the 8 West is one of the scariest in the city. The stretch of 15 for cars coming from the 8 merging onto the 15, and the cars attempting to exit from the 15N to Friars are all going in opposite directions. I've had countless guests visit my house and comment at how awful, scary, and dangerous merging here is, as well.	32.78233393	-117.113479
598	2022-11-25 7:47	Bike/Pedestrian Comment	There needs to be a pedestrian crosswalk at the end of Monroe crossing Collwood. Pedestrians and cyclist have to currently go up to 54th to cross the street, though most traffic turns north on Collwood here to head towards Montezuma / Fairmont and the 8.	32.75965374	-117.0803729
599	2022-11-25 7:51	Traffic Comment	We need signage, at minimum, that helps drivers know the left turn lane, facing west, to turn on 15 South starts back behind this major intersection, in front of the Rock Church. The turn lane is so short to go on 15S that traffic backs up on El Cajon Blvd. to nearly the Exxon to turn left, and merging issues are frequent for those who cross the intersection in front of the transit stop to merge into the small 15S left turn lane.	32.7551729	-117.1080928
600	2022-11-25 7:54	Traffic Comment	This home depot receives a lot of traffic and the small Fairmont Ave that quickly merges from 4 narrow lanes down to 2 causes merging issues, especially with the ample big trucks heading in/out of HD. Similarly, the right turn lane from Fairmont Ae onto Mission Gorge leaving HD is always backed up due to "No Right on Red" -- which half the drivers ignore and turn anyway. Need a merge lane that keeps this traffic flowing back to the 8.	32.7812907	-117.1015526
601	2022-11-25 8:18	Bike/Pedestrian Comment	Traffic congestion here is unreal already with cars coming off the 8 and this being the only main corridor route to get to Point Loma, Shelter Island, the public dock & boat launch, & Liberty Station. This exit/on ramp needs attn already under current conditions. The new midway rising project scares the beejees out of me as this area is already tight and congested...i can't imagine adding hundreds of Apt homes here. It will ruin the communities access to all these wonderful areas.	32.75159075	-117.2046013
602	2022-11-25 8:20	Traffic Comment	Turning left on El Cajon from 55th north of the street is so dangerous. The sidewalk trees block the view of all oncoming traffic from the east. There needs to be a traffic light installed here.	32.75830602	-117.0760806
603	2022-11-25 10:57	Bike/Pedestrian Comment	Walking and biking along Grand Avenue is very dangerous. The sidewalk is very narrow and there is no buffer between the sidewalk and the roadway. This stretch of Grand Avenue has cars driving 50-60 miles per hour and it is very hard for neighboring communities to access transit stops along Grand Avenue - either because the signals at Figueroa Street take forever to allow pedestrians to have the right of way to cross, or alternatively because people jay walk in order to catch a bus.	32.80240164	-117.2179989

604	2022-11-25 10:59	Environmental Comment	The project goes down the middle of the lower Rose Creek salt marsh. This salt marsh downstream of Grand Avenue needs to be treated holistically. All human centered walkways, bike paths, and sports fields need to be moved east to allow for a buffer of upland habitat between the human centered lands uses and this critical coastal wetland.	32.79838157	-117.2198276
605	2022-11-25 11:02	Environmental Comment	This is the historic Rose Creek salt marsh which once stretched from Kendall-Frost Marsh east to almost I-5. This area should be returned to wetland habitat to sequester carbon, provide a buffer to the upstream built environment from sea level rise, storm surge, and filter the pollutants from Rose Creek (on California's 303(d) list of impaired waterways).	32.79689003	-117.2163453
606	2022-11-25 11:06	Bike/Pedestrian Comment	The noise from I-5 degrades the east end of Mission Bay Park. Walkers can barely hold a conversation with each other over the roar of the traffic. Providing sound barriers would improve the usability of the east end of Mission Bay Drive for biking and walking. I-5 should NOT be expanded here, but the area on between the park and the freeway should become a sound and visual buffer area landscaped in native plants.	32.79574752	-117.2090537
607	2022-11-25 11:12	Bike/Pedestrian Comment	This is a horrible place for bike/pedestrians to access Mission Bay. Auto traffic existing and entering the freeway does not stop, the sidewalks are narrow. with a trolley station on the east side of the freeway and Mission Bay Park on the west side of the freeway, there is no usable ADA access, it's dangerous to cross. How can the trolley be useful if a family with children has no safe access to Mission Bay Park.	32.7903358	-117.2074394
608	2022-11-25 11:13	Environmental Comment	No pavement or transportation routes should go through Tecolote Canyon Natural Park. This area is preserved for habitat and passive recreation opportunities like hiking and bird watching.	32.79586063	-117.1817467
609	2022-11-25 11:16	Traffic Comment	The east end of Mission Bay Park should have traffic calming measures installed to make riding a bike on East Mission Bay Drive/Mission Bay drive in the park.	32.78173785	-117.2082154
610	2022-11-25 11:18	Bike/Pedestrian Comment	Separated bike/ped access across I-5 should be provided to connect the Linda Vista trolley station with Mission Bay Park and Fiesta Island. Also, Tecolote Creek should have its footprint widened to allow for more natural water flows and perhaps a bike/ped path under the freeway	32.77022872	-117.2060744
611	2022-11-25 11:20	Bike/Pedestrian Comment	A bike/ped light and legal crossing that has priority over vehicles should be installed across Mission Center Road to make the bike path along the San Diego River functional for transportation. Having to go up to Camino De La Reina, wait for the signal and then head back down the San Diego River trail is too time consuming, frustrating and makes the river trail useless for commuting.	32.76943646	-117.154357
612	2022-11-25 11:22	Bike/Pedestrian Comment	A bike/ped light and legal crossing that has priority over vehicles should be installed across the street at Camino Del Este to make the bike path along the San Diego River functional for transportation. Having to go up to Camino De La Reina, wait for the signal and then head back down the San Diego River trail is too time consuming, frustrating and makes the river trail useless for commuting	32.77200078	-117.1445506

613	2022-11-25 11:23	Bike/Pedestrian Comment	A bike/ped light and legal crossing that has priority over vehicles should be installed across Mission Center Road to make the bike path along the San Diego River functional for transportation. Having to go up to Hazzard Center Drive, wait for the signal and then head back down the San Diego River trail is too time consuming, frustrating and makes the river trail useless for commuting.	32.77062882	-117.1548071
614	2022-11-25 11:24	Bike/Pedestrian Comment	We need a connection from the park area here to Mission Bay Park for bikes and pedestrian	32.76006971	-117.2006909
615	2022-11-25 11:25	Bike/Pedestrian Comment	That connects to the north side of the river	32.76006971	-117.2006909
616	2022-11-25 11:42	General Comment / Suggestions	Walkability around new developments in this area hampered by large block sizes with no pedestrian pass throughs.	32.78502397	-117.100008
617	2022-11-25 22:23	Traffic Comment	Complete streets connection needed here	32.78323512	-117.1471888
618	2022-11-25 22:25	Bike/Pedestrian Comment	Bike ped connection needed here	32.78380475	-117.1556445
619	2022-11-26 8:12	Traffic Comment	Add more lanes to SR-125 between 94 and I-8 in both directions.	32.76287139	-117.0013765
620	2022-11-26 8:15	Traffic Comment	Build the dedicated ramp to connect southbound SR-125 to eastbound SR-95.	32.75589541	-117.0084387
621	2022-11-26 8:17	Transit Comment	Don't expect people to abandon driving their personal cars as long as public transit is not a viable option that takes three times as long as driving.	32.7553995	-117.0161122
622	2022-11-26 8:21	General Comment / Suggestions	Don't employ coercive tactics such as slowing down automobile traffic in an attempt to force people to give up the use of their cars. Don't reduce the number of motor vehicle lanes to accommodate non-existent bicycle traffic.	32.74741248	-116.9759699
623	2022-11-26 12:00	Traffic Comment	Many cars tend to go above the speed limit on this road, exacerbating a situation where a lack of frequent pedestrian crossing points makes it unnecessarily risky to cross the road. Implementing measures to discourage drivers from speeding would be helpful.	32.79283024	-117.0879498
624	2022-11-28 9:42	General Comment / Suggestions	I rode the Blue Line trolley from Hancock street to Nobel on Saturday. It was great. BUT I would not feel safe walking there alone (I was with my husband) and didn't take the trolley back at night, again for safety concerns. It was very quiet and isolated and the road there was strewn with debris from homeless encampments and others. This needs to be addressed if we expect ridership to increase.	32.73351098	-117.1749212
625	2022-11-28 9:44	Bike/Pedestrian Comment	It would be terrific to have a sidewalk along Washington Street. I often think about walking from Bankers Hill down to the commercial area at India and Washington, but don't because it feels unsafe to walk along the road.	32.74837809	-117.1732143
626	2022-11-29 8:38	Environmental Comment	We could remove this freeway and replace it with a transit oriented riverfront district. Most of the traffic could get by on sea world drive. In addition, it would be a great time to build a light rail extension.	32.75649503	-117.2303235

627	2022-11-29 9:03	Bike/Pedestrian Comment	It is a shame that there is no connection between the alley and Michaelmas Terrace street. If there were you could bike most of the way to old town without needing to use Rosecrans. Improving biking alternatives to Rosecrans should be a priority.	32.74845162	-117.2093302
628	2022-11-29 10:33	Bike/Pedestrian Comment	Adding protective bike lanes and decrease the road width of Chatsworth would greatly increase biking accessibility to students and commuters to old town. With so many kids biking along here it should be a priority to offer protection from cars.	32.74064704	-117.2258362
629	2022-11-29 11:18	Transit Comment	The bus stops on Camino de la Reina could be used for more than just the #6. Adding an additional line that would run from Fashion Valley along Camino de la Reina then up Texas then along Adams Avenue would provide a direct connection between Normal Heights and Mission Valley & the green line. It would also increase service frequency within Mission Valley.	32.77000128	-117.149717
630	2022-11-30 5:35	Bike/Pedestrian Comment	I agree. The same issue exists all the way down to Juniper on 6th, 4th, and 3rd. Visibility is worse at some intersections due to design and terrain. Pedestrians can't see oncoming traffic and cars can't see pedestrians. Street design should allow pedestrians a safe crossing at all sides of all intersections. It's not good enough to have safe crossings at few places. Safe crossings should be designed at all sides of all intersections to align with pedestrian activity.	32.73243465	-117.15948
631	2022-11-30 5:42	Bike/Pedestrian Comment	Visibility problems caused by parked cars along bike lane are a major problem the entire length of 4th and 5th Avenues. Design and terrain make visibility worse at some intersections. Need good visibility at all sides of all intersections.	32.73244597	-117.1603131
632	2022-11-30 5:50	Bike/Pedestrian Comment	Long block between Brookes and Walnut is too dark. Only one streetlight and it's too dim. Need more streetlights on this block.	32.74262263	-117.1603942
633	2022-11-30 5:56	Traffic Comment	Cars should not be allowed to make a left turn from Spruce to 6th northbound. It's dangerous to the pedestrian crossing and other traffic. When traffic on 6th stops for pedestrian crossing, cars on Spruce turning left think traffic is stopping for them not pedestrians.	32.73871867	-117.1595241
634	2022-11-30 15:35	Traffic Comment	Need to open Hazard Center Rd improvements under SR-163.	32.76792555	-117.1622613
635	2022-11-30 15:36	Bike/Pedestrian Comment	Pedestrian bridge being planned as part of Civita Community.	32.77661204	-117.144897
636	2022-11-30 16:34	Transit Comment	Work with local transit providers to create "Commuter Express" shuttles from Alpine to the western portion of the County so stakeholders in the Alpine area can have a convenient one seat ride and connect to the rest of the transit network and (sub)urban areas.	32.83841571	-116.7830199
637	2022-11-30 16:36	Transit Comment	The County will be working on a "Community Based Transportation Program" in this area between 2023-2025. This program will conduct outreach at the community level to determine mobility needs of the stakeholders in the area and be placed in a "visioning document" for the Community. 2 areas that will receive this visioning document are unincorporated Lakeside and Spring Valley	32.85229428	-116.923265

638	2022-11-30 16:37	Transit Comment	The County will be working on a "Community Based Transportation Program" in this area between 2023-2025. This program will conduct outreach at the community level to determine mobility needs of the stakeholders in the area and be placed in a "visioning document" for the Community. 2 areas that will receive this visioning document are unincorporated Lakeside and Spring Valley	32.74946018	-116.9873544
639	2022-11-30 16:38	Bike/Pedestrian Comment	Please keep the SD County Planning & Development Services Casa De Oro Revitalization Plan and associated, proposed, street improvements in consideration when preparing the Final CMCP. Casa De Oro Revitalization Specific Plan webpage (https://www.sandiegocounty.gov/content/sdc/pds/advance/CasadeOroRevitalizationPlan.html)	32.74974635	-116.9802756
640	2022-12-02 8:59	Transit Comment	"City heights to La Mesa needs a rapid route" *Comment from Mid-City CAN Meeting 11/21/22	32.76648512	-117.0305712
641	2022-12-02 8:59	Transit Comment	"We need the Purple Line trolley" *Comment from Mid-City CAN Meeting 11/21/22	32.80275764	-117.1106473
642	2022-12-02 9:00	Bike/Pedestrian Comment	"Sidewalk needed along Olvera Ave, Starting at Euclid" *Comment from Mid-City CAN Meeting 11/21/22	32.75932426	-117.1060172
643	2022-12-02 9:02	General Comment / Suggestions	"More Safety" *Comment from Mid-City CAN Meeting 11/21/22	32.75699313	-117.2062616
644	2022-12-02 9:03	General Comment / Suggestions	"More safety and transit frequency" *Comment from Mid-City CAN Meeting 11/21/22	32.79116235	-117.1936434
645	2022-12-02 9:03	Transit Comment	"Higher transit frequency" *Comment from Mid-City CAN Meeting 11/21/22	32.78078894	-117.2050427
646	2022-12-02 9:04	Bike/Pedestrian Comment	"We need more light" *Comment from Mid-City CAN Meeting 11/21/22	32.78944092	-117.1150153
647	2022-12-02 9:05	Transit Comment	"We need more security" *Comment from Mid-City CAN Meeting 11/21/22	32.76102865	-117.1288461

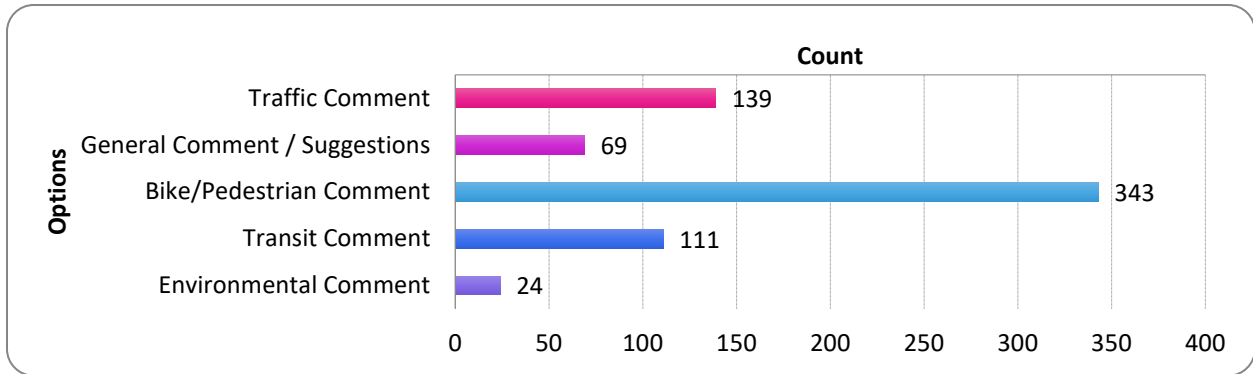
648	2022-12-02 9:05	Transit Comment	"Route 955 needs higher frequency" *Comment from Mid-City CAN Meeting 11/21/22	32.76518812	-117.115285
649	2022-12-02 12:38	General Comment / Suggestions	Sidewalk vendors consistently block and reduce walking space on the sidewalks. They have also completely overtaken the park. This makes walking in the area uncomfortable, and the lack of park space makes it a less welcoming area.	32.74816162	-117.2526111
650	2022-12-02 12:40	Transit Comment	The trolley should go to the Mission Beach/Tourmaline Beach Area instead of Ocean Beach b/c they have more amenities to support the crowds than OB does.	32.75529329	-117.2414071
651	2022-12-02 12:41	Bike/Pedestrian Comment	The bike lane should be widened to allow separate lanes for bikes and walkers. Walkers should be able to walk at least two abreast instead of in single file.	32.75551839	-117.2395636
652	2022-12-02 12:42	Traffic Comment	This is a terrible interchange and needs some better signal design to mitigate the traffic congestion at peak transit times.	32.75416471	-117.2370206
653	2022-12-02 12:44	Bike/Pedestrian Comment	The only connection between the two is over the Sunset's Blvd Bridge. The interchanges, in particular Sunset Cliffs/Nimitz intersection, do not feel safe on foot or bike.	32.75975539	-117.2496844
654	2022-12-02 12:46	Bike/Pedestrian Comment	The bike lane should be moved here and off of Sea World Drive. This is an ideal area to keep bikes and cars separate.	32.76140962	-117.2248223
655	2022-12-02 12:56	Bike/Pedestrian Comment	A bus rapid transit (BRT) route (Next Gen Rapid) is being added to Rosecrans per SD Forward. To be BRT per state code ("Bus rapid transit" defined, Cal. Pub. Resources Code § 21060.2). It must have a dedicated lane. Not sure how a dedicated bus lane and a Class IV bike route can coexist on Rosecrans. The City should dedicate a street through NTC as exclusive for bikes to get them off of Rosecrans & to provide more enjoyable riding. Not all streets should be for bikes and not all for cars.	32.73661058	-117.2185916
656	2022-12-02 12:57	Transit Comment	Put some scooter rental corrals in Liberty Stn.	32.73550548	-117.2155258
657	2022-12-02 12:59	Bike/Pedestrian Comment	Great idea. Bike routes need to be envisioned in a manner to provide routes that don't require being on busy streets. Not all streets should allow bikes and some streets should be dedicated to bikes to allow separation of the two.	32.74845162	-117.2093302
658	2022-12-02 13:01	Environmental Comment	I refuse to use this bike path past the 5 b/c I was warned by a police officer that it was not safe for a woman to use such by herself.	32.76039846	-117.1989207
659	2022-12-02 13:29	Transit Comment	Regional Plan-SD Forward needs to be updated with realistic plans of when routes will be updated to Rapid status & whether they will have bus rapid transit (BRT) dedicated lanes or not. The City is zoning assuming BRT status b/c the RTP is ambiguous. Also, realistic timing must be applied. Current plans say 2025, but RTIP has not funding allocated. This applies to Route 10 to OB and another along Rosecrans. Based on priorities and funding these routes realistically will not Rapid until 2040/2045	32.74991002	-117.2457836

660	2022-12-02 13:31	Transit Comment	Bikes should not be sharing a lane with buses. This is very dangerous.	32.75465206	-117.1029461
661	2022-12-02 13:34	Transit Comment	Why must bike routes be on the busiest street? Why can't bike dedicated routes be developed and mapped on streets that parallel major car artery streets. Make a nice biking route on a parallel street with bike oriented design instead of trying to fit all modes of transit on the same street.	32.75465206	-117.1029461
662	2022-12-02 14:32	Bike/Pedestrian Comment	Lots of people walk along this area but the pedestrian realm is very hostile. Can we please have some more traffic calming and separation between the sidewalk and roadway, both on El Cajon and its intersecting streets? This corner includes a community center and several small businesses that all attract nearby residents who walk or take other car-alternatives here.	32.75858815	-117.0749285
663	2022-12-02 14:33	Traffic Comment	Doesn't seem necessary. There are two giant freeways already providing plenty of access across the river.	32.77877579	-117.1267268
664	2022-12-02 14:36	Bike/Pedestrian Comment	I was biking in the bike lane and almost run over by a car driver who came into the bike lane. Given that this road is essentially a highway, it would be great to create a separated bike lane here on the westbound side and maybe some enforcement of dangerous driving.	32.76368371	-117.1945238
665	2022-12-02 14:41	Bike/Pedestrian Comment	With a protected bike lane, which is made better where there's also car parking to create an additional buffer from the road, and plenty of car parking, 30th street has become a much better place to visit, by walking, biking AND car (I've done all three). Let's get more roads like this: protected bike lanes, some street parking where possible, and slow car travel.	32.75001599	-117.1301609
666	2022-12-02 17:50	Bike/Pedestrian Comment	Please add a crosswalk and/or stoplight so school kids and people recreating at Famosa Slough can cross safely.	32.7523785	-117.2294145
667	2022-12-02 17:58	Bike/Pedestrian Comment	Need better bike lane protection here as cars come flying off I-8 and have very close encounters with bicyclists at high speeds.	32.75440099	-117.2372534
668	2022-12-02 18:02	Traffic Comment	Heavy traffic entering this intersection going to and from I-8. Needs more intervals to allow Pedestrian crossing plus a left turn signal for cars turning from Sunset Cliffs (southbound) onto Voltaire because cars get stuck waiting for a couple of traffic light cycles or turn when light turns red - very dangerous intersection.	32.74990842	-117.2431488
669	2022-12-02 18:07	Environmental Comment	If you do road improvements here, consider trail access improvements to Famosa Slough and ensure proper drainage is included. This is a critical environmental asset.	32.75255954	-117.229259
670	2022-12-02 18:10	Traffic Comment	Lower speed and reduce lanes on this section of I-8. Improve multi use path along the river! Make this a more welcoming gateway into San Diego beaches.	32.75634523	-117.2312782
671	2022-12-05 14:42	Environmental Comment	Homeless use of Hillside Park brings trash, damage to the environment especially native plants, and safety concerns.	32.80516219	-116.984537

672	2022-12-06 16:00	Bike/Pedestrian Comment	With the exception of MCRD access, Witherby St (and Underpass) is an underutilized relic that would be a great repurposing opportunity for a bike/pedestrian corridor...IMO	32.74746274	-117.1941083
673	2022-12-06 16:17	Bike/Pedestrian Comment	Absolutely! You want more people to bike and walk places ?? then give them their own access paths, bridges, tunnels etc. that they won't need to share with cars.	32.78230487	-117.2069303
674	2022-12-06 16:40	Bike/Pedestrian Comment	How about a bike/pedestrian corridor between the airport and MCRD that would connect Washington\PCB with S. Liberty Station (Halsey Bridge)?	32.73566092	-117.1946003
675	2022-12-06 16:52	General Comment / Suggestions	Completely agree! As well, if we're using a 1/2 mile radius from TOD centers in order to increase density, how about a Walkability Study/Plan (which includes street lighting) for EVERY 1/2 mile TOD center within the Kumeyaay Corridor?	32.73351098	-117.1749212
676	2022-12-07 10:18	Transit Comment	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.	32.80458725	-116.975588
677	2022-12-07 10:19	General Comment / Suggestions	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.	32.79508978	-116.9776105
678	2022-12-07 10:21	Environmental Comment	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.	32.80290826	-116.9475802
679	2022-12-07 10:22	Traffic Comment	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.	32.8032305	-116.9584064
680	2022-12-07 10:23	Bike/Pedestrian Comment	Bike lanes along Madison would help connect residential areas to the trolley stations.	32.80067832	-116.9655352
681	2022-12-07 10:25	Bike/Pedestrian Comment	The loop from southbound Magnolia to eastbound 8 could use an LED sign that flashes when someone pushes a button to cross.	32.80250536	-116.9624364
682	2022-12-07 10:27	General Comment / Suggestions	We need to allow more broadband competition to make broadband access more affordable.	32.8053781	-116.9809209
683	2022-12-07 11:01	Bike/Pedestrian Comment	People often cross Madison here at night without regard to oncoming cars. Install a railing along the sidewalk to discourage dangerous behavior and save someone's life.	32.80018385	-116.936996
684	2022-12-07 11:04	Traffic Comment	I-8 needs added express lanes (not conversion of existing lanes) to allow equitable travel times from rural communities that don't have realistic transit options. Not everyone can afford to live close to the metro area.	32.77582662	-117.0495192
685	2022-12-07 11:07	Traffic Comment	The shoulder disappears here where people are looking left over their shoulders getting ready to merge over. Expand the shoulder to improve safety.	32.80289831	-116.9581638

686	2022-12-07 11:12	Bike/Pedestrian Comment	We need freeways to make regional vehicle trips feasible. We need bike freeways to make regional bike trips feasible. A bike freeway along I-8 from El Cajon to I-5 would make bike-to-work possible for many.	32.77971078	-117.078941
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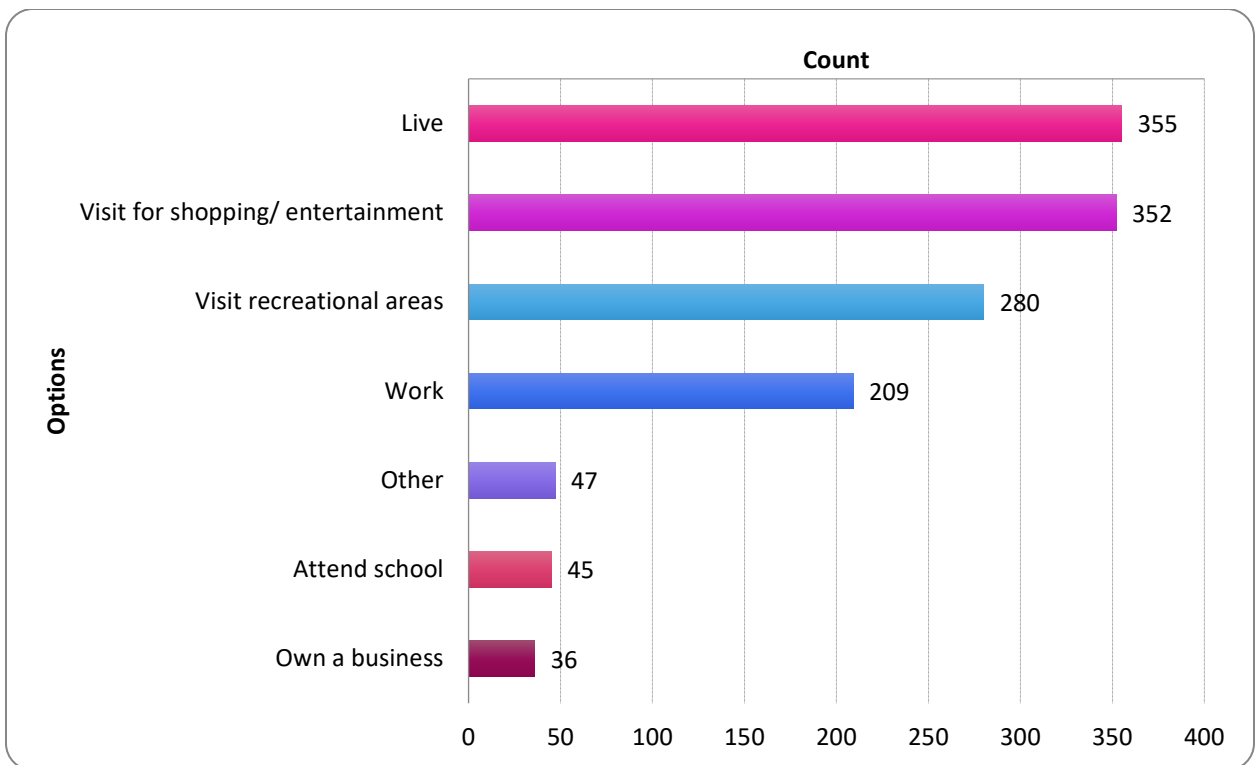
Virtual Engagement Hub (Social Pinpoint) Comment Count



Virtual Engagement Hub Survey

The following survey results gather information and responses received via the English and Spanish Virtual Engagement Hubs. The comment responses for “Other” have been lightly edited for clarity, but the original meaning has been preserved.

1. We’d like to know a little about you. Within the study area, do you... (select all that apply)



Other

Commute through it on a bicycle.

Visit family

Medical visits

Ewiiapaayp Indian Reservation, Little Ewiiapaayp section

Visit friends and family in the area.

Frequently travel through

Use the Corridor to transit to/from work outside of the study area.

Travel through on my way to and from work

Medical visits, church

Pass Through

Travel through on my way to work in Sorrento Mesa

Drive to work in La Jolla

Take my children to school

Travel to AZ

Human Medical Care and Veterinary Care. Shopping.

Commute through it by bike.

use as a passthrough to other areas

I live just outside of the area (Azalea Park), but my extended family lives within and we spent a large majority of our time traveling within that area.

Live and work just outside of the area (just north of Linda Vista along Genesee), and so spend a lot of time in and through this area.

Visit family

Visit family.

Own rental property.

Church

Drive through frequently, several days per week for work or visiting people/family/etc.

Drive through it on my daily commute.

Drive through area on 163, to work.

Visit family

Transit through to get to other locations or visit friends that live in the area

Dining out.

I live in Ocean Beach, and I am the primary caregiver for a friend who lives in Tierrasanta. I commute there 2-4 days per week. Additionally, I drive my friend to medical appointments, most of which are in Hillcrest.

Visit therapy office in la mesa

Visit friends and family

YMCA, MEDICAL, DENTIST, CAR SERVICE, RESTAURANTS.

have kids that go to school

Travel for medical.

Commute through area

Nomadic and semi-nomadic and passive nomadic activity

Attend church

Visit friends

Used to live in Imperial County and commute daily to San Diego by car along interstate 8.

Lived there, moving back probably.

shop, dine, doctor's visits etc., & drive through to access other areas

Care for lower Rose Creek

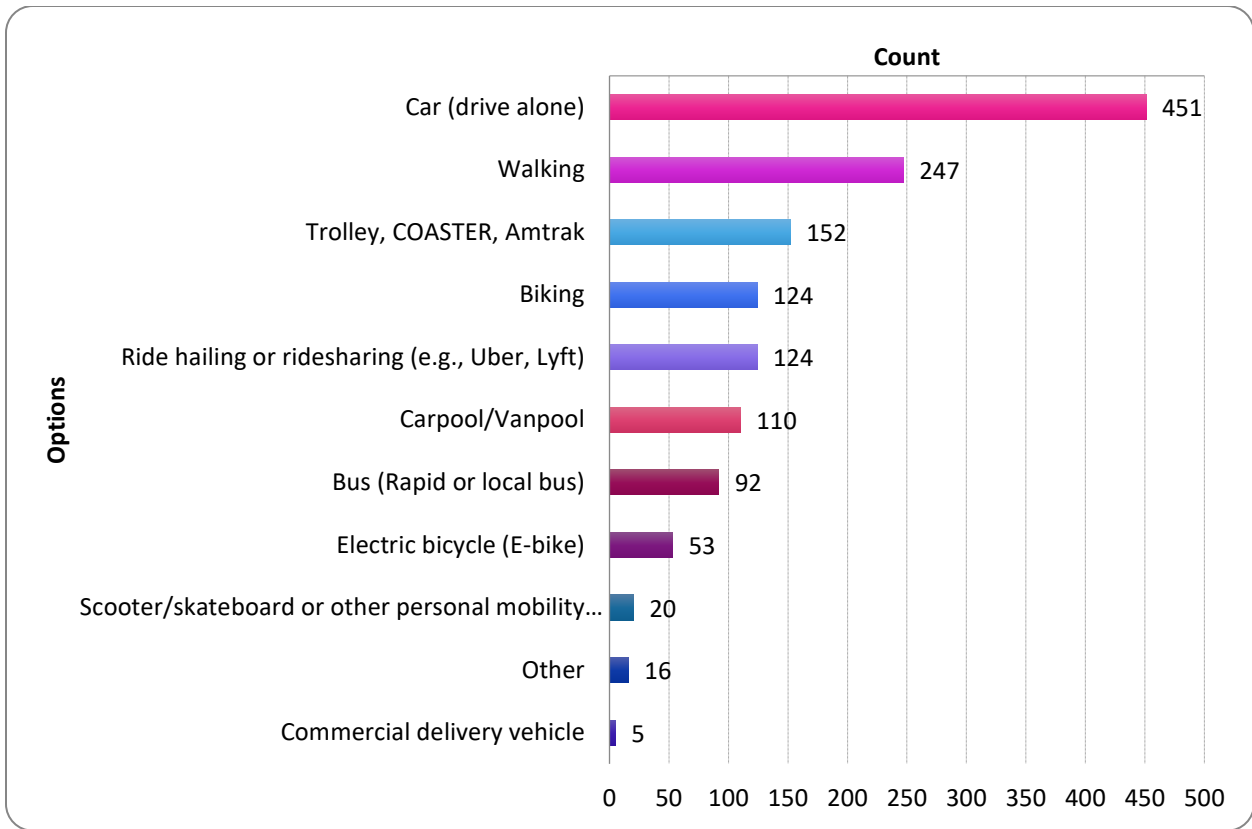
Running

Use to access other business, recreational areas

I volunteer and pick up trash along the San Diego river

Bicycle riding

2. How do you move around, in, or through the study area? (select all that apply)



Other

Truck

Car with my wife, I don't consider that a carpool or vanpool

Sail

Facility bus

Motorcycle

Attend Church in El Cajon, CA

Motorcycle

Motorcycle (moped scooter)

Drive with family members

Family vehicle so not solo but also not vanpooling

Live in Quatay

ride with neighbors

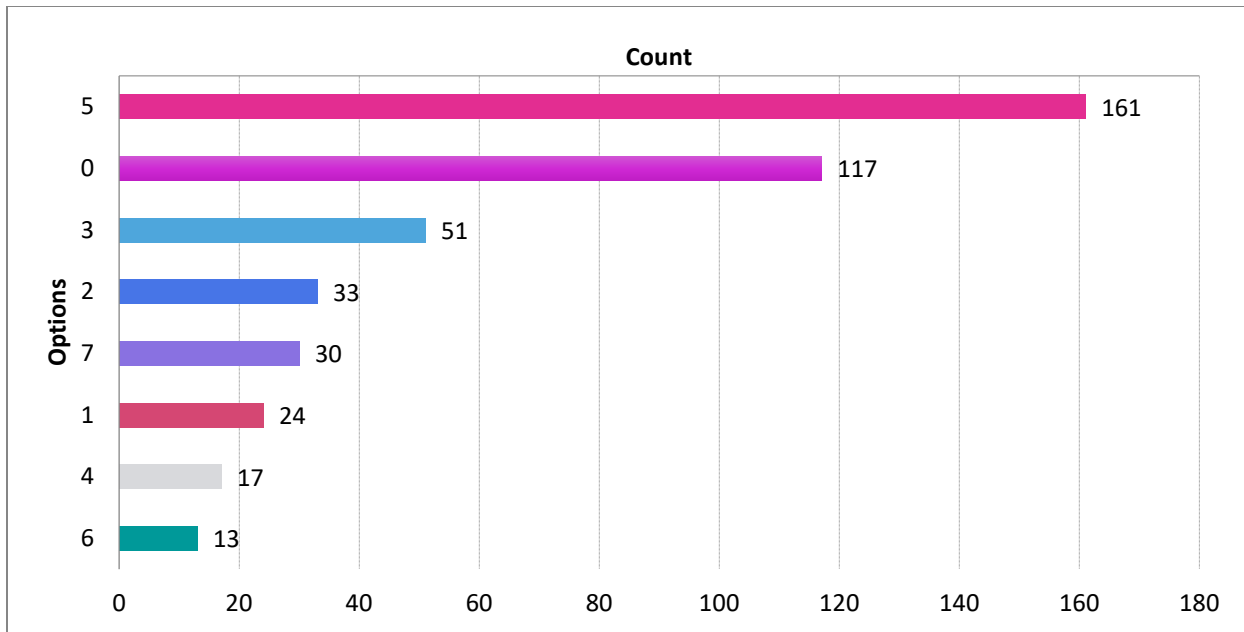
Motorcycle

Drive with a passenger in the car

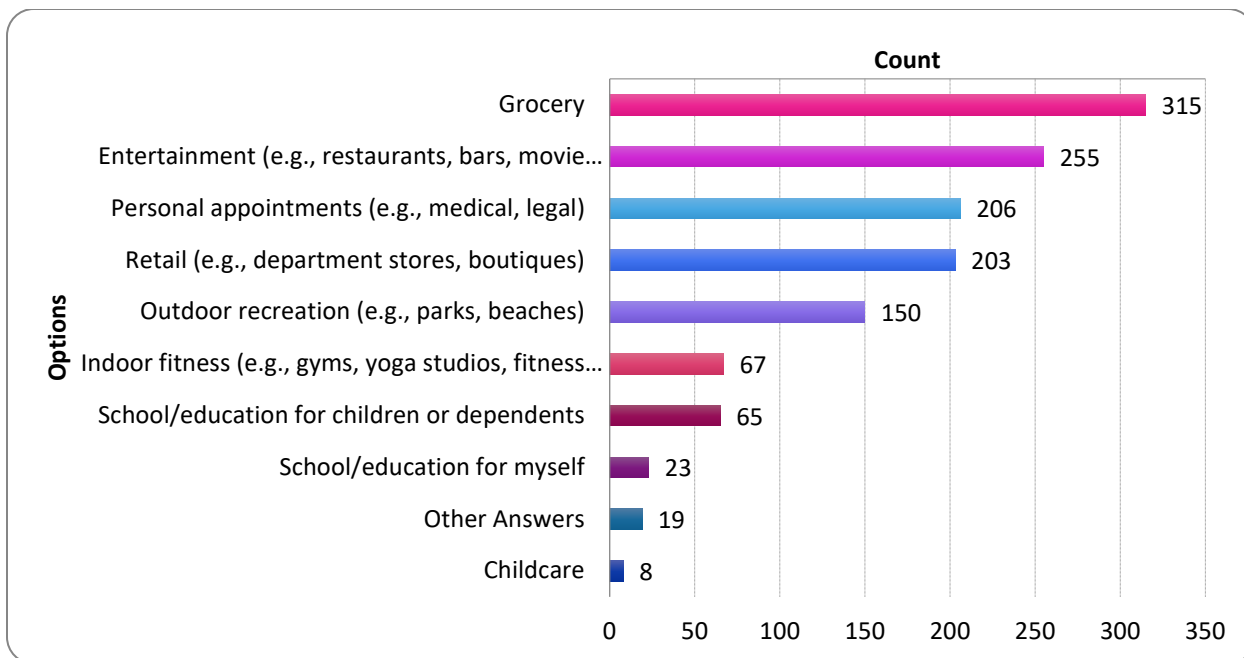
Planned carshare, habitable vehicles, backpack/"cowboy camping," radio flyer, etc.

Electric car. It's the future. I wonder why this was not included.

3. How many days a week do you commute to work or school in this corridor?



4. Aside from traveling to work, what types of locations do you frequent on a weekly basis in this corridor? (select up to three that apply)



Other

Family

church

Church

Attend business meetings. Get stuck in the funnel of I-8 east approaching I-5, where only 1 lane is provided. Other options are bad, especially the worsening problem of Trolley gates being down all the time for more trains added. Just a thought, don't lower the gates until the trolley is ready to move - so frustrating. I can't believe you're filling 3 car trainsets up to UTC.

Church

None

Visiting friends' homes

Church

I spend time considerable time at a 2nd home in Allied Gardens.

Visiting others' homes.

Other appointments

Visiting Family and friends

Sporting events (SDSU)

I do all of the above in this corridor on a weekly basis

Conservation as artist observer

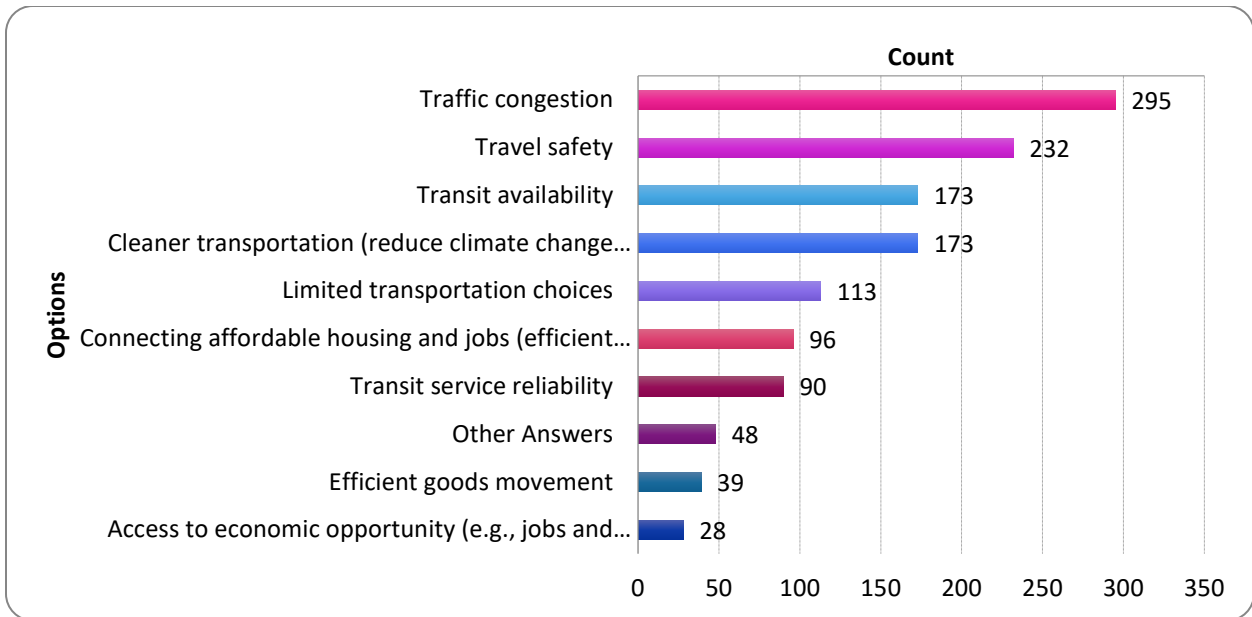
Church

Cycling along I-5 corridor to Fiesta Island.

I don't live in this area

I live and work in the corridor and weekly perform all the activities listed.

5. What are your top transportation concerns for the study area? (select up to three that apply)



Other

safe transportation

Protected bike paths along the corridor and across the 8 freeway at various points

Bikeability

Bad pavement and inconsistent bikeways.

DO NOT MAKE THINGS WORSE! You are almost certainly trying to make things worse. We don't need bike lanes on the freeway. We DO need better maintained roads. A reinstatement of the breakdown lane would be nice. You never should have taken it out.

over population due to over construction

Bicycle access and bicycle safety

Real life solutions not your pie in the sky silliness. Stop the milage tax

Increase on taxes

Walkability and bikeability

The inequity of having I-8 eastbound have to be funneled to 1 lane at I-5. I-5 south to I-8 East gets two lanes, Rosecrans gets 3 metered lanes . Daily delays over 10-20 minutes due to this restriction. I-8 west of I-5 is not an on-ramp and should be treated as one.

Less bike lanes

Too few freeway lanes from I-5 to CA-163

Improve connector ramps

Driving with no mileage tax

We need places for cars to drive and that's exactly what this shoe left as. Trolley line is already there, and bus lines run up and down parallel streets. LEAVE IT ALONE. (Why is that not included as an option? Survey is biased.)

Accessibility of alternate routes are either extremely dangerous or many miles out of our way.

Safe protected bike lanes for all ages and abilities

Utilizing all the transportation and fuel taxes collected to prioritizing maintaining the freeway.

When planning bike lanes, request input from cyclists who frequently ride the roads being studied. Develop systems for cleaning the bike lanes.

provide wider left hand lanes for motorcycle filtering

freedom to move about without government intrusion into my choices

Stay off Indian land

Detours to efficient personal vehicle transportation. Ignoring needs of people who use cars over mass transit because of disability or simplicity when traveling with intergenerational company

Cycling safety / separated bikeways

Interstate 8 needs more lanes and safer longer off-ramps and connector roads to the 163 and 15 freeways

Guatay should be renamed Kumeyaay and a museum to preserve its heritage, language, and oral stories should be established here. Viejas will gladly pick up the tab, I'm sure.

poor connectivity / design of the Fairmount - I-8 interchange and access to the Trolley station

Public transit not a real option due to inefficient routes (multiple connections, sparse stations/stops, etc.), homeless posting up/sleeping on buses/trolley

Repaired and cleaned up roads

Need more security presence on buses and trolley, they are not safe because unhoused people who appear to have mental health issues use this transportation. You can't move from one trolley car to another, so stuck if another person is acting aggressively.

Must have parking at transit stops so that people from elsewhere can access the trolley. The city has already taken most of it away, stupidly.

Having SANDAG and local cities levy transportation taxes for mass transit that doesn't connect the entire county. Very concerned about that, and do not support these initiatives.

need better roads, less mass transit, and more emphasis on regular gas powered family transportation.

Conservation issues, especially endangered species. Accessibility to normal human needs (hygiene, etc., incumbent weather shelter/refuge, safety from other human threats, etc.) especially for under economic brackets who prefer nomadism or likened to original native lifestyle. Heightened inflation and certain price gouging, entangled with historic cultural resource loss (visible as well as non-evident and/or subterranean, etc.)

Don't mess it up with more busses, and bike lanes no one uses! You ruined hillcrest with god knows what they were smoking! University is a mess, everything your sept touches lately is a mess! No one is going to take the bus in SD! Just not going to happen, sorry

There is no safe way to bike from north University Heights to Mission Valley. There is no safe bike infrastructure in Mission Valley. This would be nice around Mission Valley and Fashion Valley Malls.

I don't really have any. I drive my own car and will continue to do so. I don't like public transportation or being crowded in with other people and it attracts crime so I will never use it. It also does not work for grocery shopping.

Lazy, racist, planet-wrecking Earth haters with their cars are destroying our Earth. We need to protect ourselves from them

Noise

Protection of natural resources and stopping the encroachment of roads onto undeveloped lands.

Bike ways

bike lane

Condition of roads

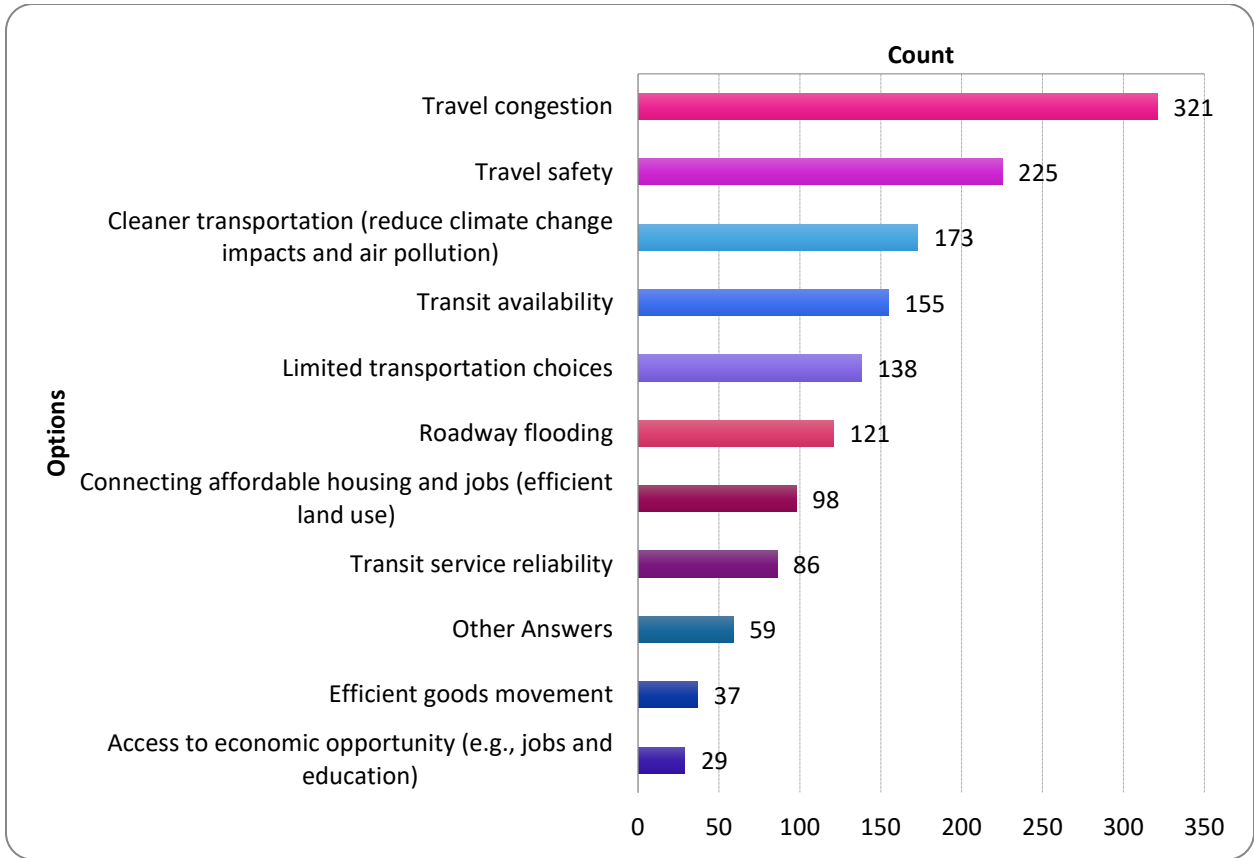
Our concern is initiatives like this will waste money trying to force a lifestyle (green, renewable, less personal mobility- take your pick) and also provide the pretext and excuse to expand high density housing under the guise of "near transit" - its wrecking our communities. Stop trying to turn SD into some euro-inspired urban pipe dream. We drive cars here to get around and improve our personal freedom of mobility

Continuous link for hiking along river trails and paths.

The City is focused on building density without additional streets or parking along the corridor in the near term but is failing to put in the supporting public transit to support it. Additionally, the City is unrealistic about how far people will walk/bike for public transit. All studies say limit bus-sheds to 1/4 mile and the City is using a 1-mile shed for zoning. This is unrealistic and will result in unlivable neighborhoods without amenities to support such. Density should be focused where stores, markets AND transit exist NOW not in 2050.

Limited parking for residents in the area

6. Do you have any specific transportation concerns regarding the Mission Valley area? (select all that apply)



Other

Most of Mission Valley is dangerously car-centric such that I do not feel safe encouraging my child to walk, bike, or scooter in the area or between there and our home in Hillcrest. Bus routes are available but take many times as long as biking would.

Protected bike paths

Same comment. Improve the quality of existing freeways. Do not reduce lanes or make it more expensive.

conserve, maintain and save our flood plains from over development

Violence and road rage. I feel like both have been up in this area for a while.

Safe dedicated bikeways. Safe efficient pedestrian access.

Read last questions reply

Poor traffic/freeway/roadway engineering

Efficient and usable bus routes that can change with the needs, rather than fixed rail which seems sexy, but only adds time . Transfers between trolley and bus makes cars more effective and efficient.

Increase in taxes

Overbuilding with dense unit high-rises. Conversion of spo may other uses to high rises, next to go is the golf course. There aren't enough lanes for the traffic and the trolley carries such a small number of people.

Nothing above concerns me

Too few freeway lanes from I-5 to CA-163

Parking for apartments

No good means to access this area without using the 8. Midway is a huge issue to access and use. Getting to the bike path along the 8 is VERY dangerous. Getting around this area should be much more efficient it is the HUB of San Diego proper. I would like rail and fast rail services better multimodal communities specifically though midway to access old town trolley center. Midway is terrible for pedestrians and bikers and very unsafe for children. Think about how we should plan this area for children to get around safely and independently.

Excessively wide arterials pose barriers to walkability

We need places for cars to drive and that's exactly what this shoe left as. Trolley line is already there, and bus lines run up and down parallel streets. LEAVE IT ALONE. (Why is that not included as an option? Survey is biased.)

Mission valley is currently very dangerous for people on bikes

Connecting communities on the mesas to Mission Valley (Normal Heights, University Heights, Serra Mesa).

"Protected" Bike lanes end up with debris and cyclists end up trapped when encountering obstacles. Traffic light sensors do not detect bicycles.

LACK OF BICYCLE ROUTE CONNECTIVITY

provide wider left hand lanes for motorcycle filtering

Bikeability good in some parts, but connectivity is bad. Meaning that getting from a safe biking zone to another requires you to bike through more dangerous areas.

Everything is built for cars, contributing to pollution and congestion. I wish our public transit options were a lot more accessible and expansive.

The high cost of a fixed rail system, and the very high carbon footprint of creating a fixed rail system.

The street grid in much of the valley don't connect well. Also, there is no shade.

Government entities choosing my transportation methods for me and taxation for miles traveled within the city/county. CA residents already pay the largest gas taxes in the country. San Diego should not add additional tax when we already pay a tax via gas taxes for the miles we drive. Talk about double taxation for the exact same activity!

My concern is safely moving traffic of any kind if there should be a disaster of any kind. If people are trapped relying on electric transportation but it's not available to them due to emergency conditions this is upsetting. If people are in vehicles but must navigate pedestrians and other traffic given the right of way before getting themselves safely out of harm's way that bothers me. Keep pets separate from vehicular traffic.

Cycling safety / separated bikeways

No bus route down Friars road (from Mission Gorge to Morena) that connects also to Kearny Mesa. For a 5 minute ride to the dentist, paid \$20 roundtrip in Lyft fees or would have taken over an hour + on public transit. Biking is not safe on Friars.

Pedestrian (walking) safety

Interstate 8 needs more lanes and safer longer off-ramps

- highway 8 to 15 exits and 8 to Mission Gorge Rd ALREADY DANGEROUS before SDSU /Snapdragon
- Bus stop on mission Gorge near Margarem
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more parking at trolley points - specifically SDSU and Alvarado

Sidewalks in Mission Valley are unpleasant. Traffic noise and high speed cars make them unpleasant always and lack of shade makes walking in Mission Valley hot and unpleasant.

Too much reliance on cars because transit doesn't take people north

Mission Valley is a very dangerous and difficult space to travel by bike. The proliferation of high-speed roads for automobiles is far too hostile for bikers with little access to separate infrastructure.

illogical, non-intuitive nature of the roads which feed into I-8 in the area from Texas St to Waring Road.

Lack of efficient walking paths that are safe to stores and paths that are lit to ward off the homeless

Transit from Mission Valley to downtown is fast and easy. Not so much to/from residential communities in Ocean Beach or Tierrasanta.

Same as previous response

Trash along roads and ramps

Lack of parking to access mass transit.

Connectors from the 8 to the 163 and 15 are dangerous, narrow and the merge lanes are too short. These need to be upgraded and improved.

need better roads, less mass transit, and more emphasis on regular gas powered family transportation.

Conservation issues, especially endangered species. Accessibility to normal human needs (hygiene, etc., incumbent weather shelter/refuge, safety from other human threats, etc.) especially for under economic brackets who prefer nomadicism or likened to original native lifestyle. Heightened inflation and certain price gouging, entangled with historic cultural resource And Geologic/Topographical loss (visible as well as non-evident and/or subterranean, etc.)

Stop!

There is no safe way to bike around Mission Valley. The roads are wide enough for protected bike lanes. The busses also need to run more often so that more people take them. Every 20 minutes is not often enough to make people ride the bus instead of drive. Also, Bike racks on the trolley would be so helpful!

No concern about Mission Valley.

Lazy, racist, planet-wrecking Earth haters with their cars are destroying our Earth. We need to protect ourselves from them. No one in this area should be allowed to own a car, there are robust public transit options.

8 and 163 suffers terribly from congestion and more and more high rises for housing keep getting approved. It's completely unsustainable and makes the current situation worse.

Lack of free parking for trolley

Noise

Mission Valley is not pedestrian friendly. All the streets function like highways.

bike lanes

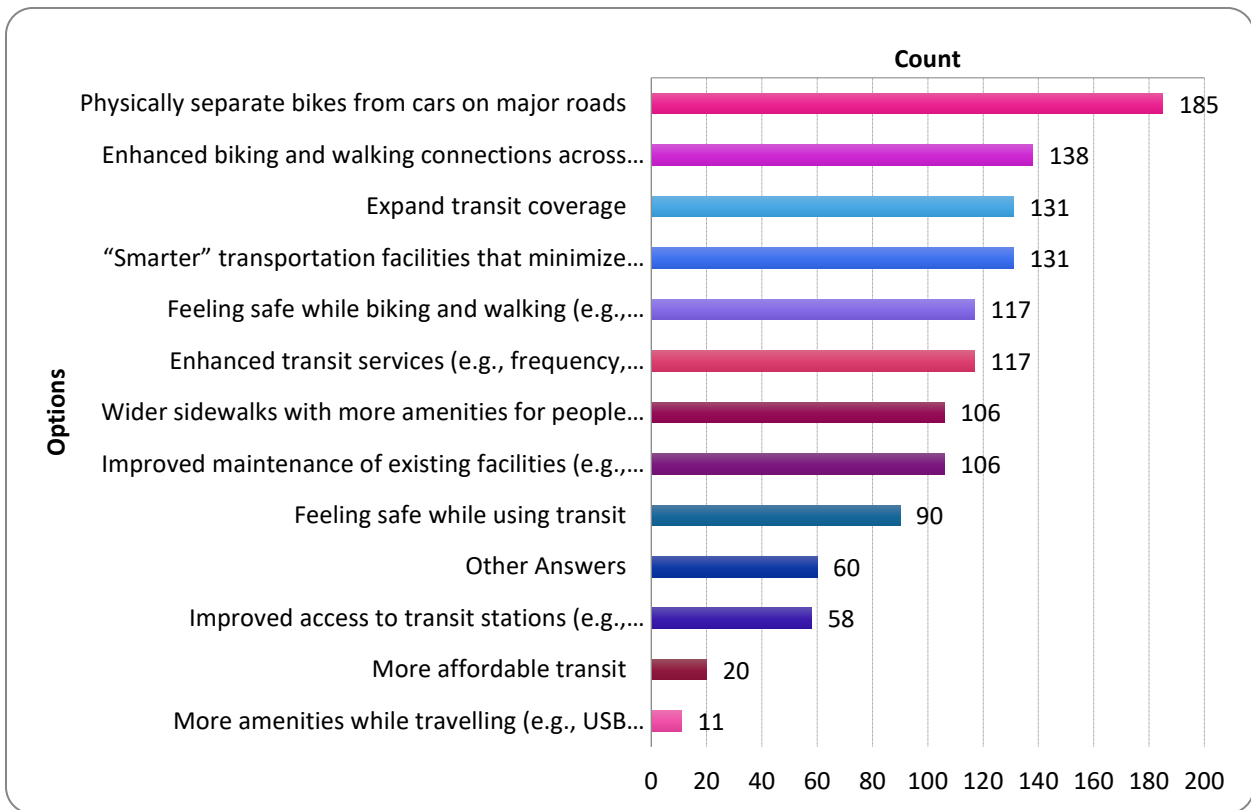
Condition of roads

See above

Parking!

The San Diego River a major resource of the Kumeyaay nation and modern San Diego needs to remain or returned to native conditions. Hands off the river!

7. What would improve your travel experience in the study area? (select up to three that apply)



Other

Add lanes to the eastern portion of I-8 there are lots of trucks

I need better transit down Rosecrans. I want to use public transit, but we need to make it available. Rosecrans is so bad and it's only going to get worse. The submarine base traffic needs help

LITERALLY NONE OF THESE!!! NONE!

Improve roads for cars, improve signage, add parking.

Less bike lanes, ample car lanes

conserve, maintain and save our flood plains and coastal environments from over development

Do not reduce freeway lanes or car lanes on roadways. Reduce traffic congestion.

Stop milage tax

More lanes on the highway. No one wants to ride the trolley; It's gross. We would rather drive ourselves/family

Expanded roadways, no lane splitting, I won't be using transit, but it needs to be much safer, eliminate busses with fewer than 4 passengers, safety while walking having nothing to do with lights and more to do with keeping the accosters off the sidewalks- no one want to carry parcels or take small child or slow and halt walking unless with a dog for protection

The ability to park at the Grantville trolley stop and take the trolley to other areas. That is no longer possible, due to housing being built in the parking lot.

Fix the traffic accident area on I-8 West where traffic entering the hwy. at the Mollison on ramp conflicts with traffic trying to exit the hwy. onto the SR-67 North off-ramp.

Control of the homeless population in the bike paths. It's dirty and dangerous and no one is going to want more bike paths if the existing infrastructure isn't safe.

Invest in improving road conditions

HOV lanes

Nothing above is important to me

More freeway lanes

Coordinate smart traffic signals for vehicle traffic. Make it easier, faster, and safer to drive on surface streets. This will also reduce pollution by reducing start/stop driving

Being able to drive my car

We need places for cars to drive and that's exactly what this shoe left as. Trolley line is already there, and bus lines run up and down parallel streets. LEAVE IT ALONE. (Why is that not included as an option? Survey is biased.)

Not leaving only one lane open for all forms of traffic. It's so dangerous.

Improved land use and street network. Low intersection density and auto-centric land uses make the corridor inhospitable to anyone who is not driving.

Covering the underpasses, starting in El Cajon, and going East, and add a third lane to tie into the existing 3 lanes East of Dunbar Lane.

I wouldn't use public transportation unless it was to go to the airport or to have my kids utilize for college

trolley/bus take too long

All of the above. Basically, anything that can be done to make options outside of driving a car more convenient, safe, reliable, affordable, and safe.

better traffic flows, less congestion.

Enforcement of driver, bicyclist and pedestrian infractions. Such a simple thing to hold people accountable and make safer areas without having the expense of redesigning a community.

Availability of more rail throughout the City.

Less traffic. More roads, freeway lanes.

Widen the 8 freeway and 163

Ease congestion by adding freeway lanes

- highway 8 to 15 exits and 8 to Mission Gorge Rd ALREADY DANGEROUS before SDSU /Snapdragon

- Bus stop on mission Gorge near Margarem

- MTS access at Margarem and Mission Gorge Rd

-Sidewalks from Mesa Verde Apartments to Deerfield St

- Bus stop on mission Gorge near Margarem

Guatay should be renamed Kumeyaay and a museum to preserve its heritage, language, and oral stories should be established here. Viejas will gladly pick up the tab, I'm sure.

Less congested freeways

De-prioritizing high-speed cars in favor of transit, bike, and pedestrian prioritizing infrastructure.

More street trees

All of the above mentioned

Stop pandering to the bicycle lobby.

Stop eliminating park and ride at Grantville station (or any other station). That single mover has now made the entire trolley system completely inaccessible and unusable to me. I was a pro-trolley advocate, but by the choice of hack "planners", San Diego's entire investment in trolley has become a total waste of money to me, because I can't reasonably use it from home. Way to go, idiots!

Wider streets, higher parking requirements for apartment complexes

provide parking at transit stops so that people from other areas can access mass transit.

Spending transportation money in efficient and effective ways: options here, such as wi-fi, USB charging are not good uses of taxpayer revenue. Make sure the infrastructure is up to date, to code and doesn't flood. That's how taxpayer money should be spent.

reduced traffic

need better roads, less mass transit, and more emphasis on regular gas powered family transportation.

1. Improved response to the reports regarding the violation of both Federal And International Law, 2. Public local and distal Education of Endangered Species and Cultural Resource protections Increased by more than 10,000% [TEN THOUSAND PERCENT]. 3. Networks, Whistleblower Protections and readily available, both on-site as well as five (5) other points of reference public access to information regarding "developments," and such, including research and step-by-step progressions of activity.

How about you fix potholes and crack down on the junker cars driven up from Mexico that pollute!

Bullet train between downtown San Diego and El Centro would connect SD jobs with more affordable homes.

Vehicle charging station for apartments.

More freeway lanes

All cars off the roads. Remove most of the roads and return the land to nature. Most of humanity will never own a car. We exist, ergo cars are not necessary, at all. Ambulances, busses, and trucks for transporting goods should be all that's allowed on roads. All cars and excess roads should be destroyed. Society should protect ourselves from the planet-wreckers and their disgusting culture.

Spend the money on making EV's convenient, rather than on public transportation which has been very ineffective for global warming, or the few who use it.

Stop adding a ton of housing without addressing the traffic issues. Community plans are created to make for livable community. Re-writing them with unsustainably high density and or completely disregarding the community plans to begin with is causing massive issues.

Feeling safe while driving, reduce traffic congestion, provide pedestrian / bike access from north park to Bankers hill without needing to be as fit as Lance Armstrong

Less traffic and less building especially in Del Cerro area. Traffic is already overcrowded on College due to schools etc.

Prioritizing the free flow of vehicles so that taxpayers are able to be productive, making it easier to earn the income needed to pay their taxes, rather than sitting in traffic.

The 8W/15N merge and the wait to get on the 15N from Friars is unacceptable

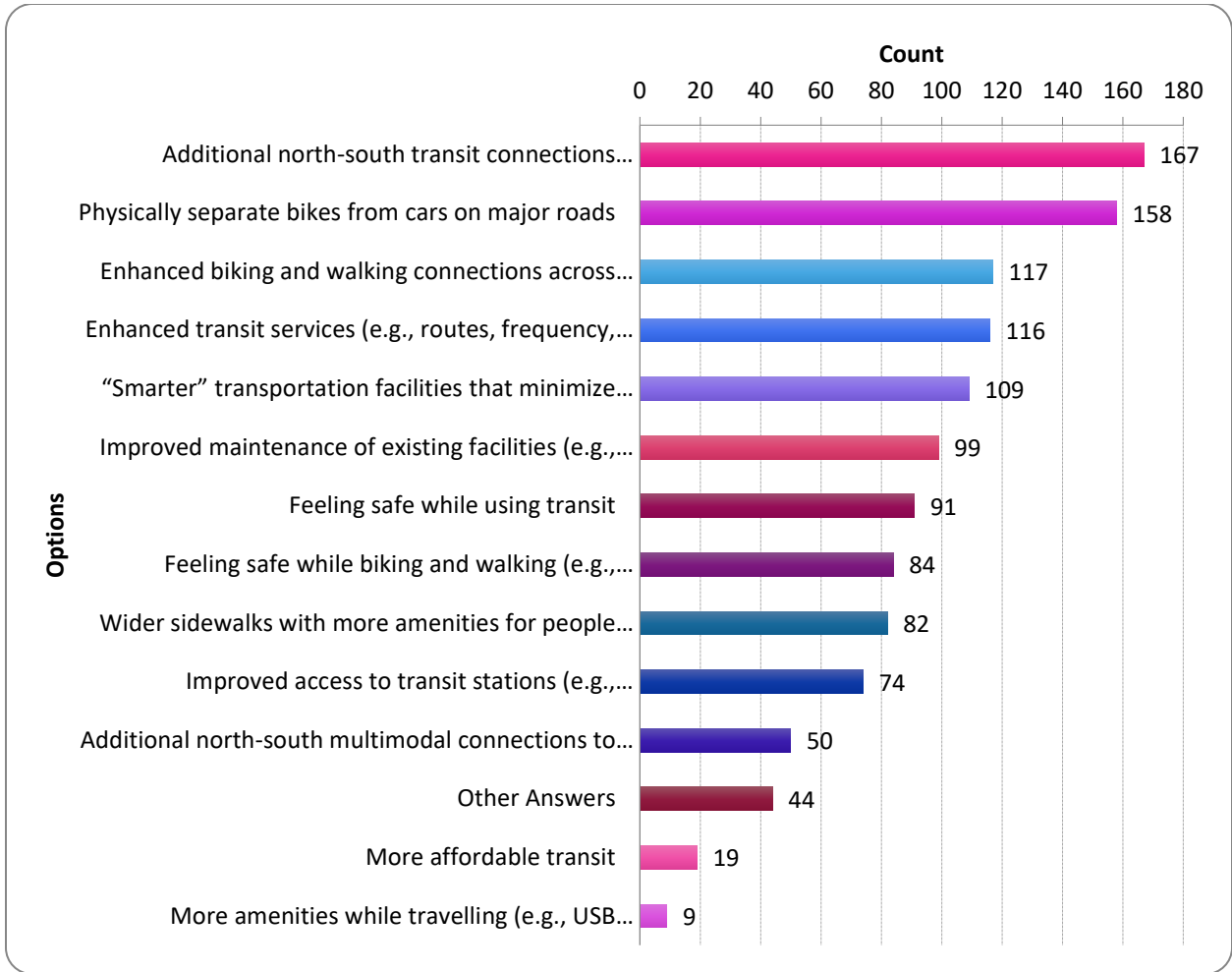
Improved road maint.

Automobiles to whisk us to where we need to be when we want , on our timetable and flexible around our schedule- changing at moment's notice - not beholden to scheduled stops, transfers, and the typical inconvenience of public transport. You're stacking questions funneling people toward choices that eventually end in abandoning personal vehicles and the freedom of movement they provide - and it's showing.

managed lanes on I-8

Sidewalks are in disrepair and are not wide enough for more than one person to walk on them. Some routes do not even have sidewalks. Some sidewalks have overgrown plants on them, and they are filthy. Fix that if you want more people to walk - it should be inviting not an obstacle course.

8. What would improve your travel experience in the Mission Valley area? (select up to three that apply)



Other

Add lanes on freeway to reduce traffic

Ability to walk to trolley and complete journey to work at a California Community College in under 40 minutes.

It's ridiculous that the trolley/public transportation does not include high schools or colleges in a consistent and timely manner.

None. Once again, you are going against taxpayer interests. Improve roads for cars, improve signage, improve lighting.

Ample amount of lanes for cars

conserve, maintain and save our flood plains and coastal environments from over development

Stop milage tax

More road lanes and updated bridges

No available parking at the Grantville trolley station.

Additional traffic, HOV lanes

Separate bikes OFF major roadways.

None of the above

More freeway lanes

Install smart traffic signal to make driving safer, faster, and easier while reducing emissions from starting and stopping

More parking

We need places for cars to drive and that's exactly what this shoe left as. Trolley line is already there, and bus lines run up and down parallel streets. LEAVE IT ALONE. (Why is that not included as an option? Survey is biased.)

The on ramp from south bound college to west bound Interstate 8 is dangerous with merging traffic from north bound college to west bound Interstate 8. The visibility is very poor, and cars end up on top of each other just as the 2 lanes merge to the final on ramp to the freeway.

Improved land use. Better transit or bike/ped infrastructure doesn't change the large blocks and the sea of parking that abuts most roadways in Mission Valley.

HOV lanes

Adding a third lane to the 52 between Fanita and Mast so that the bottleneck disappears and pulls traffic back to it, and off the 8.

An integrated bikeway network

None I wouldn't use public transportation to Mission Valley

designed for better motorcycle filtering

better roads, better traffic flow.

Less traffic/congestion.

Camino del Rio S and Qualcomm way is the worst intersection for traffic. the double stop lights on Qualcomm + bad timing make for horrible traffic congestion and accidents regularly.

Improve on and off ramps for I-8 in Mission Valley

- highway 8 to 15 exits and 8 to Mission Gorge Rd ALREADY DANGEROUS before SDSU /Snapdragon
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More street trees.

All the above except the last one

Fewer traffic lights

provide parking at transit stops so that people from other areas can access the trolley.

Why don't you ask questions about traffic? This is all about transit. Some of us live too far from Mission Valley to access without cars and prefer not to use mass transit.

need better roads, less mass transit, and more emphasis on regular gas powered family transportation.

Feeling safe about the region's natural and cultural resources

No concern about Mission Valley.

Apartment charging stations.

first mile / last mile

All cars off the roads. Remove most of the roads and return the land to nature. Most of humanity will never own a car. We exist, ergo cars are not necessary, at all. Ambulances, busses, and trucks for transporting goods should be all that's allowed on roads. All cars and excess roads should be destroyed. Society should protect ourselves from the planet-wreckers and their disgusting culture.

Make an overpass from 163 south to connect to 8. This would allow the people coming from Friars road to merge onto 163/8 without having to merge with all of the fast-moving traffic of southbound 163.

Please stop investing millions in bike lines that are used by a small group of people. Families with kids commuting to work and school will not ride bikes. It's just not realistic. The cycling lobby is so strong that we forget that a single parent with an infant and a toddler won't be able to bike no matter what. Work on transit that can be taken by many. Bike lines work for a few, but we all pay for them.

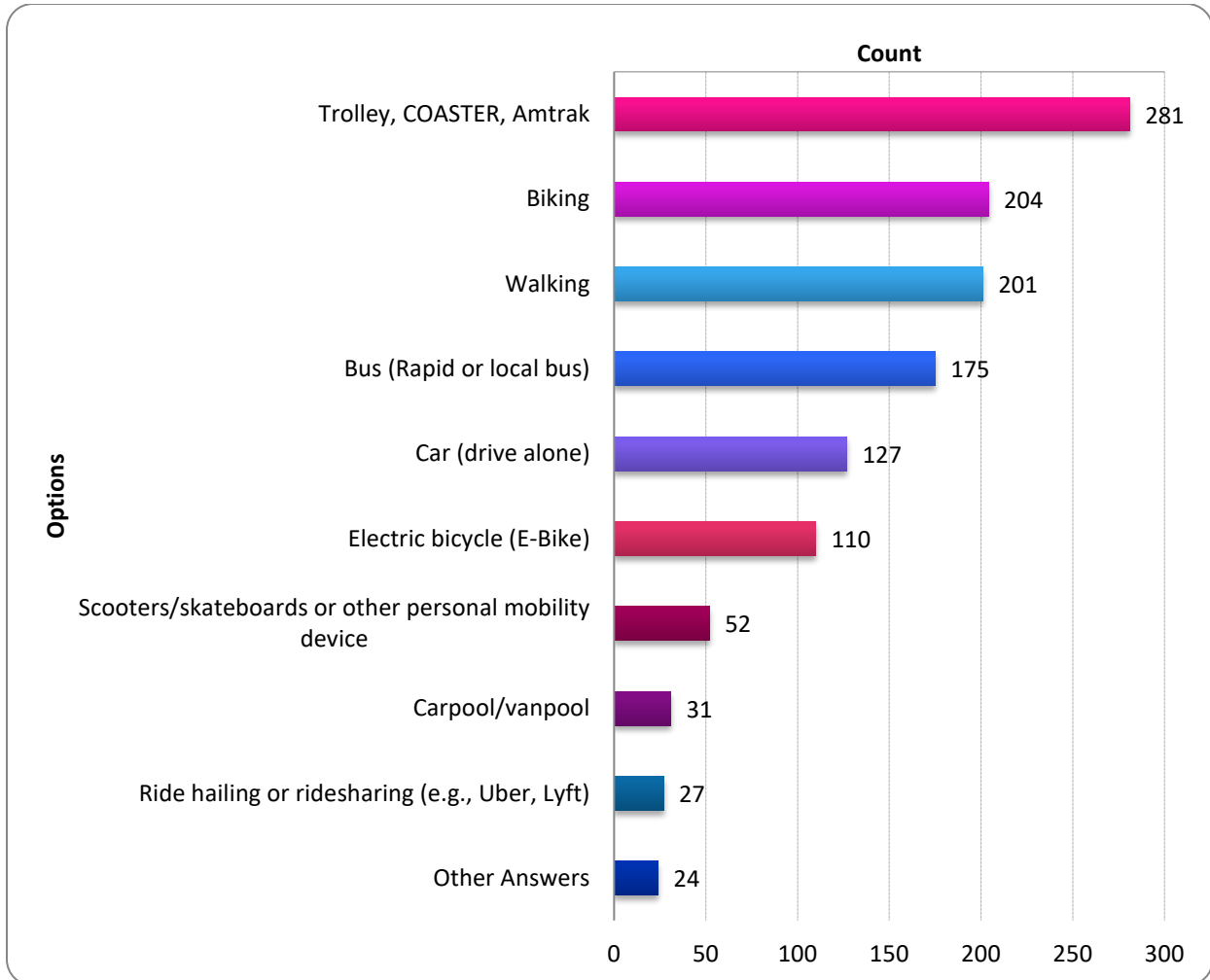
None of these...already have buses and trollies.

Prioritizing the free flow of vehicles so that taxpayers are able to be productive, making it easier to earn the income needed to pay their taxes, rather than sitting in traffic.

Address excessive stop light traffic backups from I'll/designed intersections and coordinate traffic signals for flow of traffic

North/South roads that are also not freeway interchanges. Traffic congestion on local roads typically results from back-up at the freeway onramps.

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



Other

Getting to/from Mission Valley from Serra Mesa without a car.

conserve, maintain and save our flood plains and coastal environments from over development

The trolley stations along this corridor are unappealing, dirty, and full of crime. I have ridden the trolley three times in the last few months to attend concerts. The stations are in poor condition. They stink, have rats running around, are poorly lit, and feel unsafe and unsanitary.

Parking at transit stations. Grantville parking is gone. Now less likely to use trolley.

If I get an electric car and don't produce CO2, will you guys not try to force me out of my car?

None of the above

Vespa

Streetcars or gondolas could be a tourist friendly, and minimally impactful options.

bike path along Alvarado Creek from SDSU campus (under I-8; around/past Adobe Falls; through Grantville and Alvarado Canyon; following Alvarado Creek to San Diego River where it connects with the San Diego River Trail)

Creative transit options between the mesas and the valley - funiculars, gondolas, chair lifts, light rail.

designed for better motorcycle filtering

I would use the trolley more if there was free parking available near Lake Murray Blvd. Otherwise, I have to spend 30+ minutes just to get to SDSU via bus/walking and then wait for transit. 15 minutes is not frequent enough for transit and it should be more frequent on weekend nights (instead of every 30 minutes). There's no good transit option to liberty station/ocean beach other than driving.

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Guatay should be renamed Kumeyaay and a museum to preserve its heritage, language, and oral stories should be established here. Viejas will gladly pick up the tab, I'm sure.

Construct bicycle lanes that parallel the entire length of the Kumeyaay Corridor (I-8 freeway) with north-south connections at critical junctions (such as the I-15 bicycle lanes)

More last mile connection options needed. From trolley station to home or from home to get to a station. This is a key issue for making trolley transit work in San Diego. Perhaps every station needs its own "FRED" for last mile trips around the station

Free circulating jitneys (like downtown has / had) among major retail centers between Fashion Valley east to Texas St.

Drive with passenger

Carshare

High speed rail

All cars off the roads. Remove most of the roads and return the land to nature. Most of humanity will never own a car. We exist, ergo cars are not necessary, at all. Ambulances, busses, and trucks for transporting goods should be all that's allowed on roads. All cars and excess roads should be destroyed. Society should protect ourselves from the planet-wreckers and their disgusting culture.

A bike path along the San Diego River that is more direct so that you aren't diverted up to a dangerous intersection and have to wait to cross. It makes biking along the river to slow and cumbersome as a viable bike route for getting anywhere.

Rental scooters are now located in such a small footprint they no longer are a viable option for transportation. I had adopted their usage and used for 1-2 roundtrips/week. I no longer use them b/c they don't go where I need them to go. So back to my car I go.

Being able to have lanes for walkers separate from bike rider: which are both separated from motorized vehicles (including electric bikes)

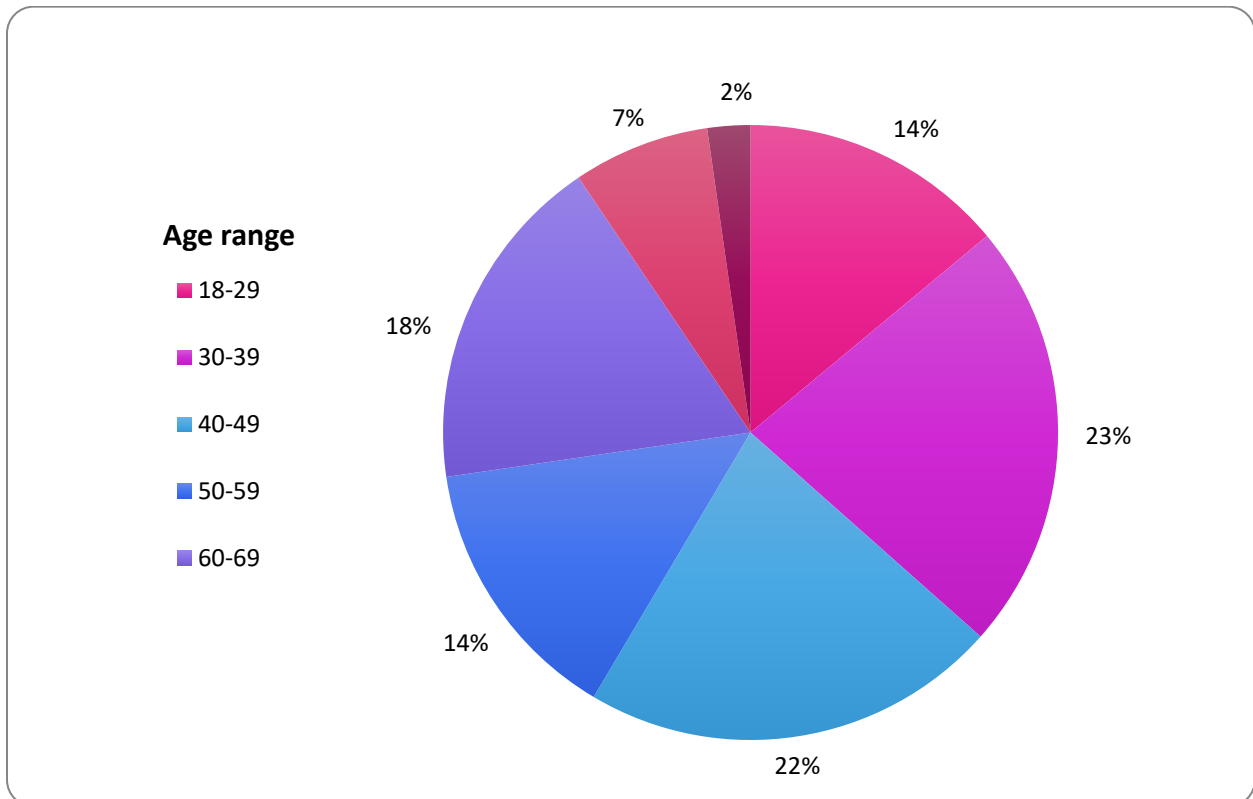
10. What is your home ZIP code?

485 responses

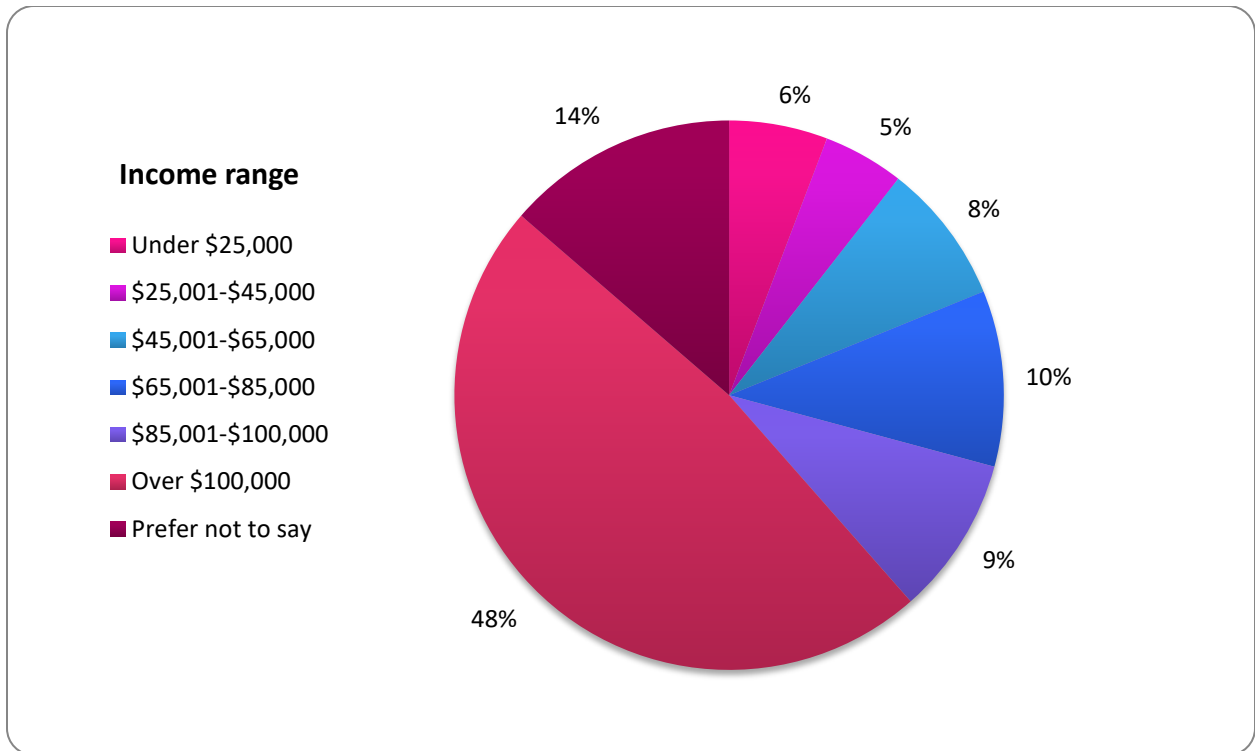
11. What is the ZIP code of the place of your employment? Please provide your ZIP code for your remote place of work (such as your home or other remote workplace) if you do not commute to an office.

417 responses

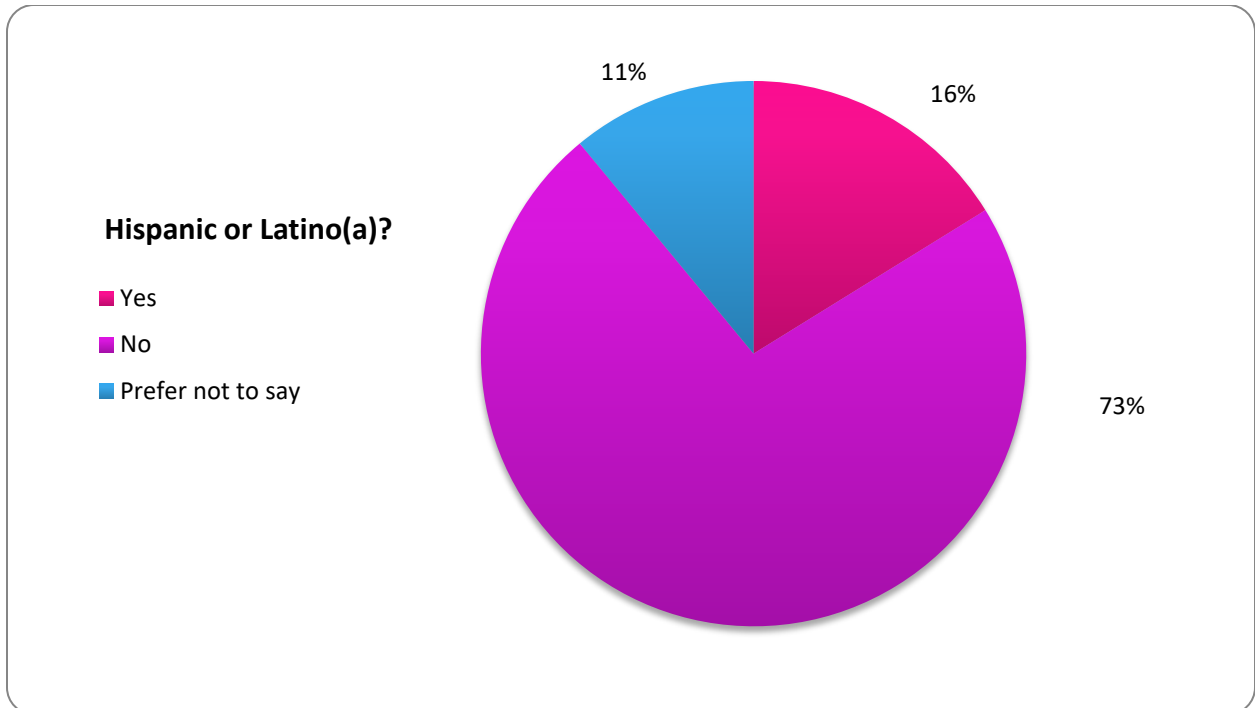
12. What is your age?



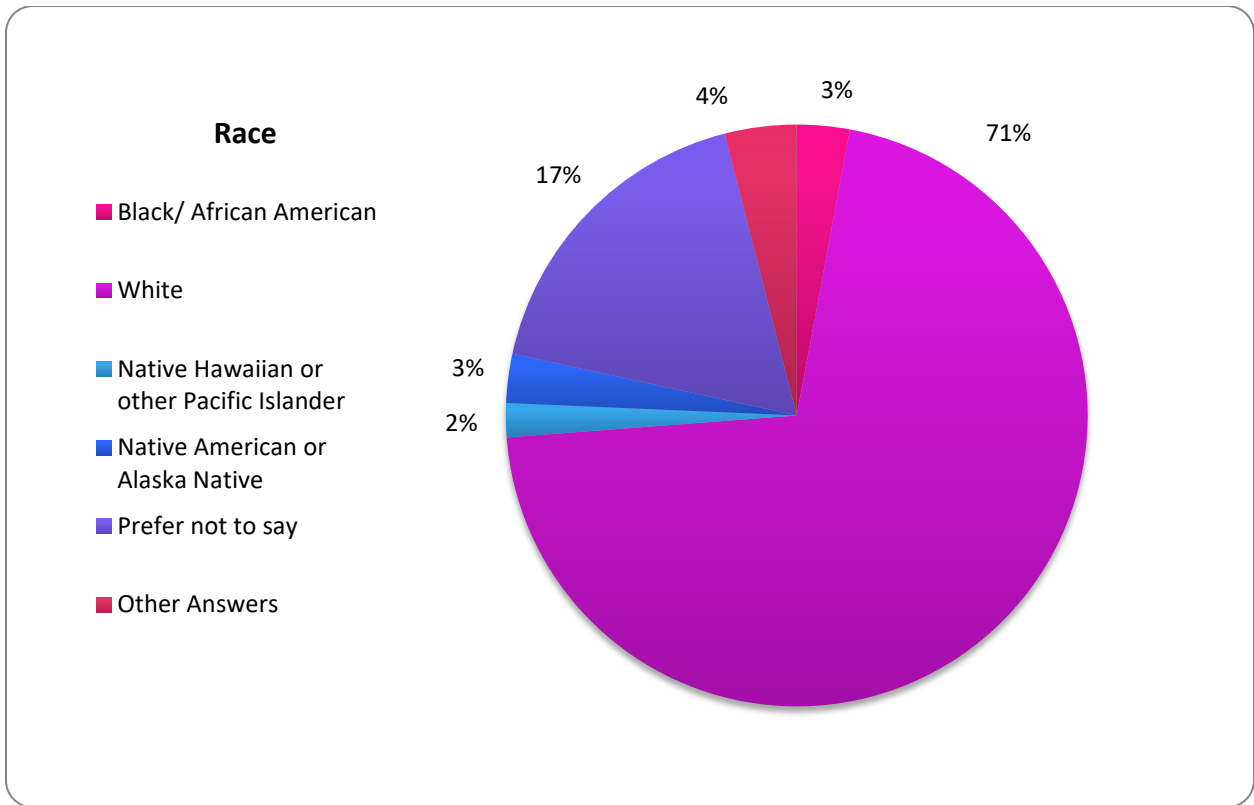
13. What is your annual household income?



14. Do you identify as Hispanic or Latino(a)?



15. What is your race? (mark one or more boxes)



Other

Can we drop the whole “race” category and consider ethnicity instead?

Mixed

Hispanic/Latin

Kurdish

Latino: Mexicano

Hispano Latino Blanco

Hispano

Espano Latino

European American

Latinx

Iranian American

Mixed

South Asian (Indian)

Filipino and white

Mexican-American

Person of nomadic or semi-nomadic or likened origin

Iranian

Hispanic

Espano Latino

Hispano Latino

16. Email

- Open response, 146 responses

Virtual Engagement Hub Comment Form

Table 14: Virtual Engagement Hub Comments

The comment responses below have been lightly edited for clarity, but the original meaning has been preserved.

Virtual Engagement Hub Comment Form – Phase 1

Comment Responses

ID	Comment
1	Rosecrans East in Point Loma gets so congested that frequently by 2:30-3:00 PM traffic gets backed up by 2-3 miles well into Liberty Station. Rosecrans needs better access to both 8 East and 5 South. You could also alleviate this problem by building a 5 South offramp from the 8 East instead of making commuters take Sea World Drive. Lastly, The PCH North could also benefit from better access to both the 8 East and 5 South. The entire Peninsula is poorly served by our freeways with the one exception being the 8 East access point from Ocean Beach/Nimitz.
2	I am a resident of Hillcrest. Safe walking and bike corridors across freeways would be a game-changer. I personally cross the 5 on Pacific Highway as a regular part of my bike commute -- it's a scary overpass with no separation from fast-moving cars, but it's the only way across the freeways. There are many places where such connections could make a huge difference. For example, I lived in City Heights until recently and had no way to cross the 8 on a bike to get to the trolley lines, and no efficient bus connection either. Enhancing bus connections, including frequency and efficiency, is also a priority; I would love to see more bus lanes. Many people cannot reasonably commit to transit alternatives until they are safe and reliable; I have been happy to see San Diego's recent commitments to improving transportation infrastructure and hope it continues with this project. I am a car owner but do not consider car infrastructure a priority.
3	Please provide protected bikeways around mission valley. In and out to the east, along friars road, to the new stadium, and across the freeway
4	We desperately need an extension of the trolley from the old town station to the Sports Arena. This will service all of the people who will be living there in the new housing that will be built, plus all of the people attending events there, plus all of the people working in retail and restaurants across the street. This will allow people who live in and near the Midway district to take the trolley to downtown. It will alleviate so much traffic. It is only 1/2 mile, and the area is very industrial. This can be done. Snapdragon Stadium has a trolley stop right there. Petco Park has a trolley stop right there. SDSU's stadiums have a trolley stop right there. The Sports Arena deserves the same. People don't want to walk or take a shuttle or a bus for the last mile. We need true connection if we really want people to utilize the trolley. We desperately need an offramp from the 5 Freeway to the Sports Arena area.
5	Please include new housing in Spring Valley, Otay Mesa, National City, and Chula Vista close to 125 south and 94 east is flooding traffic in 8 Highway. All that housing flooding clogging 8 highway
6	I work in the northern Kearny Mesa area and my employer provides a free transit pass. However I do not feel that I can use it to commute as I live in eastern El Cajon and making this trip by transit takes nearly five times as long as driving, and due to time limitations on the El Cajon end, cannot be relied upon at the times I need for my work schedule (I can't get all the way home if I am at the office after about 7 pm). The 2021/22 bus route alterations (with the opening of mid-coast trolley) actually made this situation worse.

- 7 Bike / Transit / and Pedestrian infrastructure really needs improved between Old Town and the University of San Diego and Uptown and the University of San Diego. I'd love to ride my bike from Hillcrest, but I'm forced to take some very dangerous roads (Morena), or Friars, that don't have separated bike lands, on and off ramps, etc. If I try to take transit from Hillcrest to USD, my estimated time is an hour, compared to a 10 minute drive. If we want people to ditch their cars, we need to improve transit connectivity and alternative methods of transit.
- 8 The merge from the 8 West to the 67 North is not suitable for the amount of traffic. This creates backups and is unsafe.
- 9 Scrap plans for more public transit, bike lanes, etc. the most efficient way for me and my family to get from point A to point B is in our car. We have a son with special needs none of the unlucky transit or biking options would work for us. It would take hours to get anywhere instead of minutes. We need our roads and highways improved. Stop breaking promises to improve our roads and highways and follow through on the vote of the people in years past to improve roads and highways. Get rid of the vehicle mileage tax we pay enough taxes. We pay the highest gas taxes in the country. Government has enough money and should stop wasting it on SANDAG's meals and entertainment expenses. Stop asking taxpayers for more money when you waste the money you have.
- 10 Emphasize throughput of transit, bicycle, and pedestrian travel.
- 11 I-8 in Mission Valley represents the "peak-freeway" 1950s era and has created a huge barrier to safe bike access through the area. Please be bold in fixing the incredibly unsafe conditions that prevail throughout: the Morena Blvd off-ramp; converting any/all ramps to "T"-style intersections, including Montezuma/Fairmount; protected bike lanes on Fairmount; enabling access from the SR-15 bike lane to north of I-8; create a bike/pedestrian trail out of eastern Mission Valley, etc.
- It's deeply unfortunate that 60 years later, these I-8 safety issues remain. And I'm sure funding challenges and motorist entitlement will prevent this project from making needed changes. Even with the incredible cost of impending climate change, there doesn't seem to be the political will/funding to make a difference.
- 12 Conversion of stroads' extra car lanes to BRT is ultimately the best and only way we meaningfully change mode share in SD. We should be putting our energy there, adding 20+ miles of bus/emergency only lane every year. The rest is details.
- 13 I am Autistic and have some medical issues which eliminate the use of public transit. I am very sensitive to noise. My husband usually drives me to my appointments but am finding it more frightening when we go out as both drivers and bicyclist do not follow basic traffic rules set by the DMV. While I appreciate the development of multi-use (business and housing) complexes, there needs to be ample parking also developed. Not every can use public transit. If I could use public transit, it needs to be more reliable and run on a better schedule on the weekends. The weekend/holiday schedule deters people from using.
- 14 I commute to Mission Valley every weekday from Logan Heights, I take a bus to the trolley, and then from the trolley, I take the 6 up to Texas Street and walk down the hill to my work. If the 6 would go up and down Camino Del Rio South, the entire area would be more accessible OR if an MTS bus or van picked up from the Mission Valley trolley station to up and down Camino Del Rio south, the entire area would be more accessible. The area is not super safe as it is and if there were more stop signs, crosswalks and bus stops, cars would have to slow down more.
- 15 I have made several comments on your map and would like to see responses on each. Thanks

- 16 I live near the Orange Trolley Line in Encanto, between the Euclid\Market Station and Lemon Grove\Broadway Station...how did this multi-modal transportation corridor not make it into any of the CMCP areas?
- 17 I live on Reynard Way and the transit options have made me stop using public transit because they are so impractical! Transit routes are often just as fast as the walk to my destination because half of my trip would be a walk anyway. I would love to see better connections from Reynard Way to existing transit routes, especially the trolley. The bus line that runs through (83) would be really useful if it made more frequent stops. It is almost never the recommended transit option for any trip I'm planning, even though it's the closest, because of the timing. I usually get the recommendation to walk down to India and get on the trolley or up to 1st, because I'll get there before the next 83 bus would come.
- On a bigger picture note I'd love to see San Diego move back toward a rail system like the original street car network, it seems like the best option to connect places up the mesas that could reduce transit travel times and make public transit more appealing to San Diegans (like myself) that drive most places because it takes too long to take the bus or trolley.
- 18 In order to reduce greenhouse gas emissions and focus on the climate crises, do not add any more travel lanes to I-5 or I-8. we can convert existing lanes to carpool and transit priority or have a center divide that is movable and can be moved to facilitate commute traffic. Please provide a sound and visual buffer between I-5 and Mission Bay Park to allow users of the east end of the park to be spared the constant roar of traffic and all the air pollution coming off the freeway.
- Prioritize wetlands restoration in the Pacific Beach area of the project to reduce impacts to surrounding communities due to sea level rise and storm surge flooding. Restoring the historic Rose Creek salt marsh will go a long way to protecting two public schools, military housing, surrounding residential communities and local businesses. Please do not separate the lower salt marsh (downstream of Grand Avenue) into part within this project and part outside of it. The salt marsh functions as a whole and needs to be treated as such. No transportation corridors should run through Tecolote Canyon Natural Park as this is set aside for biodiversity and passive recreation such as hiking and bird watching.
- 19 Is there any improvement you can make at the chronic bottleneck of the entrance to 8 from the western side? So many feeders, such as interstate 5 north and southbound, and all traffic from the western-most entrance to the 8 east is extremely problematic every weekday evening.
- 20 I think the speed limit on Claremont Blvd going eastbound past Santo Road should be revisited. People walk on a daily basis and cars speed up.
- 21 I work in the northern Kearny Mesa area and my employer provides a free transit pass. However I do not feel that I can use it to commute as I live in eastern El Cajon and making this trip by transit takes nearly five times as long as driving, and due to time limitations on the El Cajon end, cannot be relied upon at the times I need for my work schedule (I can't get all the way home if I am at the office after about 7 pm). The 2021/22 bus route alterations (with the opening of mid-coast trolley) actually made this situation worse.
- 22 I would love to be able to bike more in SD. New resident since June 2022, I do not feel safe biking in the city. I would like to see more secured bike lanes to be able to send my kids biking to school, to go to the library, to move without car more often... There is no space for bikes. Right now, in the street around our home, I witness too few bikers, and they are almost all the time taking the sidewalks. Would love to see an effort on secured bike lanes. Thank you.

- 23 More freeway lanes, wider roads would be great, plus smarter" traffic mediation systems. Public transportation such as trolleys and buses will become obsolete as passenger vehicles move towards intercommunication ("talking" to each other) and self-driving leading to less traffic per distance of road - vehicles will be able to drive closer together smartly and with less caused traffic. Also bike lanes separated from vehicle traffic with physical barriers."
- 24 Need ways to walk across friars like a bridge. It's real hard to pull wagons from the grocery stores / Costco with all the epically bad sidewalks. Air quality is horrible from all the cars. pedestrian bridges would be great and what are you gonna do about the speeding by the elementary school and the lack of middle/ high schools? Will there be a mission valley high for all these kids?
- 25 Please include new housing in Spring Valley, Otay Mesa, National City, and Chula Vista close to 125 south and 94 east is flooding traffic in 8 Highway. All that housing flooding clogging 8 highway
- 26 Please invest in transit amenities and connections. Also, please consider futureproofing the corridor for transit priority lanes and vanpooling. Thank you.
- 27 Please provide protected bikeways around mission valley. In and out to the east, along friars road, to the new stadium, and across the freeway

I am a 69 year old lifelong cyclist. Until I retired, most of my cycling was utility cycling - commuting, running errands etc. Since retiring, I have added recreational riding - or riding specifically for health or just for the fun of it. I have ridden over 6,000 miles per year through much of San Diego City and County the past several years. There have been many, many valuable improvements to the bicycle infrastructure over the past 10 years or so.

HOWEVER, I am dismayed and alarmed by the seemingly recent push to add "protected" bike lanes in many parts of the city and county. Protected bike lanes and paths do have a very limited and valuable use, i.e., when completely separate from ordinary traffic and uninterrupted by intersections and driveways. Good examples of these are the Rose Creek bike path, the various river bike paths and many parts of the bay bike paths.

Unfortunately, of late there seems to be a push to create protected lanes in an urban environment in San Diego City. From my viewpoint as a cyclist using my bike for transportation instead of an automobile, these lanes are unsafe at any speed greater than a walking speed because of the numerous hazards they introduce for a cyclist trying to get somewhere. A bike lane sandwiched between a sidewalk and parked cars is extraordinarily dangerous. That it gives a false sense of security to inexperienced cyclists is not a good excuse for implementing these. The dangers include - getting doored by passenger doors being opened into the bike lane; the numerous pedestrians that use it despite its being right next to a sidewalk; countless blind intersections with driveways to parking lots and at cross streets - cars trying to enter the flow of traffic from parking lots or side streets must enter the "protected" bike path and even block it in order to get out far enough to see around the parked cars to determine whether traffic allows them to enter the lane of traffic, turning traffic from the road must now look first for autos, secondly for bikes hidden behind parked cars, and lastly for pedestrians by which time the auto traffic lane may no longer be clear, right turns in front of a lane of traffic (the bike lane) is just inherently dangerous; and the cyclist has no escape route if an unexpected danger does arise. As an experienced cyclist, I will forgo such a "protected" lane and either choose another parallel route or use the regular traffic lane which is now more dangerous because it is narrower, and motorists feel I should be in the bike lane not "their" lane which ultimately increases tensions between motorists and cyclists which is counterproductive. Aside from just avoiding the dangers of the protected lane, it is necessary to ride the traffic lane instead if one needs to make safe left hand turns. Examples of such lanes that I will avoid at all costs would be 30th St north of Upas. This has to be one of the most ill-conceived bike lanes I have ever encountered. I believe there are also some more downtown which encourage wrong way riding on one way streets. I am uncertain as to how anyone can imagine these are safer.

Bollards also have a limited usefulness, i.e., keeping cars from using a bike lane as a turning lane when traffic backs up. On the other hand, they introduce hazards of their own as they do get knocked down rather frequently at which point, they become a hazard to everyone therefore their use should be very judicious. I have no idea why they were put up on Linda Vista Rd. I have ridden that many times and never had any trouble but now with bollards it is difficult to avoid road hazards (broken glass, downed bollards, rocks etc.) or slower cyclists, runners, or pedestrians as one now has to abruptly dodge between two bollards out into traffic and then back into the "protected" lane. 30th St south of Upas is another example of unnecessary bollards. Now we have UPS and Amazon trucks parking in the protected" bike lane leaving the cyclist again to have to make sudden dodges out into traffic. What made this section safer is getting rid of the parked cars otherwise it was safer before than it is now with those bollards. I am sure I am missing other hazards. It is hard for me to conceive why the Bicycle Coalition would

be supporting such expensive and dangerous “resolutions” The only explanation I can imagine is the hope that it will make people “feel” safe and therefore get them onto their bikes but in fact they are NOT safe, and it is irresponsible and cynical to utilize them in some false hope that more people will ride. It is also a regression to the idea that bicycles do not belong on the road which I find dismaying and certainly counter-productive if the goal is to increase bicycle use for TRANSPORTATION. Trying to encourage people to noodle around aimlessly in traffic on a Sunday afternoon is senseless.

29 Public transit takes 3x as long to get anywhere as driving and that makes it not viable for anyone with a tight schedule. There's no efficient route to most places - need a much more extensive network of both trolley and busses.

Drunk driving is a huge problem, and it can be reduced quite a bit if people have an easy alternative to driving.

30 Rosecrans East in Point Loma gets so congested that frequently by 2:30-3:00 PM traffic gets backed up by 2-3 miles well into Liberty Station. Rosecrans needs better access to both 8 East and 5 South. You could also alleviate this problem by building a 5 South offramp from the 8 East instead of making commuters take Sea World Drive. Lastly, The PCH North could also benefit from better access to both the 8 East and 5 South. The entire Peninsula is poorly served by our freeways with the one exception being the 8 East access point from Ocean Beach/Nimitz.

31 Scrap plans for more public transit, bike lanes, etc. the most efficient way for me and my family to get from point A to point B is in our car. We have a son with special needs none of the unlucky transit or biking options would work for us. It would take hours to get anywhere instead of minutes. We need our roads and highways improved. Stop breaking promises to improve our roads and highways and follow through on the vote of the people in years past to improve roads and highways. Get rid of the vehicle mileage tax we pay enough taxes. We pay the highest gas taxes in the country. Government has enough money and should stop wasting it on SANDAG's meals and entertainment expenses. Stop asking taxpayers for more money when you waste the money you have.

32 The main thing missing from transportation is easy access to the beach. There should be a hub right at the beach so people cannot drive there. There's little to no parking anyway, so this would be helpful. I hate that I live in San Diego, and it is so hard to enjoy a day at the beach. Either the drive or the search for parking spoil it and make it not worth the effort. I don't want to take an assortment of buses either. I want to take the trolley from SDSU or one of the stops along I-8

33 The merge from the 8 West to the 67 North is not suitable for the amount of traffic. This creates backups and is unsafe.

34 The survey didn't seem to really address that the area is so congested because so many people are going thru it to get other places and there are no realistic public transit options going north south unless you happen to live near the trolley, and not enough people do. I'm not going to spend 90 minutes to get to work, when it could take 25 in a car.

Additionally, we need trolley through neighborhoods where people live, not along freeways where it's easy to build. For instance, blue line would have been 1000% better if Genesee became 1 lane in each direction with trolley in the middle and a separate dedicated bike lane in each direction. Go all the way from UCSD, or ideally down into Pacific Beach all the way to the ocean to the hospitals, then loop through Linda Vista past USD and onto the route downtown. Instead, they built it next to a freeway where no one lives.

35 To the degree possible, any new transportation methods considered to be added to this new corridor should not utilize single passenger, fossil fueled vehicles. A full scale bike path network would be welcome, but would only serve a smaller, younger subset of potential users. We need more transit alternatives that serve disabled seniors, including more wheelchair vans to serve a larger and growing population of seniors.

36 We desperately need an extension of the trolley from the old town station to the Sports Arena. This will service all of the people who will be living there in the new housing that will be built, plus all of the people attending events there, plus all of the people working in retail and restaurants across the street. This will allow people who live in and near the Midway district to take the trolley to downtown. It will alleviate so much traffic. It is only 1/2 mile, and the area is very industrial. This can be done. Snapdragon Stadium has a trolley stop right there. Petco Park has a trolley stop right there. SDSU's stadiums have a trolley stop right there. The Sports Arena deserves the same. People don't want to walk or take a shuttle or a bus for the last mile. We need true connection if we really want people to utilize the trolley.

We desperately need an offramp from the 5 Freeway to the Sports Arena area.

37 We need safe and protected bike lanes for all ages and abilities. Our transit needs to be accessible by walking or biking. Our transit should be frequent and reliable.

38 What the heck are you doing east of Alpine on east bound I-8? What a mess this project is causing! Trying to get home from work takes twice as long now that you have started this major project. I spend almost an hour just driving 3-4 miles every night. Why are 3 lanes are cramped down into one lane? Did you have to make this so inconvenient for commuters, truck drivers and people living like me who live in the east county mountains? And I feel sorry for anyone who runs out of gas or has an emergency situation in this area. God, what a mess! Is this our highway taxes at work?

39 With the trolley line, Mission Valley has potential to massively reduce VMT with more bike lanes, pedestrian friendly infrastructure, and transit oriented development. Create a protected bike lane network in Mission Valley to connect residents between the mesas and the shops, including the following streets:

- Fashion Valley Road
- Friars Rd (extend from where it currently ends just west of Fashion Valley Rd)
- Hotel Circle South
- Camino de la Reina
- Mission Center Road
- Texas Street/Qualcomm Way
- Rio San Diego Dr
- Camino Del Rio N

- Connect the San Diego River trail
- Add bus lanes on roads with 2+ car lanes each way. Give bus priority signals.
- Convert 3/4 way stops to roundabouts with bike and pedestrian infrastructure at some intersections, particularly the following:
 - Camino Del Rio N/I-8W on ramp
 - Hotel Circle North and South to I-8 on/off ramps

40 Years ago, I was told that there were plans in the works to make Snapdragon Stadium into a major transportation hub. It appears that this was dropped. Too bad! It was (and still is) a relatively inexpensive opportunity but it's rapidly fading.

Phase 2 - Virtual Engagement Hub (Social Pinpoint)

Overview

The Virtual Engagement Hub that was developed using Social Pinpoint for Phase 1 was also used for Phase 2. The Virtual Engagement Hub was developed in both in English and Spanish. This web-based community engagement platform hosted the Draft CMCP and its appendices, a fact sheet, and a comment form. As with Phase 1, the Virtual Engagement Hub provided a digital method through which members of the public could learn, engage, and provide feedback on the Draft CMCP. Additionally, the Virtual Engagement Hub served as a repository of project collateral created primarily in English and Spanish.

A total of 74 comments were provided via email and Social Pinpoint during Phase 2.

Interactive Map Comments

Table 15: Virtual Engagement Hub Comments

This table provides a comprehensive listing of all map comments received during Phase 2 via Social Pinpoint.

Interactive Map Comments – Phase 2

Virtual Engagement Hub

ID	Date	Category	Comment	Latitude	Longitude
1	2024-03-15 9:58	Transit Comment	Route 10 needs increased late-night frequency and a longer span of service, got stuck waiting 28 minutes for a connection from route 2/7.	32.747741	-117.174819
2	2024-03-15 9:59	Transit Comment	Boulevard Transit Plaza is an amazing station and we need more of them	32.755178	-117.108644
3	2024-03-16 16:17	General Comment/Suggestions	Good news: golf course is being converted into 4,300 multifamily housing units. Project will get a new infill Trolley station.	32.763875	-117.178288
4	2024-03-16 16:20	Transit Comment	We need 7.5 minutes or better frequency, all day, on the Green Line, as soon as possible.	32.781235	-117.119542
5	2024-03-16 16:25	Transit Comment	Build the aerial gondola between Fashion Valley and Hillcrest Medical Center ASAP. Gondolas coming every 15 seconds, flying as the crow flies, will make transit faster than driving between MV and Hillcrest. Aerial gondolas are fairly inexpensive to build and should be top priority. Fashion Valley is the largest transit hub in Mission Valley, and connecting it with the County's biggest hospital is a no-brainer.	32.765218	-117.168843
6	2024-03-16 16:31	Transit Comment	We need ultra-frequent, grade-separated, automated light metro providing one-seat rides from Downtown to the airport, Midway Rising, and NAVWAR. Something like Vancouver's Skytrain or Copenhagen's Metro, which come up to every 100 seconds.	32.730817	-117.198387
7	2024-03-16 16:33	Transit Comment	More North-South bus connections (like the 235) to Stadium Station.	32.781032	-117.119931
8	2024-03-16 16:37	Transit Comment	Midway Rising needs an ultra-frequent, grade-separated automated light metro rail line connecting it with NAVWAR, the Airport, and Downtown. Something like Vancouver's Skytrain or Copenhagen's Metro, which run up to every 100 seconds.	32.754311	-117.210585
9	2024-03-16 16:39	Transit Comment	NAVWAR Redevelopment needs an infill Trolley station. Also build an ultra-frequent, automated metro rail line connecting NAVWAR with Midway Rising, the Airport, and Downtown. Something like Vancouver's Skytrain or Copenhagen's Metro, which run trains up to every 100 seconds.	32.750002	-117.197312
10	2024-04—02 9:01	Bike/Pedestrian Comment	Sidewalks/bike lanes needed to connect East Main Street to Winter Garden Blvd/Graves Ave	32.820368	-116.920994

Virtual Engagement Hub Comment Form and Email

Table 16: Virtual Engagement Hub Comments

The comment responses below have been lightly edited for clarity, but the original meaning has been preserved.

Virtual Engagement Hub Comment Form and Email – Phase 2

Comment Responses

ID	Comment
1	We desperately need a bike path connecting Tierrasanta to Grantville/San Carlos. Currently, there are no alternative transportation options between Tierrasanta and Mission Gorge.
2	Tierrasanta needs at least one roadway that connects to Mission Gorge! Whether it is Santo, Aero, Tierrasanta Blvd, or Claremont Mesa, at least one of the major roads needs to connect to the surrounding city. As it is now, we are forcing a sizable community (all of Tierrasanta) onto our already congested freeways. Why continue to do this? One point of connection between Tierrasanta and its neighbors to the east or south seems like a fair compromise for those who want to preserve the neighborhood's "island in the hills" status. As I talk to my neighbors, all would like to see at least one of the bridge/roadway connections happen ASAP. We need options!
3	The College Avenue on ramp after 4pm from SDSU needs to be revamped. The Lot 1 and 2 for SDSU need to be involved (stop signs?) in this part of the plan as all staff exit at the same time from the same lot, all into one lane that goes East on the 8. Those going west have to wait to turn and have to wait in the same line because the left lane ends before the on ramp. A simple two lane on ramp for west 8 from college would do wonders for our staff and students. Also, the lights and the Alvarado and college intersection are adding to this back up. It's four cycles and could be better used if an Alvarado rd upgrade could be done as well. Please entertain this idea as the student population grows.
4	Having read the document I really like the idea and the amount of class I and IV bike lanes, I think there should be more included in the plan however. Right now there is a big problem in the connectedness of the bike lanes. There are many areas where a great parking protected bike lane will suddenly end and expect a biker to merge into traffic, even on roads with vehicles traveling over 30 MPH. I think there should be more bike lanes included in the plan to ensure that there is a strong arterial for bikers to use to move into important areas. I think it is also important to increase transit connections. The rapid bus systems are nice but they run into a problem in some areas where they either run into traffic or get stopped at lights. I believe that in order to incentivize people to use transit the buses should not get stuck in traffic. Transit only lane like we have on the I-15 or on certain streets, and signal priority for buses in those lanes would go a long way to increase the easy flow of buses. Ultimately I think it would be smart to move toward a street car or trolley route within the denser part of our cities. This would take many cars off the road and despite the initial investment it would be much easier in the long run to implement signal priority as well as more predictable times. One of the big problems with our current bus system is that the timing of the buses is not exact, in fact many times when I have taken the bus it has been late. By prioritizing the buses and transit connections people will see them as more equitable alternatives to car travel. It is also important

for me to see more Vision zero objectives included in these plans. There was a mention of traffic calming and such, but the areas around freeways are very dangerous for pedestrians and cyclists. It would be great to see more goals and plans to ensure the safety of people outside of cars. A figure that is missing that would be good to see is traffic collisions, injuries, and deaths. The amount of safety considerations is far too low, and the examples given for high-speed vehicle collision solutions are just too few. Reduced lane widths and speed bumps are a good start but in many places where this has already happened people still drive fairly similarly. On the bike boulevard along Mead, people regularly still drive over 30 MPH despite the speed bumps and roundabouts. They are forced to slow down for only a second then they speed right back up. I think it is going to be important in this plan to ensure that more steps are taken for people's safety. I think neckdowns and curb extensions are going to be important in this plan as well to allow high speed vehicles to see pedestrians. Ultimately I think this plan is going to be good for the community but I would like to see a greater focus on bike lanes and bike safety, pedestrian access and the quality of that pedestrian access, and the safety of people outside of cars. If people outside of cars are safe then the drivers inside cars will be even safer. I hope to see more safety precautions in the final draft of this plan. Thank you for reading, I love all my city planners!

- 5 The ocean beach trolley line should start at Old Town Transit Center in order to make it easier and faster for people along the corridor to get to the beach, and hopefully someday go to Mission Beach.

Also, the bike path along Pacific Hwy across the river should be improved (widened?) to make it safer for bikes.

- 6 Balboa Park should be surrounded with heavy elevated rail that interconnects to downtown's trolley. If we ever want to have true density in the city, we should be looking to upzone around Balboa Park, and make it comparable to Central Park. To do this successfully, we would need to provide much better transit access around and to the park. This will be a necessary step to achieve this. The guided busway is not a sufficient level of transit to achieve this.

It is excellent that we're adding a rail connection the beach, but it should be a part of the airport connection line, and not a separate project. These efforts should be combined, and remain with the automated transit proposal.

- 7 I8 west of I5 is being treated like an entrance ramp. You guys have people exiting the Peninsula in a total bind with trolleys blocking streets, and a single lane on I-8 at I5. A total travesty. Every day it's backed up 15 minutes or more and the delay also moves traffic to the few other ways off the Peninsula and those get blocked as well. I don't know who authorized the extra unneeded lane westbound near I-5, which is never busy. That space belongs on the other side of the freeway. You can fix this with minimal lane paint changes. Help those leaving the Pt. Loma Peninsula.

- 8 San Diego is too spread out. We will ALWAYS want and need our own vehicles. Stop trying to make these kinds of insane ideas work- we don't want them & the lack of popularity/demand has shown this over & over again!

- 9 Please reconsider expansion to 3 lanes from El Cajon to Alpine in both directions. The highway stretch is dangerous with very slow semi trucks headed to AZ and Mexico and very fast commuters. The daily struggle to pass or slow depending on the number of slow trucks is scary and stressful. There is more and more housing being developed and planned for communities east of El Cajon as well, please plan now to keep up with demand.

If no political will to add the third lane, then reconsider times of day semi trucks can travel that stretch.

Consider that high school children drive this stretch of road because there is no (non-charter) public high school in Alpine. New drivers on this stretch is dangerous as well. A true slow lane and passing lane will create a much safer and streamlined commute for all.

Thank you for the opportunity to express my opinion.

10 parts of 8 freeway from Lake Jennings to willows are already deteriorating are we not inspecting the work? / what is the repairs not being done on midnight shift? this is such an unnecessary inconvenience - this is our gateway to San Diego and it should be handled in a more professional manner

11 Some highway expansion is needed- please do not waste funds on bus/trolley solutions- it does not work for us.

12 You really expect us to read all that bureaucratic garbage... how about a simple YouTube video explaining it all with pictures

13 Fix that off ramp from 8W to 67. Cars back up onto 8 causing a dangerous situation. Same happens at 2nd St on 8W. Traffic stops in the right lane as cars back up from the offramp.

14 Please prioritize public transit and active transportation. These are the most cost-effective and sustainable modes of travel. San Diego as well as this corridor need far more of them. Please extend the trolley lines instead of only adding a new stop along the existing route. Thank you!

15 Uncontrolled and poorly thought out growth has damaged the San Diego Riverbed area for nearly 70 years. It's time to do better. Mission Valley is a micro mobility nightmare and needs better pedestrian and cyclist infrastructure. The infrastructure that exists is inadequate, scary, and disconnected. Cars are the only apparent consideration.

We need more transit. The trolley is wonderful. Let's have more frequent service! I considered biking from my house to the new park, but discovered it is not safe to go from Mission Hills to the park given the infrastructure for cyclists. Sad. Considering that same thing was doable by horseback in the 1970's. Excess car traffic has resulted in LESS accessibility. Not more.

Expanding the freeway is a waste of taxpayer dollars. Freeway expansion is expensive, creates increased demand for car use, and causes future maintenance costs the city and state cannot hope to meet.

Instead, let us invest in pedestrian and cyclist infrastructure making a continuous network that works in conjunction with a robust transit system to get people through and to the valley efficiently. Unlike bloated freeways, rail, cycling, and pedestrian transportation costs less to implement and far less to maintain in the future. Let's choose wisely.

16 We don't need more public transit. Nobody uses it and it takes away from the already crowded roads we have. You'd have to overhaul the entire city to achieve better public transit.

17 The traffic on Interstate 8 significantly influences traffic on SR 52, therefore SR 52 from Interstate 805 to the east should be included in the area of influence. Similarly SR 67 from SR 52 to the current area of influence in Lakeside should be included in the area of influence. In the afternoon, southbound traffic coming into the Interstate 8 Corridor are rerouted by traffic mapping applications to SR 67 and SR 52. In the morning, traffic slows to a crawl on SR 52 because Interstate 8 is too crowded and traffic on SR 125 skips the Interstate 8 corridor and continues on to SR 125. Please adjust the area of influence map to reflect these realities.

- 18 The discussion of traffic volumes understates the traffic volumes supporting figure 1-1 that cross the Interstate 8 Corridor. Freeway traffic alone is nearly 0.75 million trips, were local street volumes that cross the corridor considered as part of the traffic volumes?
- 19 Forget busses except in densely populated areas. They are not the solution to every problem
- 20 I drive the 67 Ramona to Julian and have wondered why no roadwork has ever been done on 2 curve sections that everyday are traveled by trucks rvs cars that are subject to these curves in the road that should never been allowed 1by the Ramona Oaks rv park and the other by Santa Ysabel approach. Anyone driving these curves are subject to mental and physical torture
- 21 You're trying to phase out gas vehicles and we are angry about that. With electric vehicles you'd be able to control where and when people go places. We want to go where we want to go when we want to do it. Stop being so controlling. The language in this proposal is very concerning. Seems to me you're trying to connect to peoples' vehicles and control their speed and what lane they're in. I would never trust someone else in control of my vehicle especially a computer. And think of all the internet outages or power outages etc. technology is never reliable all the time. And the horrible traffic you'll cause during construction of this garbage is horrendous to think about. Just fix the existing roads and the interchange between 8 and 67.
- 22 Great to see that more sustainable transportation is coming to San Diego!
- 23 How cool if there was a hiking, biking, and horse trail along the river from Lakeside to the beach! So awesome for tourism.
- 24 I have ZERO confidence in SANDAG as an organization.
- 25 5S needs a ramp to 8W.
Trolley parking lots need expansion and fixing up.
Time between bus arrivals needs improvement.
Potholes EVERYWHERE need fixing.
Get rid of 2-way stop signs at intersections and make them 4 way or roundabout.
Too much street parking means it's impossible to see oncoming cars and cross safely.
- 26 I have lived in San Diego since 1976. Now we are retired and live off of Waring Road and so we use 8 on a regular basis. I remember when our Highway speed and motto was 55 Stay Alive. On Highway 8 starting from O.B. through Mission Valley right on through to outside of El Cajon. Drivers need to bring their Speed down. So many are Lead Foot.Please consider Dusting Off the Old Signs and bring them out. Thanks.
- 27 Anything which gives race communists like yourselves more money must be opposed by the citizens with as peaceful force as possible. Hopefully your project fails.
- 28 Fix the current infrastructure first. Too many roads in bad shape all over San Diego, La Mesa, Chula Vista, El Cajon etc. bad allocation of funds.
- 29 I Believe Alternative 1 is the best for this city. It includes many much needed improvements and connections to the city's transit system. It allows for good connections to Fashion Valley and Stadium stations with DAR Ramps. Gives us a much needed link between Hillcrest and Fashion Valley, has grade separations and express tracks for Trolley service to make service more reliable and faster, and has a brand new Trolley line to connect Ocean Beach and Midway to the rest of the city. I believe that we should choose Alternative 1 for this corridor.
- 30 Yes! We have some of the best year round weather in the country for cycling yet the few trails are not connected. Use these funds to do that and keep them safe from the homeless that sleep on them and camp on them
- 31 It is nice to have all of the information available, but there is way too much information to get through to figure out what the proposals are. Colored asphalt is good for cooling but covering every parking lot with Solar would be better. Class I

and IV bike lanes are good - any bike lane that does not have a barrier is not safe. I have ridden for 60 years and no longer will ride on streets - drivers do not see bikes and drive in bike lanes. I see lots of studies on use/population/etc for I-8 region but a tremendous amount of traffic is transitory. Interchanges (especially I-5, which is a mess) and the 163 and 15 freeways, need FANTASTIC signs well in advance for lane guidance. All the trollies, trains, etc are great. Keep them electric with in-road charging for busses (use the solar panels in the parking lots to power them during the day). Signs over each lane (that are not offset) are really important and well in advance - maybe even several miles. The new painted lane freeway guides are very helpful. Maybe weather monitors in the East county with REAL TIME displays and warnings for high winds, snow, etc. in El Cajon. Try to keep the traffic from entering the bad area and stopping in El Cajon, rather than getting into a bad situation and looking for cover on the freeway. If you see active monitors on a map that show real time info of 70 mph at several locations, truckers and high-profile vehicles will think twice rather than just looking at a weather app and saying "it's not so bad". Our micro climates are not reflected by the apps well. I have a weather station and we are always well off of the weather monitors 5 miles from my house, depending on the direction of the storm. Thanks for the opportunity to comment.

32 Lanes need to be added from the El Cajon area all the way out to Alpine. This is a major commercial trucking corridor with one of the longest grades uphill and do hill I. The county. With only 2 lanes, one is take. Up by trucks which leaves only one lane for vehicles

33 Another (more) dedicated bike lane (s) outside of just Friars/Mission Gorge.

34 Hello SANDAG,
This is a great document and I am excited for its implementation! I have a few comments.

First, the Phasing Criteria used in appendix E should be explained, is 1 high or low?

For AT87 there is a typo in the street name. It should be from West Point Loma Boulevard to Valeta Street, like this project, there will be lots of community feedback about this.

AT273, and AT66 are really cool projects. I hope they are built!

Is the airport transit connection missing from the planned transit projects? It seems like SANDAG is going to build one of the five alternatives chosen there.

With so many improvements to the bike infrastructure in Point Loma I am surprised as no mention of bike parking at the Old Town Transit center, especially if the other rail options are included / the express trolley project (T17, T18, and T3).

My Favorite project of all of these is AT223, it looks cheap and the cost effectiveness is high. Additionally this is one of the saddest bus routes at the moment since the bus gets stuck in traffic which doubles or triples a no-traffic trip length.

For project R1, the Nimitz Blvd, Sunset Cliffs Blvd, and I8 roundabout, please include diver compliance in the calculation. A multi-lane roundabout will still be scary to cross a bike or pedestrian, although it will certainly be an improvement from the current motion across the slip lanes.

Finally, I don't see any mention of Vision Zero in this document. Are road related fatalities studied as part of the project benefit score?

35 Are there any improvements to the SR67/I-8 interchange? It seems that something should be planned where two corridors connect. The westbound 8 / North 67 is

inadequate and dangerous to use. The southbound 67 / east 8 is always congested.

- 36 I have lived in the east county community of Descanso for over 45 years. During my employment years I commuted countless times back and forth to downtown SD. The single most effective thing that can be done to reduce congestion in the eastern sector of I-8 between El Cajon and the Dunbar exit (where I-8 is basically 2 lanes) is to prohibit big rigs from passing each other in the up gradient east bound lanes of this section of I-8. With the increase in traffic due to Alpine growth, and substantial increase of trips to the Viejas Casino, it only takes one slow fully loaded rig passing another fully loaded rig to very quickly back up the flow of traffic for miles. This happens every single day! I have seen prohibitions of big rig passing on the I-95 corridor along the east coast and see no reason why it cannot be applied here. The travel time saved with one big rig passing another in this sector is insignificant compared to the overall time/length of these east bound commercial carriers. A few signs and periodic enforcement is all it would take and cost substantially less than other options, such as adding a third lane.
Thank you!
- 37 Any new bikeways should carefully consider the beginning and ending as well as crossing of local roads. The San Diego River Trail currently has some pretty sketchy connections across local roads
- 38 As a cyclist, I do not use the San Diego River Trail. It is constructed of concrete and the slab bowing makes for a very uncomfortable ride. I suggest grinding the existing path joints and future construction in HMA
- 39 Fletcher Parkway, Lake Murray, Camino Del Rio north and south, etc, should have lane width reductions to accommodate buffered bike lanes.
- 40 Time to quit fooling yourself. The busses could be replaced by a van for most routes. The trolley is the same. Use that money for what it was intended. Fix, maintain, build new roads. Get the bikes off the road. Less than 5 % use them for transportation. Do what Europe does, have a separate bike lane.
Just quit trying to be the nanny, use the gas tax for the roads.
I-8 needs repairs, painting, clean-up.
You don't need to waste millions with another study just to ignore your duties.
- 41 The freeway between Greenfield to Tavern Road needs to be widened. There have not only been accidents, but I have personally seen tons of almost accidents on the 2 lane freeway that we have now. Most of it is because one trucker is trying to pass another trucker doing 1/2 mph faster. The middle section of the freeway is wide open. That should be a section for truckers going east and westbound. This will eliminate back-up and accidents. It also would eliminate the constant fires that we are subjected to due to overheating of brakes.
- 42 The 8W-67 offramp must be widened. Westbound 8 traffic backs up into the freeway with cars trying to get off and cars coming on from the onramp. It's dangerous and I've many near misses in that interchange.
- 43 We've seen your sustainability, equity, mobility-enhancing road improvements around the county and all we see are green lanes almost no one uses and hubs with nobody in them. We have some of the poorest quality roads of any city in the nation. Just fix them and stop spending huge amounts of taxpayer money on boondoggles that line pockets but don't work. It's not your job to reimagine society!
- 44 The stretch going east between Greenfield and the bottom of the grade prior to Tavern has to be three lanes. On the west bound side same from Tavern to the Second street exit. Too many semi and towing vehicles moving from slow to passing lane causing a dangerous situation every day.
- 45 I would like to express support for AT298 - adding Class IV bikeways on Adams Avenue on the bridges over the 805 and 15 freeways. I would hope that these very short segment projects would also include widening the sidewalks on these bridges - especially over the 805 - but if nothing else adding protected bikeways between the sidewalks and the heavy vehicle traffic would help improve safety and walkability

here. I would also like to express strong support for NO18 - adding signal priority at intersections on Adams Ave. for transit and emergency vehicles and N020 - adding signal priority at intersections on El Cajon Blvd for transit and emergency vehicles. With N020 especially, I would hope that the signal priority that was supposed to be part of the 215 Rapid might finally be implemented. I would also like to express support for T15 - rapid overlay on Route 11 - especially if this means an additional rapid bus route along Adams Ave, and not just removing lots of stops along the existing local route 11 and re-naming the route "rapid." Route 11 is the only bus that currently serves the Adams Ave. corridor. The Adams Ave. corridor needs to continue to have a local route with frequent stops to serve residents unable or unwilling to walk 3/4 - 1 mile to sparsely spaced Rapid stops rather than 1/8 - 1/4 mile to local stops. I hope that by using "overlay" rather than "convert" or "replace" this signals that the plan would be to introduce a new rapid line in addition to the lone preexisting local line. I would also like to encourage SANDAG to consider using the centerline I-15 bus stops at University and El Cajon Blvd for more than just the 235 route. Currently, there is no reasonable transit connection between the communities surrounding these stops and desirable destinations, such as beaches, Mission Valley, Sorrento Mesa, and UCSD. Being located on the freeway, these stops would be perfect for providing quick connections to where people need and want to go - if only there was transit to get them there. Having more frequent service that would come with more lines would also decrease the existing security concerns that stem from having long breaks between service - especially on weekends - in an isolated setting in a freeway median. Thanks!

46 I have what I hope is a fairly simple question. One item in the Kumeyaay Corridor Draft Plan is described as "Rapid overlay on Route 11." It is identified as Item T15 on Appendix E, page 19.

Is this envisioned as a replacement of current Route 11, which is a local route and the only bus route that serves Adams Avenue, or is this envisioned as an express/rapid that would be in addition to the existing local route 11. It appears to be the only use of "overlay" in Appendix E.

There has been some disagreement in the community about what "overlay" means in this context and no one seems to know. I am hoping SANDAG can clarify this.

47 The California Air Resources Board is the lead state agency for climate change programs. In that capacity they set forth objectives to achieve a per-capita vehicle miles traveled reduction of at least 25% below 2019 levels by 2030 (30% by 2045). SANDAG's Kumeyaay Corridor needs revisions to reflect the goal.

48 My commute is already long, but the college Ave lot to the 8W on ramp adds 10-15 minutes to it. This is due to it being one lane to the on ramp when there is space to do two lanes to the 8W on ramp. Also the Alvarado light takes too much time when that traffic can be directed to the freeway without a light with some creative planning. On the other end, Montezuma to 8W ramp is also one lane in the morning and should be two lanes on Montezuma. No need for Fairmont to have to lanes when it doesn't serve as many cars. Another easy fix with existing lanes and space. This has been a 20+ year issue with SDSU traffic for locals and for staff. As the university grows, please consider these areas that have easy fixes for flow.

49 Overall I'd give the plan a B. It is very inline with improving transit and alternative mobility options which I thoroughly agree with. The "Skyway" is also an interesting idea to create a link between Hillcrest and Mission Bay. Also I think the Purple line is an excellent idea that should happen sooner than later.

My main concern is with the Diverging Diamond Interchange (DDI) that is proposed. This interchange is extremely adverse to the rest of the plans mobility goals for pedestrians. The DDI design has many more conflict points than the traditional conventional diamond interchange (CDI). The DDI design proposed has 5-6

pedestrian/bike points of conflict with cars, two of which are between two mixing flows of traffic in the center of the interchange. This is extremely dangerous as the intermingling flows of traffic and pedestrians will create confusion leading to potential pedestrian casualties. I would ask to please reconsider this interchange into a safer one for pedestrians. Here is a link (Table 6 <https://www.mdpi.com/2012264>) to a study that shows that the number of total ped/vehicle crossings for a DDI interchange is almost triple that of a CDI. And as the proposed location (Texas St/Qualcomm Way) is the main non-highway corridor between Hillcrest and Mission Valley, it is important to reduce pedestrian and vehicle encounters as much as possible. I understand the Skyway may be a way to reduce pedestrian traffic across this interchange, but we should not build with that assumption and purposefully build dangerous infrastructure for pedestrians and cyclists.

- 50 I live in El Cajon it takes me 25 minutes to get to school in downtown San Diego 45 to an hour with traffic, and if I take the trolley and bus it takes 1 hour and 30 minutes! If this aims to help one day for the public transportation to get so fast I don't need to drive my car please do it, I spend to much maintaining a car\$ payments for car, gas for my car insurance for my car! But still it's the most efficient and if you guys can fix that, again please do it!
- 51 Please add protected crossing for bikes, pedestrians, kids, etc to be able to easily get across freeways, high speed roads, and highways. Add protected bike lanes over freeways so that a car or truck cannot physically crash into a pedestrian or person on a bike. Please add trails and greenery/trees as well.
- 52 Please make the 8 interchange in Ocean Beach safer for bikes and pedestrians to cross on Nimitz Blvd. This is the only place to cross to get to the SD river path and to Mission Bay, but it is very dangerous to cross the 8 on foot or on bike.
- 53 Please please address the Nimitz to Sea World drive bike lane. Crossing over the 8 frwy on ramp is terrifying, and yet, this is the safest path when I bike my daughters to school. Signalized protected bike lane would do so much to connect downtown with all that Mission Bay has to offer.
- 54 Please add more fully separated (class 1) bike ways especially traversing the 8. No one wants to be near cars even when they're in cars, in order to get the most people out of cars and onto bikes, class 1s are needed and provide a valuable space for the community to not only travel though but to enjoy occupying.
- 55 The CARB Scoping Plan for VMT calls for 25% reduction from 2018 by 2030. We are far from meeting that goal. SANDAG must propose strategies that produce 3-4% reduction in per capita VMT starting now. Anything less is inadequate.
- 56 By far, the most valuable improvement to the Kumeyaay Corridor will be to complete a ped & bike path along the San Diego River that is not subject to interruptions at mains streets through Mission Valley. All San Deigns want a bike connection to Mission Bay and the beaches. Current traffic backups and parking limitations promote alternatives like bike access to the coastline. There should be a complete trail separated from vehicle traffic from Padre Dam to Ocean Beach with interpretive education along its entirety. The worst example of San Diego planners prioritizing development over natural resources occurs along the SD River in Mission Valley east and west. If a main pet/bike trail existed along the SD River, each community from Serra Mesa to City Heights to Hillcrest could advocate for their own connection to it in order to access Mission Bay and the oceanfront without a vehicle. The current state of bike trails to the beach for SD communities is a dismal reality.
- 57 Draft CMCP:
Pg. 44 - Figure 5-3: Transit Network: Consider reducing the weight of the lines on map for legibility or create separate map of existing and proposed connections. Use example from Appendix A Figure 3-3: Transit, Mobility Hubs, & Flexible Fleets Opportunities & Constraints which is a more legible map.
- 58 Appendix E: Project list
ID T17, Commuter Rail 583, Central Mobility Hub to US Border, via downtown San

	Diego: The Corridor ID Program (CIDP) for the LOSSAN corridor will produce a service development plan that will analyze extending intercity rail service to US Border. Include project information in coordination with Caltrans for CIDP development.
59	I would love a spur of the trolley to the beach! I hope that is a feasible option and gets built to increase the network. Connects from Hillcrest to Fashion and intersection with purple line are great too.
60	<p>Hello. I am a resident of North Park and commute via bicycle to the Scripps Ranch area. Crossing I-8 at the north end of the I-15 bike path from Kensington to Mission Valley is major inconvenience on my commute. The current route to cross I-8 requires a 2 mile detour to cross I-8 and head back to the Murphy Canyon bike path. SANDAG should study the possibility of building a bike bridge over I-8 at the north end of the I-15 bike path from Camino Del Rio S to Camino Del Rio N and Rancho Mission Road.</p> <p>Additionally, crossing I-8 in the western part of Mission Valley near Old Town and Linda Vista is also challenging and dangerous for people riding bikes. Cyclists crossing I-8 on Morena Blvd. must navigate through high speed freeway entry and exit ramps where drivers are typically going over 50mph. Safer alternatives for cyclists should be studied and implemented in this area to protect cyclists from motorists. The new bridge at W Mission Bay drive with a fully protected and separated bikeway is a great example of what should be considered for Morena. Finally, east of Mission Valley from the College Area through La Mesa to nearly El Cajon, there is truly no safe way to cross I-8 on a bicycle. This is a 10 mile stretch of freeway that serves as a literal barrier for cyclists trying to navigate the surrounded neighborhoods. College Ave and 70th are both incredibly dangerous roads for cyclists with high speed traffic. The next street east that is even remotely safe to cross I-8 at via bike is Grossmont Blvd in eastern La Mesa. SANDAG should study alternatives to add bike infrastructure to safely cross I-8 in this 10 mile stretch of freeway.</p>
61	<p>Kumeyaay CMCP Comments – 4/5/2024</p> <p>CMCP, p. 42: Select a photo of a class I bike path that better adheres to class I bike path standards in the Highway Design Manual (HDM) including two foot shoulders on both sides of the bike path.</p>
62	<p>CMCP, p. 46: Select a photo for transit/bikeway interface that shows a bus bulb with class IV bikeway that is not at the same street level with buses and other vehicles. The type of design shown in this image should not be a prototypical way to address bikeway design at a transit stop.</p>
63	SANDAG and CalTRANS need to make it easier to ride across the freeway. I have to cross the 8 daily, and there are no safe crossings anywhere. Roads that go under the 8 don't have infrastructure on both sides, and roads that go over have gaps in infrastructure for a block before and after the ramps. It's a nightmare, and a person walking or on a bike shouldn't have to go sometimes 2 miles out to the way to get 1/8th of a mile away.
64	<p>Alpine is designated as an "Area of Interest" rather than a "Study Area". Why is there a separate designation for Alpine? How will the proposed work help the bad congestion Alpine commuters must face on a daily basis?</p> <p>Will the proposed work add a lane, East & West, not only for commutes, but also for fleeing wildfires? Alpine residents did not know if they would survive the congested exodus during the 2003 wildfire.</p> <p>Thank you, Mr. Anderson, for the great job representing your constituents and for keeping us apprised of relevant issues.</p>

Phase 2 – Other Comments Received

Overview

Additional comments were received via a letter from the County of San Diego.

Letter from the County of San Diego



County of San Diego

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VINCE NICOLETTI
ASSISTANT DIRECTOR

April 5, 2024

SANDAG
ATTN: April DeJesus
Senior Mobility Planner
401 B Street, Suite 800
San Diego, CA 92101

Sent via email to: CMCP@sandag.org

**REQUEST FOR COMMENTS ON THE DRAFT KUMEYAAY CORRIDOR
COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP) FOR THE SAN DIEGO
ASSOCIATION OF GOVERNMENTS (SANDAG)**

April De Jesus,

The County of San Diego (County) staff reviewed the San Diego Association of Governments (SANDAG) Draft Kumeyaay Comprehensive Multimodal Corridor Plan (CMCP or Project), received March 7, 2024.

County staff appreciates the opportunity to review the Project and offers the following comments for your consideration. Please note that none of these comments should be construed as County support for this Project.

GENERAL

1. The County's Land Use and Environment Group has developed *Guidelines for Determining Significance* that are used to determine the magnitude of environmental impacts and mitigation options for addressing potentially significant impacts in the unincorporated portions of the county. Project impacts that could have potentially significant adverse effects to the unincorporated county or County facilities should be evaluated using the County's Guidelines for Determining Significance. These guidelines are available online at: <http://www.sandiegocounty.gov/pds/procguid.html>.

TRANSPORTATION

1. It would be beneficial for the draft CMCP document to offer clarity regarding whether the proposed 281 Active Transportation (AT) solutions are primarily derived from local jurisdictions' adopted plans, such as General Plans and Active

Transportation Plans (ATP). Understanding this alignment would provide insights into how the CMCP complements existing local strategies. Additionally, highlighting any solutions that may not fully align with these adopted plans would help ensure coherence and collaboration between the CMCP and local jurisdiction priorities.

2. It is recommended that the draft CMCP document provide clarification on how the 456 solutions (as illustrated in Fig. ES-3) and the estimated cost of \$62.8B will be integrated into the 2025 Regional Plan, which has a projected budget ranging from \$139B to \$162B. This clarification would aid in understanding how the CMCP aligns with the broader goals and financial framework of the regional plan.
3. It is recommended that the draft CMCP document provide an explanation regarding the selection of the 2-mile buffer area as the study area boundary along the I-8/Kumeyaay corridor. Understanding the rationale behind this selection would contribute to a better grasp of the planning process and its alignment with local considerations.
4. The draft CMCP document would benefit from providing clarification on the process used to identify locations or facilities requiring solutions, as well as explaining how recommended solutions were chosen and assessed for effectiveness. For instance, providing explanation on the selection process for Project R34/Lake Jennings Marketplace, which proposes roundabouts at I-8 ramp intersections, would assist jurisdictions in comprehending how solutions align with local priorities and needs.
5. It would be helpful for the draft CMCP document to provide clarification on the process and criteria utilized to determine which solutions were categorized into the short, medium, and long-term implementation timeframes (Pg.ES-6). This clarification would aid in understanding how the prioritization aligns with local priorities and needs.
6. The draft CMCP document would enhance clarity by explaining how the implementation timeframes correlate with the Year 2035, which is crucial for the region's attainment of Greenhouse Gas (GHG) emission reduction goals. This information will help illustrate alignments with regional sustainability objectives.
7. The draft CMCP document suggests that the Areas of Influence were established with the intent of broadening engagement efforts to include the Sycuan, Viejas, and Capitan Grande Bands of the Kumeyaay Nation, as well as the unincorporated community of Alpine. It would be beneficial for SANDAG to consider extending the Areas of Influence to encompass the SR-94/Campo Road corridor out to the Jamul casino and Jamul Indian Village, which are also part of the Kumeyaay Nation. This expansion would facilitate comprehensive engagement with all relevant communities within the Kumeyaay Nation.

Funding

1. As potential funding becomes available for implementation, it would be beneficial for Federal, State, and SANDAG resources to equitably prioritize projects across the region, taking into account population distribution by jurisdiction. Special attention should be given to addressing historical disparities in unincorporated underserved communities, particularly those with urgent climate adaptation and resiliency needs.
2. It would be helpful for the draft CMCP to provide additional details on how implementation prioritization will be put into practice. Additionally, it should outline all feasibility factors that SANDAG will consider when funds become available. Including specific criteria for Federal and State funding eligibility would assist jurisdictions in prioritizing their funding applications and allocating budget matching funds to projects with the highest likelihood of receiving grants.
3. It would be helpful for the draft CMCP document to clarify whether approval of the CMCP will assist local jurisdictions in accessing State and Federal funding indirectly through SANDAG, or if future funding sources would be directly accessible to the local jurisdictions. This clarification would aid jurisdictions in understanding potential avenues for funding projects.
4. The Funding Sources sections could benefit from highlighting the potential of future public-public or public-private partnerships to enhance implementation efforts. There may be significant local resources available, and collaborative partnership programs, like a potential regional VMT mitigation program, could be explored to secure additional resources for supporting the CMCP.

Mitigation

1. Aligned with the California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI), it's recommended that the draft CMCP emphasize any strategies aimed at reducing vehicle miles traveled (VMT). Additionally, the California Transportation Plan (CTP) 2050 goals outline targets for reducing greenhouse gas (GHG) emissions. It would be helpful if the prioritization of implementation includes evaluating each project's potential to contribute to these objectives.
2. The "Performance Measure Evaluation Framework" on page 38 does consider air quality and GHG emissions, but this criterion is absent from the implementation criteria on page 57. Considering the urgency of reducing GHG emissions as outlined in the initial concepts for the 2025 RTP/SCS, it is recommended that the draft CMCP prioritize investments aimed at supporting this objective.
3. The draft section on "Phasing" and the four factors listed on page 57 could benefit from further expansion to include details on GHG reduction potential. Alternatively,

the section on Cost-Performance Effectiveness could be broadened to encompass potential reductions in VMT/GHG emissions.

Methodology

1. It's recommended that updates be made to Appendix E and the Phasing methodology to better align with the order of factors listed on page 57: Complexity, Right-of-Way Needs, Environmental Clearance, and Cost-Performance Effectiveness. Additionally, providing clarity on how the "Average Barriers Score" contributes to the "Project Benefit/Cost Effectiveness Score," as well as further explanation on the determination of the "Overall Score," would be beneficial.
2. It would be helpful to organize projects by jurisdiction in Appendix E, as the current layout poses challenges for both jurisdictions and the public to navigate. For example, it would be beneficial to include a corresponding map references or geospatial data for the "I-8 CMCP ID" field in the table. In addition, providing access to geospatial information and attribute data would enable jurisdictions to map these projects and better align them with other planning efforts.
3. It is recommended that the draft CMCP consider adopting alternative terminology for "mobility hubs," as the 2025 RTP Initial Concepts have transitioned away from this terminology. Terms such as "Transit Priority Areas" and "Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Micro-transit)" may be more suitable and could better align with the 2025 RTP.

CONSERVATION

1. The Project corridor and area of influence is located within portions of the County's South County Multiple Species Conservation Program Subarea Plan (South County Subarea Plan) and future East County Multiple Species Conservation Program plan area. The Project also covers areas that will be included in the County's in process Butterflies HCP. Please coordinate with County staff to ensure the CMCP evaluates and addresses potential direct and indirect impacts on the County's conservation plans. Please see additional comments pertaining to each of the plans below.
2. It is recommended that the CMCP evaluates and addresses any potential impacts that could have significant adverse effects on lands within the South County Subarea Plan. This plan, which encompasses the southwestern portion of the unincorporated county, is governed by the County's Biological Mitigation Ordinance (BMO) and is crucial for conserving the area's high biological value. Therefore, thorough evaluation and mitigation measures in alignment with the BMO are essential to minimize adverse impacts on these lands. This ordinance is available online at: [COUNTY OF SAN DIEGO \(sandiegocounty.gov\)](https://www.sandiegocounty.gov).

3. The County's Butterflies Habitat Conservation Plan (HCP) area has yet to be fully developed, but it will encompass regions within the unincorporated county where the Covered Species or their habitats could potentially be found. As the CMCP covers areas slated for inclusion in the County's Butterflies HCP, it's advisable for the Project to evaluate and address any potential impacts on the County's ongoing planning efforts. Additional information regarding the Butterflies HCP is available at: <https://www.sandiegocounty.gov/content/sdc/pds/mscp/bhcp.html>.
4. While the County is currently directing its efforts towards drafting the North County Plan and the Butterflies Habitat Conservation Plan (HCP), it's important to note the Planning Agreement between the County, USFWS, and CDFW concerning the forthcoming East County Plan, which will cover the eastern regions of the unincorporated county. As the CMCP project area overlaps with the future East County Plan, including areas within the draft Focused Conservation Areas (FCA), it's advisable for the CMCP to evaluate and address any potential impacts on the County's forthcoming plan. Additional information regarding the East County Plan is available at: <https://www.sandiegocounty.gov/content/sdc/pds/mscp/ec.html>.

The County appreciates the opportunity to comment on this Project. We look forward to receiving future documents related to this Project and providing additional assistance, at your request. If you have any questions regarding these comments, please contact Ashley Rivero / Environmental Planner, at (619) 629-4438, or via e-mail at Ashley.Rivero@sdcounty.ca.gov.

Sincerely,

Tara Lieberman

Tara Lieberman
Acting Chief, Long Range Planning Division
Planning & Development Services

Attachment A – COSD Comment Letter dated December 2, 2022

cc: Rosa Olascoaga, Policy Advisor, Board of Supervisors, District 1
Gregory Kazmer, Land Use Director, Board of Supervisors, District 2
Rebecca Smith, Policy Advisor, Board of Supervisors, District 3
Jeffrey Yuen, Policy Advisor, Board of Supervisors, District 3
Paul Worlie, Chief of Staff, Board of Supervisors, District 4
Hunter McDonald, Policy Advisor, Board of Supervisors, District 5
Jacob Boerboom, CAO Staff Officer, LUEG
Sue Waters, Land Use/Environmental Planner, DPW
Donald Chase, Land Use/Environmental Planning Mgr., PDS
Tanya Agrawal, Land Use/Environmental Planner, PDS
Nick Ortiz, Project Manager, Transportation, DPW
Jacob Armstrong, Chief, Land Development, PDS

Phase 1 - Social Media Postings

Overview

Social media content was developed and monitored on the SANDAG and Caltrans Facebook, Twitter, Instagram, YouTube, and LinkedIn social media pages. The content was designed to reinforce project benefits and to align with the SANDAG Regional Plan and Caltrans agency goals.

Posts were written in English and Spanish and broadly drove engagement and awareness of the CMCP and Mobility Study effort online.

Facebook

SANDAG - San Diego Association of Governments
September 2, 2022 · 🌐

📍 Do you live, work, or commute along I-8? SANDAG and Caltrans District 11 are holding a virtual public meeting on Thursday, September 15, 2022, at 6 PM to discuss the Kumeyaay Corridor #CMCP. Come learn about the plan and provide your input on transportation needs and opportunities.
Learn more at sandag.mysocialpinpoint.com/kumeyaaycorridor

Virtual Public Meeting
Join SANDAG and Caltrans to discuss proposed transportation solutions for the central San Diego region along Interstate 8.

When: **Thursday, September 15**
Time: **6 – 7:30 p.m.**

*Spanish interpretation will be available

COMPREHENSIVE MULTIMODAL CORRIDOR PLAN
Kumeyaay Corridor
Area of Influence

SANDAG Caltrans

SANDAG.MYSOCIALPINPOINT.COM
Kumeyaay Corridor CMCP - DRAFT
Landing page for Kumeyaay Corridor CMCP English

👍❤️👍 39
56 comments 18 shares

Date	Total Engagements
Friday, September 2, 2022	1,416

SANDAG - San Diego Association of Governments
 September 20, 2022 · 🌐

Thank you to those who joined the virtual public meeting with SANDAG and Caltrans District 11 on the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (#CMCP)! Miss the fun? Watch a recording and share your ideas at sandag.mysocialpinpoint.com/kumeyaaycorridor. 🙌

📎 <https://loom.ly/TeTKFAQ>



YOUTUBE.COM
Kumeyaay Corridor CMCP Virtual Public Meeting – September 15, 2022
 SANDAG hosted a virtual public meeting for the Kumeyaay Corridor Comprehensive Multimod...

👍 1

👍 Like 💬 Comment ➦ Share

Date	Total Engagements
Friday, September 2, 2022	1,416



SANDAG - San Diego Association of Governments

October 27, 2022 · 🌐



We want to hear from you! 🗣️ #SANDAG and Caltrans District 11 are working with the community to improve transportation needs in the Kumeyaay Corridor (located along the I-8 in Central San Diego).

Submit your public comment about the Comprehensive Multimodal Corridor Plan (#CMCP) by Friday, December 2: <https://bit.ly/3TUVXEu>

👍 1

3 shares

Date

Total Engagements

Thursday, October 27, 2022

43

LinkedIn



San Diego Association of Governments (SANDAG)

14,212 followers

6mo • 🌐



We want to hear from you! 🗣️ #SANDAG and Caltrans District 11 are working with the community to improve transportation needs in the Kumeyaay Corridor (located along the I-8 in Central San Diego). ...see more

Kumeyaay Corridor
Comprehensive Multimodal Corridor Plan (CMCP)
Submit your public comment by
Friday, December 2

The graphic features a map of the Kumeyaay Corridor area in Central San Diego, including cities like Encinitas, Poway, San Diego, Santee, El Cajon, La Mesa, Lemon Grove, National City, and Chula Vista. Major highways I-8, I-15, I-805, and SR-52 are shown. The Kumeyaay Corridor is highlighted in dark blue, and the Area of Influence is shown in light blue. The map also includes labels for Barona Reservation, Sycuan Reservation, and Jamul Indian Village. A legend in the bottom left corner identifies the Kumeyaay Corridor and Area of Influence. A scale bar shows 0 to 4 miles and 0 to 6 kilometers. The SANDAG and Caltrans logos are in the bottom right corner.

👍 7

1 repost

Date	Total Engagements
Thursday, October 27, 2022	33

X



SANDAG @SANDAG · Sep 2, 2022

Do you live, work, or commute along I-8? SANDAG and @SDCaltrans want to hear from YOU as we develop the Kumeyaay Corridor #CMCP and transportation solutions for the San Diego region! Join us at a virtual public meeting on 9/15, and learn more at sandag.mysocialpinpoint.com/kumeyaaycorrid...

Virtual Public Meeting
Join SANDAG and Caltrans to discuss proposed transportation solutions for the central San Diego region along Interstate 8.

When: **Thursday, September 15**
Time: **6 – 7:30 p.m.**

*Spanish interpretation will be available

San Diego, Santee, Et Cajon, La Mesa, Lemon Grove, Coronado, National City, Chula Vista

COMPREHENSIVE MULTIMODAL CORRIDOR PLAN
Kumeyaay Corridor
Area of Influence

SANDAG Caltrans

Date	Total Engagements
Friday, September 2, 2022	78



SANDAG @SANDAG · Sep 14, 2022

...

#REMINDER: Join us tomorrow at 6PM! SANDAG and @SDCaltrans need your input on the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (#CMCP). Learn more at sandag.socialpinpoint.com/kumeyaaycorrid... today!



SANDAG @SANDAG · Sep 2, 2022



Do you live, work, or commute along I-8? SANDAG and @SDCaltrans want to hear from YOU as we develop the Kumeyaay Corridor #CMCP and transportation solutions for the San Diego region! Join us at a virtual public meeting on 9/15, and learn more at [sandag.mysocialpinpoint.com/kumeyaaycorrid....](https://sandag.mysocialpinpoint.com/kumeyaaycorrid...)

Virtual Public Meeting

Join SANDAG and Caltrans to discuss proposed transportation solutions for the central San Diego region along Interstate 8.

When: **Thursday, September 15**

Time: **6 – 7:30 p.m.**

*Spanish interpretation will be available



Date

Total Engagements

Wednesday, September 14, 2022

7



SANDAG @SANDAG · Sep 20, 2022

...

Thank you to those who joined the virtual public meeting with SANDAG and @SDCaltrans on the Kumeayaay Corridor Comprehensive Multimodal Corridor Plan (#CMCP)! Miss the fun? Watch a recording 📺 and share your ideas at sandag.mysocialpinpoint.com/kumeayaaycorrid...



youtube.com

Kumeayaay Corridor CMCP Virtual Public Meeting ...
SANDAG hosted a virtual public meeting for the Kumeayaay Corridor Comprehensive Multimodal ...

Date	Total Engagements
Tuesday, September 20, 2022	12



SANDAG @SANDAG · Oct 27, 2022

...

We want to hear from you! 🗣️ #SANDAG & @SDCaltrans are working with the community to improve transportation needs in the Kumeyaay Corridor (located along the I-8 in Central San Diego).

Submit your public comment by Friday, December 2: bit.ly/3TUVXEu



Date	Total Engagements
Thursday, October 27, 2022	81



SANDAG @SANDAG · Nov 9, 2022



📢 We want to hear from you! Your input will help shape a comprehensive set of safe, sustainable, and equitable transportation solutions in the central San Diego region. Submit your public comment by December 2. 📍
SANDAG.mysocialpinpoint.com/KumeyaayCorrid...
@SDCaltrans



Supervisor Joel Anderson @JoelAndersonCA · Nov 9, 2022

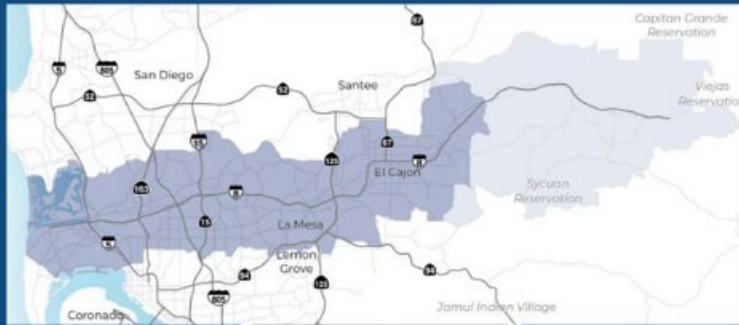
.@SANDAG and @CaltransHQ are seeking public feedback on their Kumeyaay Corridor Plan for I-8. The study area includes: cities of San Diego, Santee, La Mesa, Lemon Grove, El Cajon, and many unincorporated communities.

Provide your feedback by 12/2 here: bit.ly/3SXcMOg

PUBLIC COMMENT PERIOD OPEN

Kumeyaay Corridor Plan

SANDAG & Caltrans are looking for your feedback



Deadline: 12/2/22

Visit: bit.ly/3SXcMOg

Date

Total Engagements

Wednesday, November 9, 2022

29

Phase 2 - Social Media Postings

Overview

Phase 2 Social media content was developed and monitored on the SANDAG and Caltrans Facebook, X, and Instagram social media pages.

Posts were written in English and Spanish and broadly drove engagement and awareness of the Draft CMCP and opportunities for feedback, including the virtual public meeting.

Facebook

SANDAG - San Diego Associati...
Wed 3/6/2024 7:08 pm PST

Interested in which transportation improvements we have planned around the I-8? SANDAG and Caltrans District 11 are...

around I-8 and share your thoughts!

Total Engagements	94
Reactions	9
Comments	0
Shares	1
Post Link Clicks	18
Other Post Clicks	66

Date	Total Engagements
Wednesday, March 6	94

Instagram

Total Engagements	95
Likes	63
Comments	28
Saves	4

Date	Total Engagements
Wednesday, March 6	95

X



@SANDAG

Wed 3/6/2024 6:21 pm PST

Interested in which transportation improvements we have planned around the I-8? SANDAG and @SDCaltrans are looking for your feedback. Share your thoughts by Fri, April ...



Total Engagements	146
Likes	3
@Replies	5
Retweets	2
Post Link Clicks	50
Other Post Clicks	86
Other Engagements	0



Date	Total Engagements
Wednesday, March 6	146