

From: [Brian Green Carson](#)
To: [Clerk of the Board](#)
Subject: Re: 1-10-19 SANDAG Board Meeting - Agenda Item 14
Date: Wednesday, January 8, 2020 12:01:14 PM

Correction in the date of the meeting. I meant 1-10-20. thank you

From: Brian Green Carson
Sent: Wednesday, January 8, 2020 11:59 AM
To: Clerk@sandag.org <Clerk@sandag.org>
Subject: 1-10-19 SANDAG Board Meeting - Agenda Item 14

SANDAG Board members,

I support adoption of **Agenda Item 14 - TransNet proposed 2020 Bond Issuance: New Debt to Support Completion of TransNet Regional Bikeway Early Action Program.**

Our communities across the region need a CONNECTED network of Bikeways for a functional system that offers community members alternative transportation options for commuting. This action is needed to ensure quick completion of the bikeway projects that have already been vetted, designed and are ready for construction. Providing a COMPLETE network of bikeways lines up with the lowering of GHG emissions goals that are in the region's Climate Action Campaign Policies.

There are currently not enough safe routes for someone to be able to travel across different communities via bike without being exposed to vehicles. The reality of this is that people are not going to choose to go by bike until we have a safe and connected network that gets people where they want to go without an unreasonable detour. These projects are steps to accomplish that.

SANDAG should keep their promise for the Regional Bike Plan Early Action Program (EAP) from 2013. The EAP allocates \$200 million initiative to dramatically expand the bike network throughout the San Diego region in order to make riding a bike a safer, easier, and more attractive for people of all ages and abilities.

Transnet was built on financing to avoid inflation costs and get projects built now so that we could use it in the meantime and avoid the costs from becoming more expensive the more time passes.

Some will argue there is low ridership and that it is waste of money to implement this type of infrastructure, but the fact is that we as constituents are asking our city officials to make it possible for people who want to use their bike, to be to do so safely, whether it be to go to the store, commute or ride for leisure. A lot of people in our community would like to ride their bikes, but feel current street conditions make it unsafe.

As a resident of City Heights and member of the Area Planning Committee, I am asking for you to adopt Agenda Item 14.

Brian Green-Carson

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: 30th street bike way
Date: Monday, December 30, 2019 9:22:26 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:55 PM
To: BRIAN WALSH <brianmichaelwalsh@me.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: 30th street bike way

Dear Brian,

Thank you for your email and support on my efforts. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 4:53 PM, BRIAN WALSH <brianmichaelwalsh@me.com> wrote:

Jim, my dad was on the board of supervisors many years ago. Keep up the good work.

My family owns a mixed use property at 30th and Adams. We bought the site about ten years ago and have spent millions of dollars to bring in tenants including Polite Provisions, Soda and Swine, Blackmarket Bakery and Beerfish.

The elimination of parking to create bike lanes will be detrimental to our tenants

operations.

Please do what you can to help.

Thank you, Brian

Brian Walsh
Walsh Chacon Real Estate Investment
4668 30th Street
San Diego, CA 92116
619-980-4689 (m)
619-230-1022 (o)
619-243-1460 (f)
Bwalsh@walshchacon.com

Brian Walsh
Walsh Chacon Real Estate Investment
4668 30th Street
San Diego, CA 92116
619-980-4689 (m)
619-230-1022 (o)
619-243-1460 (f)
Bwalsh@walshchacon.com

From: [Carranza, Patricia V.](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Advocacy
Date: Thursday, January 9, 2020 8:53:44 AM

Please include as public comment.

Thank you.

From: Desmond, Jim
Sent: Thursday, January 9, 2020 8:53 AM
To: Lindia Frederick <lindialee@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: RE: Advocacy

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I encourage you to share your thoughts with the Mayor's Office and your elected city Councilmember. I will forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Lindia Frederick <lindialee@gmail.com>
Sent: Wednesday, January 8, 2020 9:32 PM
To: Desmond, Jim <Jim.Desmond@sdcounty.ca.gov>
Subject: Advocacy

Supervisor,

This is how the bike advocates get people to come from all over to vocalize for their projects. I hope they ride on Friday and I hope it's cold and rainy.

If something isn't safe, just don't do it!

It's true only 1% of the population rides, so I propose we give them 1% of the roads.

I apologize if my email seems brutal or rude. I am tired of being bullied, both online and in person, called a couch potato, a car-firster, etc. My husband and I require our cars to make a living.

This is not at all about greenhouse gases. That is only their alarmist excuse to get people to agree with them. The US has improved air quality exponentially since the 1970's while China's air is 100% worse. And India's air is downright disgusting. Bike lanes, no "cycle tracks" as they would prefer to have, will have no effect on greenhouse gas levels of Earth and SANDAG should not borrow Transnet money to build bike lanes for 1% of the population while 99% are left with roads in disrepair, gridlock and safety issues due to no expansion or upgrades of current roadways and, finally, empty bike lanes like we have now in the greater San Diego area. SANDAG and the County of San Diego have borrowed enough money to support a small nation. Please don't add to this debt!

PLEASE do not fall for their pie-in-sky dreams of "connected" cycle tracks all over Southern California. Our civilization has operated just fine so far with people biking on regular roads, side streets, parks, and paths. We do NOT need fancy painted, protected "cycle tracks."

Sincerely,

Lindia (and Ken) Frederick

----- Forwarded message -----

From: **Jennifer- Advocacy Coordinator** <jennifer@sdbikecoalition.org>

Date: Tue, Jan 7, 2020 at 8:41 PM

Subject: Advocacy Alert! Ride with Us to the SANDAG Board of Directors Meeting this Friday!

Good Afternoon Members! Join us for an advocacy ride to the SANDAG Board of Directors (BOD) meeting this Friday at 9am! We need you to speak up with us in support of funding for bicycle infrastructure! **Meet us for the bike ride at Cafe Bassam, 3088 Fifth Ave, San Diego, CA 92103 at 8 AM** and we will ride together to SANDAG!

This Friday, 1/10/19, is the SANDAG BOD meeting we have been waiting for located at 401 B Street 7th Floor San Diego, CA 92101. [Click here for the agenda](#). The SANDAG BOD will make an important decision about the future of the regional bike program. Funding for 70 miles of new and improved bikeways is at stake, and we need your support by speaking up to make sure these projects stay on track. At issue is approval to borrow \$90 million to build these projects now and avoid further delay. This item was originally scheduled to be decided at the November 22, 2019 BOD meeting, but because of objections from a few opponents of better bicycle infrastructure, the item was delayed on 12/13/19 and cancelled on 12/20/19. The adoption of item 14 is pertinent to the success of completing the Regional Bicycle Network and the projects that are already under construction.

Borrowing money to advance construction projects is a regular part of the Transnet local sales tax transportation program that funds transit, highway and local road projects, including bike and pedestrian projects, around the region. With borrowed funds, SANDAG can build projects now, avoiding the higher cost from inflation that building them as cash becomes available would cause. The SANDAG BOD adopted a regional Bike Early Action Program in 2013, promising to build 79 miles of high-priority projects in 10 years. That commitment assumed the agency would borrow against funds dedicated to active transportation to keep those projects on track. Now is the time to ensure they keep that promise by authorizing the sale of sales tax revenue bonds to fund the 70 miles of projects currently being developed. Please plan to attend and speak up with us in support of adoption item 12 to fund bicycle infrastructure and connectivity across the region. See below for some talking points.

Talking Points:

- We need this money to construct a CONNECTED network in order to move toward meeting the required GHG emissions, to give people transportation options to reduce auto dependency, to increase safety for those who choose or are dependent on bikes and provide real mobility options.
- Research from Dr. Katie Crist at UCSD, measured the (Level of Service) in San Diego and over 50% of bike trips in her study, there was NO low stress route available between the origin and destination. For the cases where a low stress route did exist, it was on average 74% longer than the shortest path. The reality of this is that people are not going to choose to go by bike until we have a safe and connected network that gets people where they want to go without an unreasonable detour. These projects are steps to accomplish that.
- Funding can only be used for this, bike and pedestrian projects. The money is essentially "in a lockbox" that can be used for these types of projects, 2%.
- SANDAG should keep their promise for the Regional Bike Plan Early Action Program (EAP) from 2013. The EAP allocates \$200 million initiative to dramatically expand the bike network throughout the San Diego region in order to make riding a bike a safer, easier, and more attractive for people of all ages and abilities.
- Whole Transnet was built on financing to avoid inflation costs and get projects built now so that we could use it in the meantime and avoid the costs from becoming more expensive the more time passes.

- Refute the argument of "less than 1% of the population rides bikes" with the fact that we as constituents are asking cities to make it possible for people who want to use their bike, the ability and opportunity to do so safely, whether it be to go to the store, commute or ride for leisure. A lot of people in our community would like to ride their bikes.
- Adopt Item #14.

Thank you for your advocacy and participation! Your voice is extremely important to us and for the San Diego region!

Sincerely,
Jennifer, Advocacy Coordinator

P.O. Box 34544
San Diego, CA 92163
United States

Click here to unsubscribe however, we hope you stay with us!

[https://sdbikecoalition.org/civcrm?
page=CiviCRM&q=civcrm%2Fmailing%2Funsubscribe&reset=1&jid=3395&qid=567077&h=867c56e4faec401b](https://sdbikecoalition.org/civcrm?page=CiviCRM&q=civcrm%2Fmailing%2Funsubscribe&reset=1&jid=3395&qid=567077&h=867c56e4faec401b)

mailto:u.3395.567077.867c56e4faec401b@sdbikecoalition.sdcbcdream.org

Dr. Lindia Frederick
Project Manager
Strong Construction Co., Inc.
3568 30th Street
San Diego, CA 92104
619.339.7444

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Bad Roads and Stupid Bike paths
Date: Monday, December 30, 2019 9:22:12 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Saturday, December 28, 2019 11:38 AM
To: Susan Nikkel <adogjudge@hotmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: Bad Roads and Stupid Bike paths

Dear Susan,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 28, 2019, at 8:13 AM, Susan Nikkel <adogjudge@hotmail.com> wrote:

The Sandag board is an insult to San Diego Tax payers. We approved the transit tax believing that it would be used to repair roads.

How big does a pothole have to be to get County help? Large enough to lose a small animal?

Big enough to break an axle? Or must it be big enough to cause an accident before there is any help?

On Next door they just reported the deadly accident at Santa Margarita and Mission that happened yesterday. Someone thinks that there has been a long time request for a stop light at that corner. Is this true? How can we make it happen?

Here is the note that was shared with many SD County taxpayers:

San Diego County foolishly approved a 1.75% increase in sales tax with the belief that the money would be used to improve “transportation”. The board has wasted over a million dollars building a little used bike and foot bridge over Lake Hodges. They spent over a million paving the shoulders and putting pictures of bicycles on the roads in North County. Which, by the way, are wearing away, useless.

They are now diverting over a million in funds to build 1.1 miles of bike path removing 20 parking places and not improving the roads.

They will be spending over 6 million to complete this bike path at 9.9 miles at a cost of over 60 million, removing 200 parking places as they go.

In the meantime we have pot holes that are being neglected in the County unlike San Diego City where they try to fix them after being reported. In this storm many people have been endangered with flooded highways and streets causing wrecks. Apparently, this doesn't matter as long as can build those bike paths.

There is a dedicated bike path on part of Grand Avenue in Escondido. I have NeVer seen anyone using it. However, I have seen a bicyclist using the sidewalk.

Jim Desmond our County Supervisor worked hard to keep some of the promised budget to work on 67 and 78. There are many problems on the road that need to be addressed and are being ignored.

I have sent e-mails to Mr. Desmond and Ms, Jacobs, but you need to use your voice as well.

I count the number of bike riders I see on the road each day I drive somewhere and have never had a total of more than 3.

I asked Governor Newsom and the board if any of them biked to work or shop. NOONE replied to me because they don't

We were leveled a 16% gas tax last year. Ask your representative if ANY of the money collected will go to correct a “crumbling bridge or road” as promised on the ballot.

Board of Directors

The [Board of Directors](#) is composed of mayors, councilmembers, and a county supervisor from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the U.S. Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System, North County Transit District, San Diego County Water Authority, Southern California Tribal

Chairmen's Association, and Mexico.

SANDAG monthly [Board meetings](#) provide the public forum and decision point for significant regional issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and criminal justice. Association Directors establish policies, adopt plans, allocate transportation funds, and develop programs for

Thank you for the work you do to help our District.

Sincerely,

Susan Nikkel

A rectangular box with a thin black border, used to redact the signature of Susan Nikkel.

Sent from [Mail](#) for Windows 10

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: BIKE LANES AND SAVE 30TH STREET PARKING
Date: Monday, December 30, 2019 9:23:11 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:51 PM
To: Theresa George <prncsst24@aol.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: BIKE LANES AND SAVE 30TH STREET PARKING

Dear Theresa,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 27, 2019, at 9:41 AM, Theresa George <prncsst24@aol.com> wrote:

Hi Jim

I do not support Bike lanes and the millions and millions of dollars being spent on them for the 1% of the population in San Diego! Please vote against them at any of SANDAG's and the City of San Diego board meetings, and any meetings with councilman Wards office.

Enough is Enough, there are so many important issues in the City of San Diego to be

consider over Bike Lanes that only effect 1% of the population. I have attached an editorial that I have sent out to some papers and magazines to be publish of the corruption that has been going on for over a year now.

Please look into why not one official letter has ever been sent out from the Mayor's office or Ward's office to all the businesses and residents of North Park for this insane project.

Please donate to Save30thstreetparking.org

Thank you for your time-

Theresa

<Save 30th Street Parking Letter to Jim Desmond.dotm>

From: [Carranza, Patricia V.](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Bike way projects
Date: Monday, December 30, 2019 11:14:11 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Monday, December 30, 2019 11:14 AM
To: 'JEFF LANCASTER' <jefflanc@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: RE: Bike way projects

Dear Jeff,

Thank you for your email. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: JEFF LANCASTER <jefflanc@gmail.com>
Sent: Monday, December 30, 2019 9:59 AM
To: Desmond, Jim <Jim.Desmond@sdcounty.ca.gov>
Subject: Bike way projects

Mr. Desmond,

I am writing this note as a property owner and business owner on 30th Street in North Park. I am in the heart of the area that the Mayor and City Council are proposing to remove all or most of the parking and replace it with bike lanes. I am also a cyclist, I ride several thousand miles per year. I am not opposed to increasing bike ridership, however at the expense of business owners and tax payers I feel it is a complete misallocation of funds, especially at a time when there are so many other areas that will help a much larger percentage of the population, cyclists make up <2%. Let's deal with traffic on our freeways which continues to get worse every year. I drive frequently from Sorrento Valley to North Park, if you leave anytime after 3pm it takes about 1.5 hours, this is about a 12 mile drive.... Also, if your department has any influence regarding homeless issues we need to put some of this money there. The canyons in Balboa Park, which I have been frequenting for the past 7 years have gotten really bad in the last 2. There are many camps throughout, especially across from the Zoo parking lot. Where do these people defecate? In the canyons, I smell it frequently and have ridden through it(actualy stuck to my tires!)

Allocating millions of dollars per mile to bikeways is criminal, in my opinion, and not how I want my money spent. This area already has bikeways on the books for Utah Street, that would not affect any parking and is a much quieter street with much less traffic and safer for everyone, and no additional cost to the city. It is difficult to make it as a small business under normal circumstances but taking away parking in an area that already has a reputation of having parking issues even less people will come to the area.

I appreciate your time. If you have any questions for me please feel free to call anytime.

Thanks,
Jeff
619-884-4325

From: [Mills, Benjamin](#)
To: [Lero, Tessa](#)
Subject: FW: County Planning - Commuter Traffic
Date: Thursday, December 12, 2019 2:47:07 PM

Hi Tessa,

We received the below correspondence with the request to send it to the SANDAG Board. Would you please include this as a public comment?

Thank you,

Ben Mills
Office of Supervisor Jim Desmond
(619) 531-5555

From: Desmond, Jim <Jim.Desmond@sdcounty.ca.gov>
Sent: Thursday, December 12, 2019 2:41 PM
To: Bob Nenow <bnenow@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: RE: County Planning - Commuter Traffic

Dear Bob,

Thank you for your email and your support on my efforts at SANDAG. I am fighting to keep your tax payer money on the road projects that were promised to you. I am also forwarding your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Bob Nenow <bnenow@gmail.com>
Sent: Thursday, December 12, 2019 7:04 AM
To: Desmond, Jim <Jim.Desmond@sdcounty.ca.gov>

Cc: Lori <lori.nenow@gmail.com>

Subject: RE: County Planning - Commuter Traffic

Good morning Mr Desmond.

I'd like to further my comments below by showing a Census statistic from my 50th Congressional District.

It's the statistic showing the number of commuters using "Public Transportation" vrs "car, truck or van".

Less than 1% of the 50th District commuters use "Public Transportation".

Can we return to planning and funding TransNet commuting solutions for the 300,000 commuters of the 50th district?

The commuters of the 50th district are underserved if so much effort is aimed at the 2,700 Public Transportation population.

Has a value consideration been made on the "Public Transportation" projects put forth by Mayor Faulkener?



My Congressional District

116th Congress



People



Workers



Housing



Socio-Economic



Education



Business

Congressional District 50 (116th Congress), California

Source: 2018 American Community Survey 1-Year Estimates

Employment Status	Estimate
Population 16 years and over	593,342
In labor force	370,948
Civilian labor force	366,150
Employed	349,128
Unemployed	17,022
Armed Forces	4,798
Not in labor force	222,394
Civilian labor force	366,150
Unemployment Rate	4.6%
Commuting to Work	Estimate
Workers 16 years and over	347,095
Car, truck, or van -- drove alone	285,962
Car, truck, or van -- carpooled	27,668
Public transportation (excluding taxicab)	2,737

Sent from [Mail](#) for Windows 10

From: [Bob Nenow](#)

Sent: Saturday, November 23, 2019 8:32 AM

To: jim.desmond@sdcounty.ca.gov

Cc: [Lori](#)

Subject: County Planning - Commuter Traffic

Mr Desmond

I have written before regarding the congestion problems of North County.

I know you have been outspoken about the original intent of the voter approved TransNet gas tax.

This writing to express renewed concerns about the traffic we are experiencing in San Marcos. The new housing projects continue despite the increasing bottlenecks of traffic. The 78 East at the 15 and the 15 North at the 78 are nearly stop n go all day long. During Commuter hours the traffic on San Marcos Blvd and Twin Oaks are plugged with cars from students, commuters, patients and shoppers trying to bypass the congested Highway 78 traffic. Drivers are becoming more aggressive and dangerous to other cars, pedestrians and bicyclists. Last week I read in the paper 5 separate traffic incidents of pedestrians severely injured or killed.

Please forward my letter to the Board to focus on resolving the traffic problems we are suffering from.

1. The TransNet tax is for freeway improvements.
2. New housing projects MUST include contributions to planning and construction of expanded freeway projects
3. Build a cost/benefit into any mass transit projects you are considering.
 - a. The sprinter ridership does not support the cost vrs freeway expansion projects.
 - b. What is the cost/benefit of the "George Jetson skyway" in UTC?
 - c. What improvements to freeway 5 could have come from the funds used to construct this skyway?
 - d. The 15 traffic flow improvements were greatly increased with the upgrades that freeway received.
4. The Temecula traffic needs attention. 4 lanes of un metered access into San Diego County is compounding our local problems.

Sincerely,
Bob Nenow
1043 Pavo Court
San Marcos
760 809 7010

Sent from [Mail](#) for Windows 10

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Our tax dollars needs to allocated to improving our existing highway and road projects which are more urgency than building bikeways
Date: Monday, December 30, 2019 9:23:47 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:46 PM
To: Hom, Glenn <gjhom@ucsd.edu>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: Our tax dollars needs to allocated to improving our existing highway and road projects which are more urgency than building bikeways

Dear Glen,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 8:37 PM, Hom, Glenn <gjhom@ucsd.edu> wrote:

Dear Supervisor Desmond,

We need to allocated our precious tax dollars to improve and build major highway road projects in the county and city of San Diego rather than focusing on bikeways which most people do not use.

With our population growing ever so fast we need to focus on the on improving our existing transportation highways and roads to connect our various cities together to prevent major traffic problems.

Sincerely,

Glenn Hom

A Concern Citizen Born and Raised In San Diego (A Real Native)

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: RE SANDAG spending on bikeways
Date: Monday, December 30, 2019 9:25:04 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:37 PM
To: Marty Graham <martygraham619@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: RE SANDAG spending on bikeways

Marty,

Thank you for your email and support on my efforts at SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I am also forwarding your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:619-531-5555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 2:00 PM, Marty Graham <martygraham619@gmail.com> wrote:

Hi,

I talked with Ben last week about this. I am headed to Colorado on my bicycle (HA!) to see family and won't be back until after the 4th at

least.

I talked with Ben briefly about a program called Surtrac that uses artificial intelligence and robotics to adjust stoplights on the major commute roads so traffic can really move to where people are going. It's cut commute GHGs by up to 25 percent and reduced commute time by an average of 81 hours a year.

It's commercially available off the shelf so cities and counties don't have to get mired in the ugly mess of inventing the wheels. This has real impact on GHG reduction, unlike cycling, which, according to the San Diego CAP number, gives a less than 1 percent reduction even with six times more commuting cyclists than we have now.

The AI/vehicle recognition can be easily programmed to recognize buses and bikes, as well as pedestrians. And it can be programmed to NOT gather license plate or faces, thus addressing privacy concerns.

It's already in use in Atlanta, Pittsburgh and other cities. It's a plan that make sense, in dollars and cents.

<https://www.cmu.edu/news/stories/archives/2019/october/traffic-moves-at-speed-of-technology.html>

<https://www.rapidflowtech.com/>

--

Marty Graham
619-282-0470

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG Bike Bonds
Date: Monday, December 30, 2019 9:24:04 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:46 PM
To: Save 30th Street Parking <save30thstreetparking@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG Bike Bonds

Dear Pat,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 7:20 PM, Save 30th Street Parking <save30thstreetparking@gmail.com> wrote:

Good morning Supervisor Desmond,
I encourage you to do everything you can to stop the money provided to the City of SD and SANDAG to continue to destroy our neighborhoods for the bicycle special interest lobbyists. The City Mobility Mgr. is buddies with the various bike coalitions who have demonstrated a total disregard for the residents, businesses, ADA, and property owners. The Mayor and

Councilman Ward are bicycle enthusiasts also.

I organized Save30thstreetparking and we currently have over 300 on the "contacts" lists vehemently opposed to the Mayor's plan to remove all of the 552 (per City count) spaces and center lane from Adams to Upas plus another 162 from Upas to Juniper Streets, or Chris Wards plan to remove 454 of the 552 spaces and the center lane, from Adams Ave., to Upas Street, and remove ALL 162 spaces from Upas to Juniper into South Park to install protected bike lanes on 30th. Street in North Park.

We have cottages and old apartment buildings with NO onsite parking. We already have major parking problems. We have a renovated and now busy business area and they need parking. The Mayor says, well you have a parking structure, however to expect our older population to walk from the structure for 8+ blocks to pick up a pizza or go to dinner, then walk back is very short sighted, and some people who shop and eat locally can not walk a distance. To expect especially women to use that parking structure at night is insanity at best. It is dark, homeless live in it, there's no security and cars get stolen frequently. That thinking and planning demonstrates lack of constituency concern or representation.

I and others have walked 30th. St., obtaining at that time approx. 875 (now in excess of 950) signatures on petitions of residents, businesses, visitors to North Park and property owners. Very few are outside of North Park signatures and non out of the County. We personally submitted them in opposition to the Mayor's Policy person Lee Friedman and the City Mobility Mgr. Everett Hauser, last spring. We also had over 2,600 in opposition online, but about 40% of those were not San Diego residents.

We have hired an attorney, Craig Sherman, and filed a lawsuit, against the City based on lack of a CEQA, non compliance with SANDAG's Master Bike Route, (Utah Street), City of San Diego Master Plan, and the North Park Planning Committee Community Plan, with last March election created a bicycle enthusiast stacked Board, again not an unbiased representation of our North Park Community.

The good news is, there is a viable fix to ensure the bikers safety, and stop the waste of money. Utah Street, is 3 blocks west of 30th. Street. It is a much wider street than 30th., currently has bike lanes painted on the asphalt, and can accommodate a protected bike lane in the center of the street. No parking spaces are removed from the residents. There are no bus stops, no businesses, and many of our supporters claim to be bikers and use Utah already. When I asked a bike coalition supporter why they wouldn't even consider Utah, he paused and said, "there's nothing to see". 30th. Street has the sidewalk seating outside the restaurants and bars, so the bikers can be seen.

The Mayor's idea to force people out of cars due to the climate change numbers will improve if the bikers protected lanes are moved to Utah, because if the parking spaces are removed on 30th. St., drivers will be circling the blocks around and around looking for a spot close enough to where they want or need to go on 30th.

If the required 7 ft. from each side of 30th. Street is implemented, there is no way City buses and fire engines will be able to make the "jog" from 30th. to Upas, back to 30th. When seconds count, with no center lane on 30th. the only path to the Burlingame neighborhood, if a fire engine or paramedic vehicle is stuck mid block, there would be no way for cars to get out of the way and no way for the emergency vehicles to continue. They would be stuck.

If the "protected" bike lanes with bollards 7 ft. off the curb are installed, where would the residents put their trash cans. The arms of the trucks won't be able to reach over the bollards. There is not enough room for the residents to put their trash cans IN the "protected" lane and lift the cans into the truck.

Where will the vendors/suppliers to the businesses park to off load to the merchants or load/off load to the multi family housing units, if the center lane is removed?

If a business with no onsite parking needs a crane to off load a new A/C unit, there would be no place for the crane to park, if the parking spaces are removed.

There is Saint Patrick's school on 30th. St. Where will the parents park so their kids can get out of the car, if there's no parking spaces? The only option would be to either park in the bike lane, or traffic lane.

As you can see there's a plethora, of reasons why removing parking spaces and the center lane, on 30th. to install protected bike lanes is NOT a well thought out plan. It is a way to drive the small businesses into bankruptcy. It will increase the numbers for Climate Action. We have terrible bus service and a lot of people don't want to sit on a seat that smells like pee or ride in a bus that smells.

There are other ways to get San Diego and the State of CA climate action numbers lowered and it starts with every car that comes across the border, per the UT is 129,000 each morning and evening. If all the unsmogged vehicles crossing the border more than 3 days a week had to conform to mandatory smogging and all the vehicles registered to states where smogging is not required, but the owners live in SD or CA, were mandated to pass smog emissions in CA....THAT would decrease our numbers, but spending money for bike lanes all over SD, for a very very small special interest group even if they get their daily ridership to 2%, won't make a slightly grey blip on the radar screen.

I have my hands full of 30th. Street in North Park, so won't be taking on the State, so I'm appealing to you from hundreds of North Park residents to please stop making funds available that are a waste of tax payer money, to appease a very very small group.

I'd be happy to answer any questions you may have or meet with you.

Thank you,

Pat Sexton- 619 281 7556

Save30thstreetparking.org

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG Bike bonds
Date: Monday, December 30, 2019 9:23:18 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:50 PM
To: judybushnell <judybushnell@cox.net>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG Bike bonds

Dear Judith,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 11:06 PM, judybushnell <judybushnell@cox.net> wrote:

Dear Mr. Desmond,

I am a long time home owner, twenty five years, in North Park. In my younger years I rode my bike all over San Diego and participated in bicycle races.

I am opposed to the 30th Street bike lanes along the business corridor in large part because I don't believe it's best for North Park, There are plenty of other, better, routes and we have more pressing projects that we should be addressing with these funds.

Several months ago I was watching the procession of bike riders who drove to our area to participate in the show of support for the bike lane, and was surprised by how few actually did show up. The participants were obviously told to ride at least four bike lengths between each other in order to "look" like there was a lot of them; It was interesting how few actually came out.

I hope you listen to the residents of North Park and not the people who live outside the area who have a very small, narrow special interest. Our community funds should go to those projects which benefit the majority of the area residents. Not small special interest groups, and not groups who are oblivious to the concerns of our resident and business owners.

Respectfully,

Judith Bushnell

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG Bike Bonds
Date: Monday, December 30, 2019 9:23:30 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:49 PM
To: Lindia Frederick <lindialee@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG Bike Bonds

Dear Dr. Frederick,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 10:54 PM, Lindia Frederick <lindialee@gmail.com> wrote:

Mr. Desmond,
Our family is vehemently opposed to spending any more money on bikeways, cycle tracks, bike lanes, or any other type of bike anything. We live on 30th Street in San Diego in a 1930's house behind our commercial building. My husband has run our realty and property management and construction companies from this location for 34

years. We have no driveway, alley, or garage so we rely on street parking only. The latest "A-plus" plan that the city traffic engineer has come up with for 30th Street removes all but one parking place on our entire block.

Their plan is to put up bollards for protected bike lanes. This means we will not even be able to pull in front of our house to unload our groceries. The three (green) timed spaces that my husband purchased from the city years ago will simply disappear. My 19-year-old, 100 lb daughter will be at risk when she walks for blocks from her car to our home and yet Chris Ward told her at the April NPMS meeting that if she "requires parking, maybe she should move." The public parking garage is a non-starter for residents or anyone who lives two blocks down 30th Street. We have to use a wagon to get our groceries back to our house as it is, making 2-3 trips each Sunday AFTER church services (otherwise there's no parking). We're suppose to walk to the parking garage with a wagon three times? Speaking of St. Patrick's church and school, where will parishioners park for services and any special events and where will parents park to drop off and pick up their children since they are planning protected bike lanes and there will be no place to pull over or stage a carpool line? My disabled sister will no longer be able to park in front of our property with her handicap placard (in the green zones). If you move a handicap person's accessibility to parking you effectively stop their lives. Often they can't get to a doctor or the grocery store and with more than 75% of the parking being removed, they lose their independence and are not able to leave their homes which can lead to depression, or worse.

To hear the city's traffic engineer (Hauser) say that they are planning on wider bike lanes so they can have "social cycling" was appalling- and he went on to describe how nice it is to be able to ride side-by-side with their friends. This isn't a party! The plan to remove the parking on 30th Street severely affects people's livelihoods if their small businesses close and negatively affects the quality of residents' and disabled residents' lives. And for what? For less than 3% of the population to go "social cycling?" How is this even happening? It's not about climate action and it's not about lowering greenhouse gases. It's about a very small, yet vocal, special interest group (and lobbyists) wanting to take over our roads for their hobby. This is a conquest for them. I've personally been told by bike advocates that there are too many jogs on Utah vs. 30th Street (have they looked at Landis lately?). I've been told they want to see and be seen while biking; that they want to shop on 30th Street. I've also been told that there is nothing but houses to look at on Utah- so if they want nice scenery, why not go to a park, or out on a trail, or anywhere other than a residential/commercial area? My husband and I require our vehicles for our business. We employ 8 people who support their families through the wages they earn with us. We are property managers so a typical day means we can drive anywhere from our location on 30th Street down to a property in National City, or out to Jamul, or up to Del Mar. This is our LIVELIHOOD. There is no way we could do this on bikes (or public transportation). We have handymen who come in to the office for keys, work orders, and equipment. They are in and out several times each day. That can't happen on a bicycle or a bus. The idea that people can just give up their cars is ludicrous and a fantasy.

This plan originated in a biker's living room, probably after a few beers. It was talked about in back room meetings. They have positioned themselves on planning committees, in council member's offices, and even in the Mayor's office so they can get their bikeways in. They held meetings behind closed doors for months prior to bringing their plan out, not publicly, but to a sub-committee meeting. My husband and I are residents and business owners and we only found out about their plan because another resident walked into our office with a flyer. North Park Main Street, who supposedly represents both residents and businesses, did not get the word out to the community. A vote at the North Park Planning Committee in May should never have taken place because there was not enough information available and so many residents/business owners were uninformed and the rest are against it but, again, bikers were installed on the board so it passed. Then the Mayor went rogue and expanded the stretch of 30th affected from Adams all the way down to Juniper. And what happens at Juniper? Does the bikeway just end? 30th Street isn't even on SANDAG's plan, yet a single bike enthusiast was able to get this started in his living room, affecting hundreds if not thousands of people's lives in the process- and all for "social cycling," their hobby, or recreation.

At the Mobility Board meeting last month Everett Hauser told residents on 30th Street that we can put our trash cans in the 3' wide "buffer zone" between the bollards and the driving lane. Can you imagine how that will play out? We'll put all 7 of our cans out on the dual can pick-up week, a homeless person or recycler will rifle through them overnight and, come morning, one of the FEW bikers coming down 30th Street will see that the can is partially in the bike lane. Said biker will stop to take a picture to post on one of their biking pages so they can trash-shame someone for not putting their trash can in the "buffer zone" OR the person rifling through the can will move it more into the driving lane and someone will drive by, scratching their car or hitting the can with their car, and they'll file a complaint with the city and try to get the city or us, the resident, to pay for the damage to their car. OR, at the least, people will report the cans being in bike or car lanes on the city's "Get It Done" App and the city will have to send out an evaluator but by the time the city sends an evaluator out a week later, it's no longer trash day- yet the city still paid to send someone out! The city will be sending out notices and fines about these trash cans, wasting resources, mark my word.

That the Mayor and city of San Diego is willing to kow down to a small special interest group of lobbyists is unfathomable to residents and business owners alike and no one is willing to listen to the actual people whose lives are affected the most: the disabled, residents of 30th Street, and small business owners on 30th Street. It is truly unconscionable how much money has been wasted already. Just the (hu)man hours spent by the city's engineers to plan wider bike lanes for their social hour or to pub crawl, choosing which blocks get to keep their parking, choosing which residents lose their handicap spaces, the colored handouts and powerpoint presentations must be in the hundreds of thousands already. And then the money wasted on the 8 or so miles of completed bikeways! And for whom or what? For less than 3% of the population to use

OCCASIONALLY? (We haven't seen one biker on 30th Street all week. Oh wait, it's been cold and raining, and it's the holidays! No bikers here! And if they have it their way, there will be no parking either!)

When I was growing up in a large urban area we road our bikes on side streets to be safe. We didn't Or we road at the park. We have hundreds of miles of trails in our surrounding area that can easily be converted to biking trails. I hear that if you build them, they will come... so build the trails or keep the bikes on side streets (Utah comes to mind. Oh hey, that's where SANDAG planned the bike lanes to be! Why don't we stick with it: Pimp it out, put it right down the middle of the street so no parking is affected and people can still pull out of their driveways without hitting anyone. A plus is that it's a residential street so there would be no need for "protected" bike lanes so no need for bollards). Please don't waste any more money on their conquest. We need roads and parking! Please don't take the parking of hard working residents and business owners for a small contingent of spoiled millenials who are demanding we change the city of San Diego and San Diego County to suit them! We NEED access to our HOMES and BUSINESSES! We NEED to be able to get to our jobs, drop our kids off at school, and live our lives!

There are so many more important issues this city and county should be dealing with like the homeless population and drugs. (Come to North Park on a Friday and watch the needle exchange across the street from the public library. You'll see drug addicts leave the needle trailer and head over to the church on 30th where they shoot up and pass out right on the sidewalk with the needle sticking out of their arm. Come to 30th any day to see the poor homeless wandering up and down the street. It's horrible and shameful that this state/county/city is not doing more for these people other than giving them needles to kill themselves).

Thank you.

Lindia Frederick

Dr. Lindia Frederick
Project Manager
Strong Construction Co., Inc.
3568 30th Street
San Diego, CA 92104
619.339.7444

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: Fwd: SANDAG bike bonds
Date: Thursday, January 2, 2020 11:27:17 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

Begin forwarded message:

From: "Desmond, Jim" <Jim.Desmond@sdcounty.ca.gov>
Date: January 2, 2020 at 11:22:44 AM PST
To: Lnehalgunseth <lnehalgunseth@cox.net>
Cc: "Mills, Benjamin" <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG bike bonds

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I encourage you to share your thoughts with the Mayor's Office and your elected city Councilmember. I will forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 30, 2019, at 11:38 PM, Lnehalgunseth <lnehalgunseth@cox.net> wrote:

Mr. Desmond,

MAJOR FAULCONER and his bikes ahead of everything else agenda must be stopped before he wrecks our city! NO MORE MONEY FOR BIKE LANES !!!

I am totally against any more money being spent by Mayor Faulconer on “bikeways.” What is happening now to downtown streets is NUTS !!! Expecting all transportation to “go by bike” is so unrealistic I can only wonder if the Mayor has totally lost contact with reality.

It is like bikes are more important than **buses**- although 1 bus can transport many more people than 1 bike ever will.

Or **trucks** that deliver supplies of all kinds all over our city and are essential for businesses to operate.

It appears to me that bike lanes are more important than **pedestrian's** safety.

And definitely more important than automobile **drivers**. I am feeling like we are being criminalized by the Mayor's agenda. The streets are becoming unsafe to drive with all these bizarre parking changes downtown. I personally am going to be 76 in a few more days and I am WAY TOO OLD to hop on a bike to go to the grocery store, the doctor's office, or anywhere else.

40 year San Diego City resident, and I consistently VOTE !!!

Ellin Halgunseth

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG Bike Bonds
Date: Monday, December 30, 2019 9:22:50 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:54 PM
To: Cindi Lambert <cjl92102@hotmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG Bike Bonds

Dear Cindi,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 27, 2019, at 7:06 AM, Cindi Lambert <cjl92102@hotmail.com> wrote:

Dear Mr. Desmond:

San Diego public resource planning is governed by many existing Plans. Community Plans, SANDAG Plans, Mobility Plans Climate Action Plans, Bike Plans, Street Plans, etc., etc. There is enough analysis within them to guide priorities, and steer monies spent. At this point in time - after several cycletracks have been constructed - it is time to analyze the results of this construction, vis a vis, mode

of transportation, usage, and impact on climate, before any additional money is allocated or spent. It is foolish to proceed with bicycle projects when they are less advantageous to a community than other projects, such as parking plans, and roundabouts, and repairing broken sidewalks.

Put some sense into spending and consider the cost:value ratio - as with any capital expenditure. A debt for bicycle tracks in this town doesn't make sense. First analyze what has already been built.

One of the many PLANS - a SANDAG Plan - has projected a streetcar project for North Park. Was this some fanciful notion that some creative planner threw in, or an actual, serious Plan for the future. The future is now. A street car makes sense. Gondolas make sense, Pedestrian bridges make sense.

Removing parking in retail corridors so that the homeless can ride bicycles, and bike clubs can ride on weekends doesn't make sense. Expecting mothers with children, wives hauling groceries and laundry bags, the elderly and disabled, children getting school on a bicycle rain or shine, 365 days/yr. is not a viable transportation mode for the masses. Makes good press, sounds good in theory, but in a real community, with real people, in a town that has been planned over the past 100 years, it doesn't make sense right now. Don't be stupid - that's all I can say. If you can tolerate it - read all the PLANS. Maybe some wisdom can be gleaned to guide how bicycles will fit in. Going into debt for more of something that is relatively ineffective is not right.

And make sure K. Faulconer receives this message. Campaign promises should not play a role in this decision.

Regards,

Cindi Lambert, San Diego Native, Taxpayer

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG bike bonds
Date: Monday, December 30, 2019 9:24:59 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:40 PM
To: ROB MATLOCK <rmat1.rm@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG bike bonds

Dear Rob,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 4:00 PM, ROB MATLOCK <rmat1.rm@gmail.com> wrote:

Hello, I am a long time resident of North Park, who thinks out taxpayer money should be spent on something other than over priced bike lanes for a few.
I would be Impacted, as the elimination of parking of 30th in San Diego, would mean those who go out to restaurants and bars would just park in residential areas, disrupting local residents.

I think the money can be better spent, without hurting local businesses.
Thanks for your consideration,
Rob Matlock
3594 Grim Ave
San Diego, California 92104

Sent from my iPad

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG bike bonds
Date: Monday, December 30, 2019 9:24:28 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:42 PM
To: Eugene Polley <gene@ejptaxes.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG bike bonds

Dear Eugene,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 4:04 PM, Eugene Polley <gene@ejptaxes.com> wrote:

I strongly oppose Mayor Falconer's desire to negatively impact roads to build bike paths. There are more pressing projects to spend SANDAG money on. Mayor Falconer has surrounded himself with pro-bicycle enthusiasts who have no fiscal regard for projects. Furthermore, they feel that making it more difficult for cars will improve the climate when in actuality they are generating more carbon by keeping cars

on the road longer.

Gene Polley

**9984 Scripps Ranch Blvd. #225
San Diego, CA 92131**

Fax (858) 519-5460

Cell (858) 220-0273

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG bike bonds
Date: Monday, December 30, 2019 9:24:40 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:41 PM
To: kent rodricks <kentrodricks@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG bike bonds

Dear Kent,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 4:03 PM, kent rodricks <kentrodricks@gmail.com> wrote:

Supervisor Desmond,

Please use the authority of your position and the power of your office on behalf of disabled people across San Diego County who want fewer bike lanes and more disabled parking spaces.

The bikers cannot provide ridership numbers as justification for stealing money away from more important and more urgently needed freeway improvement projects in a city where 94% of the population drives cars.

Please halt the bikeways nonsense immediately. Please do not allow them to waste another cent on yet another Kevin Faulconer fallacy.

Sincerely,

--

Kent Rodricks
760.550.2500
@kentrodricks

Sent from iPhone XS Max

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: SANDAG Bikeway Bonds
Date: Monday, December 30, 2019 9:24:16 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:44 PM
To: Judi Heitz <judi.heiz@gmail.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: SANDAG Bikeway Bonds

Dear Judi,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 5:57 PM, Judi Heitz <judi.heiz@gmail.com> wrote:

Dear Supervisor Desmond,

Just a short note asking that you DO NOT fund the bikeway funds that will help the City of San Diego create a series a bike way

catastrophes as they create bike lanes in areas that will put bikers in danger, create headaches for seniors and disabled, and generally spend money on things that will not add to the utility of our roadways to bikers.

I'd much rather have you spend the \$90 million or so on infrastructure that will enhance our cities and roads; projects that have been worked out with the people who will be affected.

Thanks so much for taking the time to read this.

Best Regards and Happy New Year;

Judi Heitz

--

Write the bad things that are done to you in sand, but write the good things that happen to you on a piece of marble.



From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Sandal bike bonds
Date: Monday, December 30, 2019 9:24:13 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:45 PM
To: Judy <jaaboud@cox.net>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: Sandal bike bonds

Dear Judy,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 7:19 PM, Judy <jaaboud@cox.net> wrote:

Please stop this insanity! Millions of \$\$\$ into bike lanes that 1% of the population uses! Put that money to better use for the 99% (and the 1% of those who don't bike in the dark cold or rain)— small buses, trolleys, jitneys. I live in North Park— no trolleys service this area. I am over a mile from a bus route. And now parking on 30th Street will be replaced by bike lanes wide enough for “social

riding". I will need to use freeways to drive to areas I can get to and park.

What are my alternatives? Did Mayor Faulkner bike to work? Councilman Ward? Did you or your staff members?

Give us real alternatives— and not a double long bus. Have you seen them block all traffic on Park Blvd?

These policies have not been thought out— and local residents have not weighed in.

But meetings are open to all, you say? I'm motivated— and am repulsed by the NPPC and, shall we discuss the mobility board— where most serving are self-identified bike activists?

Where is John or Jane Q Public in all of this?

Call me. Write me. Visit me. Yodel, and I'll give you the average Joe's point of view.

Judy Aboud

2263 Pentucket Ave

SD 92104

619-417-5106

jaaboud@cox.net

Sent from my iPhone

From: [Renay Johnson](#)
To: [Clerk of the Board](#)
Subject: \$90 million dollars of taxpayer dollars spent on bike lanes?
Date: Thursday, January 9, 2020 10:58:52 AM

My name is Renay Johnson and I am a native San Diegan. I am fortunate to have seen the growth throughout my city particularly in the North Park area of San Diego. North Park has always been an integral part of San Diego growth since the late 1800s to the present. With growth comes demise within major cities and the North Park area is no exception to the rule. I have seen the empty storefronts in the early 1990s, the Birch North Park Theater facing demolition and now the closing of 70 year old establishment called Paras News. Change is needed to accommodate growth but that change must encompass the environment in order to benefit those that are affected. The proposed bike lanes for 30th Street from Adams Ave to Upas St. would be a detrimental change to the North Park area due to the businesses that rely on deliveries and patrons who do not reside in the area. I have been a North Park residence for 25 years and travel those streets weekly if not daily. There is no way that 30th St will operate if parking is removed. The area in question is once again bustling with successful local businesses and not the blight that it was in the early 1990s. Parking is a challenge in this area as it is so to remove parking would mean the removal of patrons. How will trucks deliver the restaurants and businesses that require food and supplies? What about people who rely on public transportation as well as ADA residents and patrons of North Park? Not everyone has extra income for Uber or Lyft and not everyone can physically ride a Bird scooter or bicycle. Spending \$90 million dollars on bike programs that not everyone can utilize is not change that benefits everyone.

I have driven the length of 30th St and have barely seen anyone on a bicycle in the existing bicycle lanes. Do you know where I see cyclists

riding? On the sidewalks. if you do see a cyclist, the person does not even follow the rules of the rode. I see cyclists not come to a complete stop but rather ride right through the stop sign then expecting all other vehicles there to stop. The last time I rode on the streets, cyclists are to follow the same rules as vehicle drivers. Your offices cannot make changes to appease a handful of people that will affect thousands of people dramatically. Removing almost 2 miles of traffic will only bring harm to patrons and residents of North Park. You cannot take the word of one special interest group where a majority of the board do not even live in the North Park area. Try this; grab a team and go to the businesses personally. You will see that no business will agree to something that is going to drive away patron dollars. Regarding residents who live on 30th St. removing parking would be detrimental to residents. At a planning meeting, in front of a live audience, Councilman Chris Ward replied to a constituent who was concerned about not having parking near her apartment that she "should move" if she felt unsafe at her residence. Who replies to a resident in that manner? Moving is not an option to many people including myself. So many lives will be changed if those bike lanes are built on a main street such as 30th. The city of San Diego needs to do better. You know what this looks like? This looks like an expensive plot to get businesses to fold, force the owners of the properties to sell for pennies on the dollars only to have the properties sold to developers for yet more apartments that of course do not have to build parking structures thanks to the new regulations regarding parking in new construction. How is this helping the residents of North Park like myself? Rents are not going to be cheaper because there are no vehicles around that is one of the "selling points" that was offered on behalf of this bike lane ideal. I invite your offices to explore how this bike lane theory will help or hinder North Park by doing the footwork and going to the streets and knocking on doors. It's called grass roots research. Parking on 30th St

needs to remain as it is. Businesses, people and North Park needs that parking. The bike lane theory make work in some cities and that's great for those cities but not every ideal that works in Denmark will work in San Diego. Do you know not all patrons live in North Park? Some patrons (as well as employees of NP businesses) live outside of the North Park radius where they need to use a vehicle to travel to and from work. I lived on a bus route so I was fortunate to be able to ride the bus to and from work. That has changed now and I must drive to work.

I am one voice who is opposed of the bike lanes on 30th St and not just for my lone existence but for businesses, employees, patrons and residents who live on 30th. We are North Park.

From: [Joan LaRose](#)
To: [Clerk of the Board](#)
Subject: \$90 Million
Date: Thursday, January 9, 2020 9:38:22 AM

This amount should NOT be going to bicycle lanes! These taxes were paid to the city government with the promise that INFRASTRUCTURE would be repaired. Sidewalks, potholes, huge cracks in the street. Try driving down Oregon St. on any given day. There is a HUGE crack that has to be navigated around in order to not damage our cars. Use your \$90 million dollars and fix those things. Stop giving away OUR tax dollars to a small group of activists who for some reason have the ear of the mayor.

Thank you.

Joan LaRose
joan2350@hotmail.com

From: [Jeff Horvitz](#)
To: [Clerk of the Board](#)
Subject: 30th Street Bike Lane
Date: Thursday, January 9, 2020 9:19:17 AM

I am a longtime business owner in North Park (30 years) and I am against the proposed bike lane/parking removal on 30th Street. Please use these funds for much needed street repair, especially my street (32nd between Lincoln and University)!

Thank you,

Jeff Horvitz

--

Jeff Horvitz, GRI, e-PRO
Real Estate Broker/Prop Mgmt
CA Broker since 1977
DRE# 0051-3557

Pacific Real Estate Services, Inc.
3180 University Ave. Suite 270
San Diego, CA 92104
Phone: 619.284.3324 Cell: 619.823.1335
DRE# 0131-8867

From: don&laura.starr
To: [Clerk of the Board](#)
Subject: 30th Street Parking V
Date: Thursday, January 9, 2020 11:11:48 AM

This email states that we DO NOT support the removal of so many parking spaces along 30th Street in North Park.

- 1) This will drive traffic through our neighborhood in Morley Field that is already clogged with downtown "cut off" to I 8 and the ever increasing number of higher density residences in this area and surroundings. That does include transportation that are not automobiles.
- 2) Many of the area residents are not bike riders or ride outside of the City for recreational reasons. Many of the residents need to shop for groceries in the community and beyond and would not be doing that on a bicycle or segway or scooter.
- 3) I would be curious about demographics. We have seen that many in the pro bike lane group are not residents of our area.
- 4) Buses and bus lanes are good because they serve so many.(Although fares keep rising). Are the bicyclists unable to put those bikes on the buses for part of their trip?nd
- 5)Adjacent streets will now bear the brunt of those needing to park somewhere near their homes and/or shopping. How many residents can actually bike to work?

Such a drastic change in our still struggling community disenfrances those who might be older (like us) and/or disabled. Even parents with children. How old will ones child have to be to bike around town unattended by an adult.

How many will fancy up and go to all the fine eateries in the area only to have to ditch the heels so to speak to bike home? As a woman I would not feel safe nor comfortable biking alone after dark.

And walking around please note that most of the streets in this area are in such bad shape that they are not navigable. That mike lane money could well be appropriated to fixing our walkways and curbs

Lastly I believe that changing the structure of parking along 30th Street will open the doors to allowing and creating a high density corridor with parking waivers no doubt to further clog up the area.

Id like to see either a mitigated change or temporary trial change. I know parking too far from where I need to go in an area where Ive lived for 40 years would cause me to go elsewhere furthering traffic in those areas.

I hope that the City does not bow to the wishes of the fewer and gradually and fairly try out these changes.

Thank you for listening.

Don and Laura Starr

Nortgh Park Residents since 1985

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Every garden is a kind of autobiography.....unk.

From: [Cindy Jarrett](#)
To: [Clerk of the Board](#)
Subject: Bike lanes
Date: Thursday, January 9, 2020 7:03:43 AM

I was informed that my tax paying dollars will be paying for the bike lanes on 30th St. I have lived in Northpark all my life and I have had my business on 30th St. for 20 years now. I don't see much use of bike lanes. There Is a lot of traffic in a need for more parking.I own a salon and my clients have difficulty in finding parking now as it is. Because of the growth in Northpark.

My business is at the corner of 30th and Dwight ,I would much rather see my tax dollars go to putting in stop signs to slow down traffic ,Repairing the streets. Making it so when it rains it does not flood in front of my salon and other businesses along 30th St.

Please consider all these comments that are sent into you, As I think this is going, As I think this is going to be a big mistake and it's going to hurt a lot of businesses thank you for your time
Cindy Jarrett

From: [Desmond, Jim](#)
To: [Lero, Tessa](#)
Cc: [Mills, Benjamin](#)
Subject: FW: Bike route funding
Date: Monday, December 30, 2019 9:23:39 AM

Please include as public comment.

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

From: Desmond, Jim
Sent: Friday, December 27, 2019 4:47 PM
To: Cathy Greene <ms_verde35@yahoo.com>
Cc: Mills, Benjamin <Benjamin.Mills@sdcounty.ca.gov>
Subject: Re: Bike route funding

Dear Catherine,

Thank you for your email regarding SANDAG. I am fighting to keep your taxpayer money on road projects that were promised to you. I believe one of our top priorities should be to improve our congested highways, not building bike lanes that less than 3% of the population use as their means of transportation. I will also forward your comments to the SANDAG Clerk of the Board.

Again, I appreciate you contacting my office. If you have any questions, please do not hesitate to contact my Policy Advisor, Ben Mills, on this matter at [\(619\) 531-5555](tel:6195315555).

Sincerely,

Jim Desmond
County of San Diego
Supervisor, 5th District

On Dec 26, 2019, at 9:33 PM, Cathy Greene <ms_verde35@yahoo.com> wrote:

Dear Mr. Desmond,

As a native of San Diego County, I have watched transit go from nothing except a flag stop in Encinitas, to an occasional bus, to our present day scooter nightmare in my 60 years. I am all for alternative transportation options, but the mayor's current plan to remove nearly all parking on 30th St. to make room for a protected bikeway, is ill advised. There is an existing bike route laid-out on Utah, just 2 blocks away, that goes nearly the full way that he is planning. This project has been

lobbied for by a couple of radical bicycle groups, some of whom were involved in the chaos created by Critical Mass some years ago!. It is a pet project of our council member, Chris Ward, and Mayor Falcouner, who have pushed this through with minimal input from the residents and business that will be affected.

To make a true impact through a "climate action plan" it will take more than gestures, and pandering to the bicycle lobby. It will take true mass transit. Only then will bike paths be effective to a significant portion of the citizens. Most people who live in North Park, can not afford to live there on salaries derived from the businesses within ready biking distance, restaurants, breweries and small shops. They either work in offices downtown, that expect business attire or commute well north of I-8.

If the bikeway plan goes through, as currently designed, the result will be hardship for residents who are elderly or infirm, and economic loss to the businesses that line 30th St. When this is finally proven, it will be too late for those businesses to recover, and the neighborhood will revert to it's previous depressed state.

I hope you will have some influence on the policy makers that will determine the future of North Park.

Sincerely,

Catherine Greene
Homeowner, Noerh Park since 1993

From: [Kristine Aaron-Jacobi](#)
To: [Clerk of the Board](#)
Subject: SANDAG Board of Director 1/10/20 Friday Meeting
Date: Thursday, January 9, 2020 8:56:13 AM

I am unable to attend the SANDAG meeting this Friday at 9:00 a.m. due to work commitments, however can you please forward to the Board of Directors my email encouraging them to deny the TransNet proposed bond issuance to complete the bike lanes. I do not want my tax payer Transnet funds used to complete bike lanes that will be underutilized and not a benefit for all.

Thank you.

KRISTINE AARON-JACOBI

From: [Grazyna Krajewska](#)
To: [Lero, Tessa](#); [Clerk of the Board](#)
Subject: Comment About Bicycle Paths for Jan 10 Board Meeting
Date: Tuesday, December 17, 2019 4:41:42 PM

I am on your email list. I get email about each meeting followed by email about cancellation of that meeting. Why don't you plan better in advance? Below is my comment suggesting save bicycle paths.

To: Coleen Clementson, Linda Culp and John Haggerty

Hi,

I noticed "Regional Bike Plan Early Action Program" on the agenda and would like to comment.

In San Diego most of the bike paths are just a striped off part of a pavement, however there are safer ways of designing bicycle paths with use of a **physical divider** between the bicycle path and the rest of the road used by cars. Attached are 2 photos that use just rubber segments as dividers. One of them has a bike path, dividers, car parking and the lanes for cars so bicyclists are safe and parking is still there.

Many more people would use bicycles if the bicycle paths were safe.

Regards
Grazyna Krajewska





From: [Laura Price](#)
To: [Clerk of the Board](#)
Subject: Friday Vote
Date: Thursday, January 9, 2020 9:14:52 AM

To whom it may concern,

I am not able to attend the meeting planned for Friday however I do have great concern about the vote that is happening. Please please do not take money that is beyond needed to repair our streets and divert it into a bike lane. I am not anti bike, I am only concerned that most of these monies will be spent towards a project that benefits only the few. The bike lane project itself is happening, but this doesn't have to. Please keep the larger picture and the people in mind for your vote tomorrow,.

Thank you for your time,
L Price

[Sent from Yahoo Mail for iPhone](#)

From: [Jim Greene](#)
To: [Clerk of the Board](#)
Subject: No more scooter lanes
Date: Thursday, January 9, 2020 5:30:37 AM

I am opposed to spending money on so-called bike lanes, which will become electric scooter lanes, adding to the menace caused by these dangerous vehicles. Better to spend money to improve the general condition of the existing roads, many of which are in desperate need of repair.

Jim Greene
resident of North Park

From: [Gene Vicino](#)
To: [Clerk of the Board](#)
Cc: jim.desmond@sdcountry.ca.gov
Subject: Please consider the residents of 30th St...
Date: Thursday, January 9, 2020 10:33:16 AM

Dear SANDAG Board Members,

It appears you will be deciding on funds distributions with relation to Bike Lanes in general. I applaud your concept of a network of Bike Lanes to help offset car usage. However, I would like to address the **30th Street protected Bike Lane** project. It is deeply flawed and will not accomplish the Mayor's goal. Please listen to ALL sides and put yourself in the position of the residents and homeowners who actually live on 30th St and the adjacent parallel streets. We will be adversely affected the most:

1: ALREADY LANES: Please be reminded that 30th Street already IS a shared bike lane. People already have access to use it for biking, however, very few do.

2: NO INPUT from residents: Despite what you have been told, no actual homeowners or residents of 30th St. were notified of this plan and no input from the ACTUAL residents was received. This plan appears to be pushed on us from the City and never requested by the residents. Only input from the few community association members (mainly in the business district) and the biking coalition (not sure if any of them live near 30th St or even North Park). I own two multi-unit properties on 30th St and was NEVER notified.

3: OPTIONS LIMITED: The only Options proposed were to remove ALL Parking or MOST parking. There was never an Option to NOT put bike lanes on 30th St or to create a solution that did not remove parking. So the associations had NO CHOICE but to recommend it. So when you hear that there is support from the associations it is misleading since they had NO CHOICE to NOT support it ...this was not an option for them.

4: SOUTH OF UPAS: This is mainly residential. There are very few businesses and zero parking garages or parking lots. For some reason, it has been decided to remove ALL parking from this area. If the street parking is removed, the residents have no other place to park. The homes, bungalow courts and apartments that line 30th are built close to the road and have little, if any, parking. This is a very dense area and if anything, there needs to be more parking. If street parking is taken away, the residents will have to park their cars blocks from their homes and lug their groceries, kids, etc home. Can you imagine that suddenly all the street parking for miles in front of your house being removed so that a few people can have a protected Bike Lane? And now you have to circle for blocks to find parking in front of someone else's crowded street? The plan will not even allow them to stop and unload in front of their homes since there will be an imposing barrier of ugly bollards blocking the bike lane.

5: What about home Deliveries/Visits (FedEx, Amazon, UPS), ride share pick-ups (Uber, Lyft), visiting friends and family. Can you imagine the street parking removed in a neighborhood with very few garages or driveways.

6: BIKE USAGE does NOT ELIMINATE CARS: Even if all the residents use the bike lanes, they still NEED CARS to commute to work, shop, visit family, etc.

This is very UNFAIR to the hundreds of residents of 30th and the surrounding areas. These are real people...from students to professionals to the elderly and young families. **Upending their lives to convert the existing shared bike lane (that is hardly used) to a protected bike lane is not logical.** Please find a better alternative. If it is for bike lanes, look for better, safer alternative routes that work. If it is for the environment, there are MUCH better solutions than this...a few bikes will not reduce the need for cars. Bikes might be a limited supplement but are not a logical replacement for cars.

We ask that the Mayor goes back to the drawing board and develops a plan that accomplishes its goal AND works for the people who actually live there. Not one that just checks a box on a list. Funds better used on improved/clean transit to employment, shopping and transit districts.

Regards,
Gene Vicino
3373-3379 1/2 30th St
3201-3207 1/2 30th St
619-980-4363

From: [Hom, Glenn](#)
To: [Clerk of the Board](#)
Cc: [Hom, Glenn](#)
Subject: PLEASE SPEND OUR PRECIOUS TAX MONEY FOR OUR IMPROVING HIGHWAYS, ROADS AND STREETS NOT ON FOR BIKEWAYS
Date: Thursday, January 9, 2020 1:20:13 PM

TO WHOM IT MAY CONCERN:

WE NEED TO USE OUR PRECIOUS TAX DOLLARS FOR THE MANY CITIZENS OF COUNTY AND THE CITY OF SAN DIEGO TO IMPROVE AND REPAIR THE EXISTING HIGHWAYS, ROADWAYS AND STREETS FOR THE MAJORITY RATHER THAN WASTE MONEY FOR THE FEW THAT USE THE BIKEWAYS. THANK YOU.

SINCERELY,

ROSEMARIE LIM
A CONCERN CITIZEN OF SAN DIEGO AND A TAXPAYER

From: [Lori Fremo](#)
To: [Clerk of the Board](#)
Subject: Regarding bike lanes
Date: Thursday, January 9, 2020 8:02:33 AM

To whom it may concern :

Please consider that our tax dollars need to go to new infrastructure and repairs on our roads and sidewalks and trimming trees and other necessities than to waste our money on bike lanes. We live in South Park and our roads need fixing more than taking the little space away from us by wasting it on the few bicycles that travel on 30th. They can still ride there, no one is taking that away from them and there are other routes they can take as well, but where do we park ?

Frankly, leave things as they are. Use our tax money to build another parking garage. Stop using our tax dollars for something the majority of us did not vote for. I ride a bike myself and do not cry for a bike lane.

Stop cheating the residents and business of the little space we have for our cars.

Lori Fremo

From: [shirley taves](#)
To: [Clerk of the Board](#)
Subject: SANDAG 90 mill for bike lanes opinion
Date: Thursday, January 9, 2020 11:32:10 AM

Please, NO. Bikers need to ride on the streets and walk on the sidewalks.
We need sidewalks and streets repaired so that ALL of us can be better off. THEN we can fund public transport. AFTER THAT we can fund bike lanes.

Shirley Taves

Dennis Ferguson

Owners of 2 rental properties and 1 residence in the North Park and South Park neighborhoods.

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I am in the process of changing my email to gmail. While I will still have access to my [cox.net](#) account, please note the change to this email.

From: [Jeff Kucharski](#)
To: [Clerk of the Board](#)
Subject: SANDAG board meeting agenda item 8 and 9
Date: Tuesday, December 10, 2019 1:22:17 PM

SANDAG Board of directors,

Please consider my comments in support of issuing the bonds to allow the construction of these project quickly.

The bicycle early action program was unanimously passed by this board in 2013.

This early action plan has led to significant projects to be completed in San Diego's North county. The inland rail trail and coastal rail are community assests for Oceanside, Encinitas and San Marcos. These projects carried similar mult million dollar price tags to the projects the bonds would support.

It's inaccurate to refer to these projects as "bikes lanes". These bikeway projects are major infastructure projects, not just a simple 6 inch painted line. A simple painted line next to speeding traffic in not a welcoming environment for many cyclists. The SANDAG EAP addresses this with curb separated lanes, diverters, traffic circles and raised cross walks, bicycle signals.

Please consider my comments in support of the bikeway program and the bonds required to fund construction.

Jeff Kucharski
City of San Diego

From: [Michael Davidson](#)
To: [Clerk of the Board](#)
Subject: SANDAG Board Meeting Comments
Date: Tuesday, December 10, 2019 4:27:18 PM

Dear SANDAG Board of Directors,

In advance of this week's board meeting, I would like to share some observations on the state of bicycle infrastructure in and around the University Community area.

Major roads surrounding campus for the most part lack adequate facilities for micromobility users. Genesee Ave, Gilman Drive, and N. Torrey Pines Road, among others, have dangerous, unprotected lanes next to fast-moving traffic. This includes lanes that are designated as regional corridors in SANDAG's regional bicycle plan. Other major roads lack any facilities. The UTC area, where a large fraction of off-campus students live, is only two miles from campus and yet lacks safe routes to get to class. In spite of these drawbacks, the University community sees rates of bicycle use over two times the city and county of San Diego [2]. This need must be met with sustained support and encouragement for people to leave their cars at home when commuting. Best practice for roads with speeds regularly exceeding 25 mph and 6000 cars per day is to establish protected bicycle lanes with vertical barriers or raised elevation from motor vehicle traffic [3].

I urge SANDAG to create safe, protected micromobility routes for all ages and abilities to all major destinations in the area. Furthermore, I encourage SANDAG board members to not make perfect the enemy of the good when drawing up plans for immediate improvements. Many changes to improve safety, such as plastic bollards, traffic calming, and signal changes, can be accomplished without multi-million-dollar projects stretching out over years. Let's get to work immediately on improving safety for vulnerable road users right away, at the same time we push for the goal of establishing world-class bike infrastructure in San Diego.

Thank you.

Michael Davidson
University of California San Diego

[1] "Riding to 2050, San Diego Regional Bicycle Plan."

SANDAG. <https://www.sandag.org/index.asp?classid=34&subclassid=122&projectid=353&fuseaction=projects.detail>

[2]: Toole, Jennifer, & Bettina Zimny. "Transportation Planning Handbook, Ch. 16: Bicycle and Pedestrian Facilities." Federal Highway Administration, US Department of Transportation, Washington, DC. <https://nacto.org/wp-content/uploads/2011/03/Transportation-Planning-Handbook-Bicycle-and-Pedestrian-Facilities.pdf>

[3]: University Community Plan Update: Existing Conditions Summary. April 2018. City of San Diego. https://www.sandiego.gov/sites/default/files/final_university_cpu_ebr_report.pdf

From: [Bee Mittermiller](#)
To: [Clerk of the Board](#)
Subject: Item # 12 TransNet Proposed 2020 Bond Issuance
Date: Sunday, December 15, 2019 9:24:48 PM

Hello,

I would like to share the following comments with the SANDAG Board of Directors in support of authorizing the issuance of up to \$90 million of fixed-rate tax-exempt bonds to support completion of the TransNet Regional Bikeway Early Action Program.

1. This money is specifically allocated in TransNet, and is not a new request.
2. Every city has already benefited, or will benefit from this investment.
3. Mode share changes are needed to meet climate change targets, and this will help. Bikes are critical to achieve the necessary mode share shift and have health benefits too.
4. Build now to avoid inflation costs and incentive bike riding.
5. Bicycle riding provides overall safety and holistic improvements to communities.
6. This funding completes needed connections of the plan. The sooner the Regional Bikeway is completed, the faster people will be able to use it and begin making more trips by bike than by car.

Sincerely,

Bee Mittermiller
Chair of the SanDiego350 Transportation Committee

From: [Cathy Greene](#)
To: [Clerk of the Board](#)
Subject: TransnetFunds--proposed diversion to bikeways
Date: Thursday, January 9, 2020 12:05:52 PM

I voted for my tax money to go to improving roads and streets in my community. While I support the use of bicycles for transportation on short hauls, many people cannot physically use them or have commutes that make bikes impractical (North Park to Sorrento Valley, female professionals to offices or court downtown, males without a shower available at their workplace) Those who would attempt such a commute, are a few zealots. These same zealots have pushed through plans to take all parking off of the length of 30th St. from Normal Heights to I-94, to make room for a protected bikeway. Local politicians have been swayed by the activists, from all parts of the county, who showed up for meetings with votes that were not well-publicized.

Bottom-line, it would be a miscarriage to divert taxpayer approved funds to bikeways that will only directly benefit a few "squeaky wheels".

I can't attend the meeting. Please don't be swayed by a batch of radical bicyclists who make a show of arriving on their bikes to your meeting--they couldn't be bothered to ride to the local meetings even. If they do show up on bikes, I'll bet most of them didn't ride the whole way from home!

Sincerely,
Cataherine Greene