

**From:** [Dan Quirk](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Public Comment for 8/7/2020 Transportation, Regional Planning, and Borders Committees Joint Meeting  
**Date:** Monday, August 3, 2020 8:09:55 PM

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Please submit the following comment for the public record for this meeting. Thank you.

To the Transportation, Regional Planning, and Borders Committees,

SANDAG's Big 5 Moves are deeply misguided, will cost billions, and fail to account for rapidly changing and improving technology transportation trends driven by the private sector. The two most important trends are the rise of zero-emission electric vehicles and autonomous vehicle technology. Notably, California-based Tesla, which is a leader in both trends, has quickly become the most valuable auto/mobility company in the world. There is a strong probability that the future of transportation and mobility is heavily dominated by transportation-as-a-service (TaaS), driven primarily by private companies. Rather than waste billions on the Big 5 Moves, SANDAG would be far better off pausing and waiting for the private sector to further advance these technologies, while looking for smart opportunities to amplify their efforts. Renowned speaker and Stanford lecturer Tony Seba has given many speeches on this future, including to the North Carolina Department of Transportation in early 2020. The fascinating video link can be found here: <https://www.youtube.com/watch?v=y916mxoio0E>

In the debate of cars versus transit, SANDAG's own data and reports clearly indicate that transit usage in San Diego County is very small and has seen significant declines over the past several years, as have most other cities in the United States. Specifically, in the north part of the county, where the population has much lower density, the ridership numbers of the Coaster train are shockingly low, accounting for just 1/20<sup>th</sup> of 1% of overall commuter volume in the County. It is the least utilized line in the County by a significant margin. Given that the tracks run along the eroding coastal bluffs in Del Mar, this particular line has taken on a more urgent priority for many who live nearby. A group of us have put together a website that clearly lays out the data and low ridership numbers and poses the possibility of converting the train tracks into what one day could become the most popular trail in the country. Learn more at <https://coaster-rail-to-trail.org/>.

Respectfully,

Dan Quirk

**From:** [Craig Jones](#)  
**To:** [Clerk of the Board](#)  
**Cc:** [Clough, Jane](#)  
**Subject:** SANDAG Transportation/ Committees Aug. 7, 2020 - Agenda Item 2 - submittal of comment and questions  
**Date:** Tuesday, August 4, 2020 2:33:29 PM

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Please accept this submittal for this Friday's Transportation, Regional Planning, and Borders Committees public meeting, Agenda item 2:

- ref. staff report Attachment 1, Figures 8 and 10; and text, Attachment pages 11, 12 et. seq. - it looks like the complete corridors to be developed are planned to use the existing freeway/highway rights of way? Are there services and routes (whether rail or true BRT) that would not follow existing freeways/highways? If existing auto freeways and highways are exclusively to be used, I see this as a significant barrier to an effective system since automobile freeways do not interface efficiently or effectively with either residential communities or employment centers
- ref. staff report Attachment 1, Figure 13 and related text - is there any really true BRT involved in this proposal? What is "next gen rapid" bus - again, on the existing freeways - not really exclusive BRT travel ways?

Thank you, I look forward to these questions being addressed.

Craig Jones

