

CENTRAL MOBILITY HUB AND CONNECTIONS COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

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C. Engagement

C.1. Title VI Statement

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

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

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

For more information on SANDAG’s Title VI Program and Language Assistance Plan, please visit:
<https://www.sandag.org/LAP>

C.2. Stakeholder Engagement Plan

List of Subject Matter Experts and Stakeholders

Table C-1: Subject Matter Experts

Subject Matter Experts
Subject Matter Expert Areas
Flexible Fleets <ul style="list-style-type: none">Micromobility
Mobility Hubs <ul style="list-style-type: none">Placemaking
Transit Leap <ul style="list-style-type: none">Bus ServiceTrolley Service
Complete Corridors

Subject Matter Experts

Subject Matter Expert Areas

- Active Transportation
- Goods Movement
- Traffic

Next OS

Other

- Equity
- Land Use
- Environment

Key stakeholders most affected by the Central Mobility Hub include:

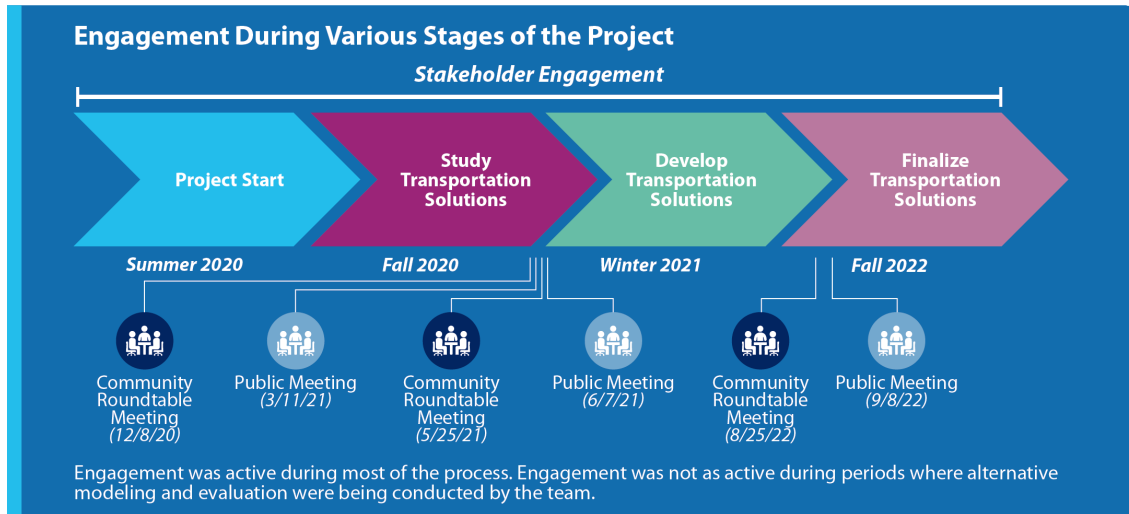
- City Council District 2, City Council District 3, and County Supervisor District 4
- Agency partners (City of San Diego, Navy Region Southwest, San Diego County Regional Airport Authority, MTS, NCTD, Port of San Diego, Caltrans)
- Midway-Pacific Highway Community Planning Group
- Uptown Community Planning Group
- Old Town Community Planning Group
- Peninsula Community Planning Board
- Ocean Beach Planning Board
- San Diego Port Tenants Association
- Adjacent/nearby property owners and developers

Other less affected community stakeholders in the CMCP project area include the City of Coronado, Downtown Community Planning Council, Barrio Logan Planning Group, Linda Vista Planning Group, and Mission Valley Planning Group.

List of Outreach Events and Efforts

Community engagement for the CMH and Connections CMCP occurred in three phases to inform each step in the planning process, as shown in the figure on the following page.

Figure C-1: Community Engagement Process



Between the second and third phases of community engagement, the project team redirected focus for the CMH location from the Navy’s Old Town Campus to Downtown San Diego with two proposed airport connections, resulting in a brief gap in outreach. During this time, SANDAG reviewed public comments and conducted further study, in addition to presenting the new direction for the project to the SANDAG Board of Directors in Spring 2022.

While CMH site planning is a separate planning effort from the CMCP, they are closely related. Therefore, the third phase of community engagement for the CMH and Connections CMCP was conducted in tandem with the CMH project.

A variety of engagement methods were employed to ensure that we reached a diverse audience, including limited English proficiency communities and others that have been traditionally underrepresented in planning processes. Because much of the outreach took place at the height of the COVID-19 pandemic, engagement activities were conducted virtually. Engagement methods used were as follows:

- **A virtual engagement hub**¹: created through the Social Pinpoint platform to share project information and provide opportunities for members of the public to share their input online. These interactive tools included surveys and a mapping activity to share information about mobility concerns in the corridor.
- **Community roundtable meetings**: were hosted by community leaders from throughout the CMH and Connections Study Area and provided an opportunity to engage with leaders of these communities early in the process. The meetings allowed SANDAG the opportunity to share information, gain early input, and benefit from the insight about mobility challenges and priorities of communities in the corridor provided by the community leaders.
- **Virtual public meetings**: were conducted via the Zoom platform in each of the three phases of community engagement. SANDAG and Caltrans gave meeting presentations and gathered community input through poll questions and a question-and-answer period. All meetings were conducted simultaneously in English and Spanish.

The aforementioned engagement strategies will be further discussed in the following section.

C.3. Community Feedback and Comments

Feedback and comments came from various virtual engagement methods and are summarized and highlighted in this section. Note that all stated comments/answers to open-ended questions are written verbatim unless otherwise noted.

Virtual Engagement Hub – Surveys

CMH Survey

The results of survey responses collected as part of the CMH Survey during Phase 1 and Phase 2 were analyzed and are summarized in this section. The questions provide insight into the needs of respondents and their backgrounds, with responses from April to July 2021.

¹ <https://sandag.mysocialpinpoint.com/cmhandconnections/map#/>

Figure C-2: Q2 - We'd like to know a little about you. Within the study area, do you:

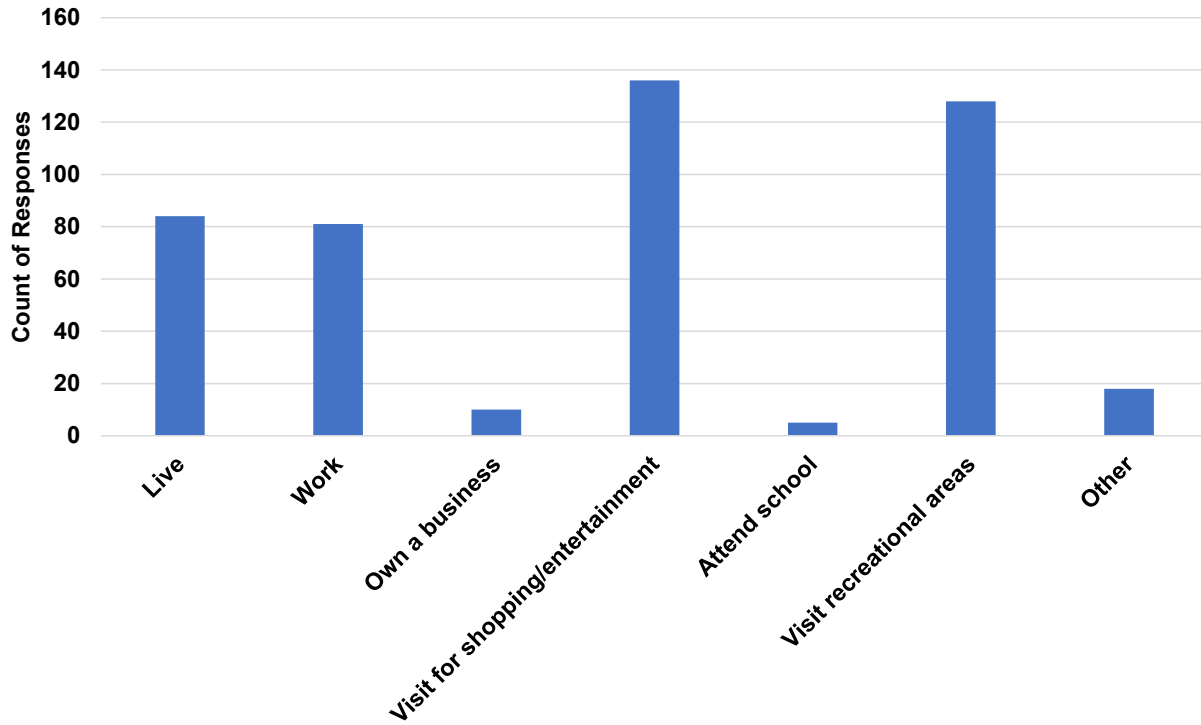


Figure C-3: Q3 - What services would you most like to see incorporated into the Central Mobility Hub?

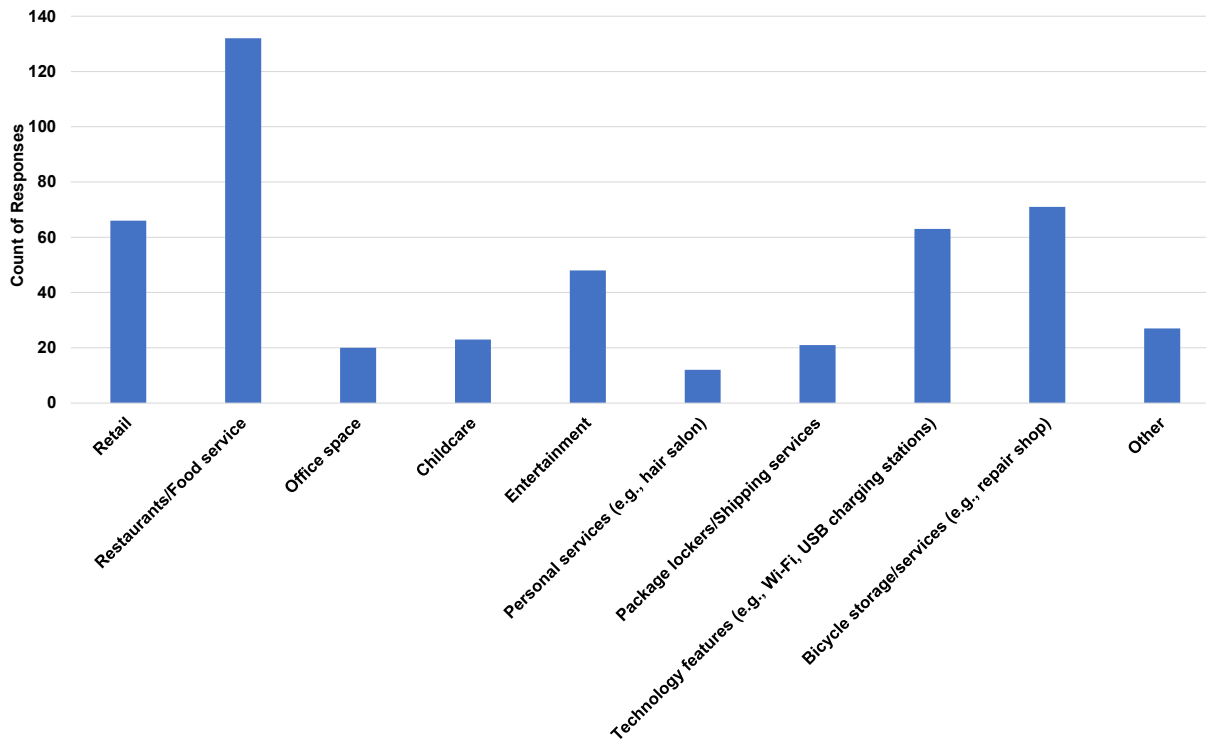


Figure C-4: Q4 - The Central Mobility Hub is intended to be a welcoming place for the public to gather. What features would you most like to see incorporated into the Central Mobility Hub?

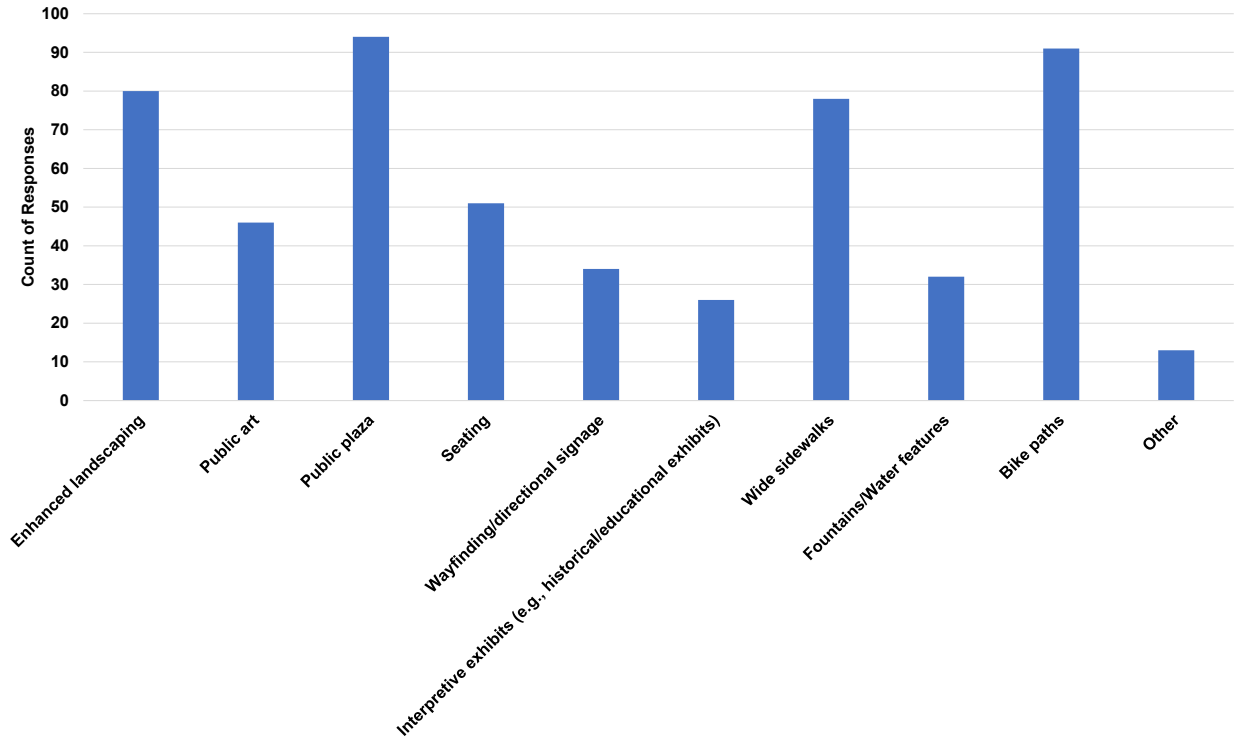


Figure C-5: Q5 - Before COVID-19, how did you move around, in, or through the study area?

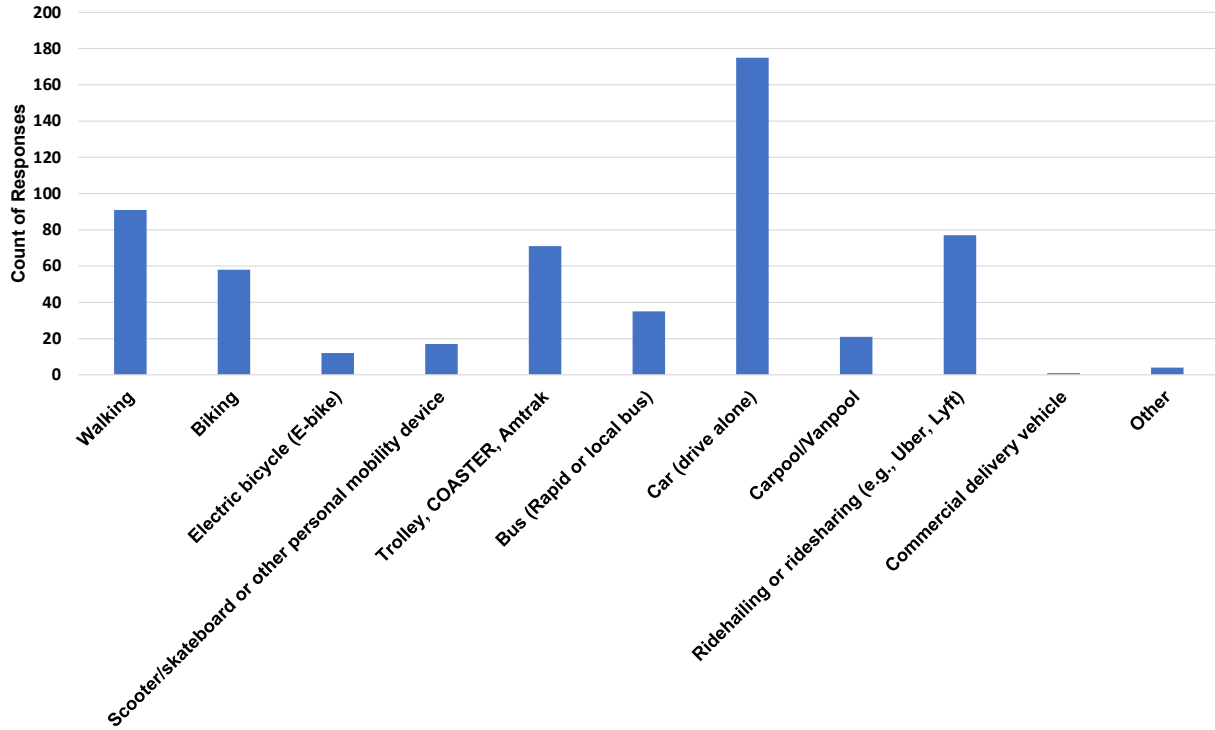


Figure C-6: Q6 - Before COVID-19, what were your top three destinations within the study area?

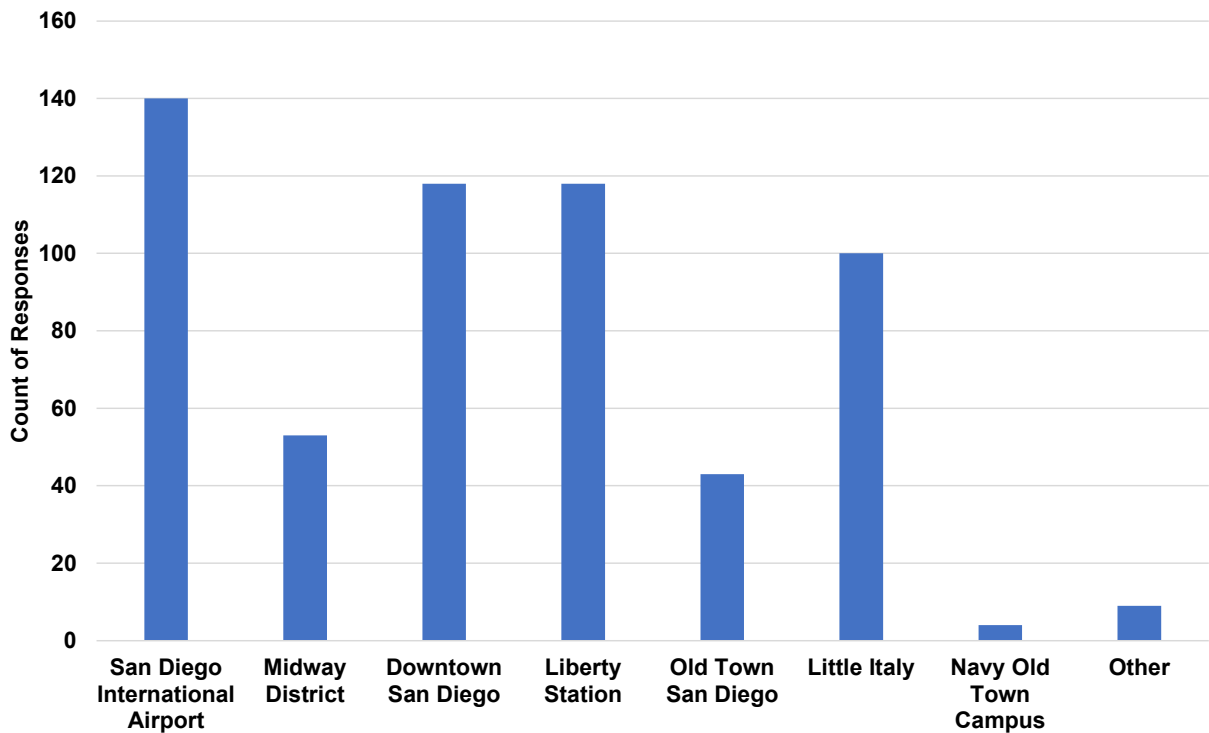


Figure C-7: Q7 - Before COVID-19, what were your top three destinations in the communities surrounding the study area?

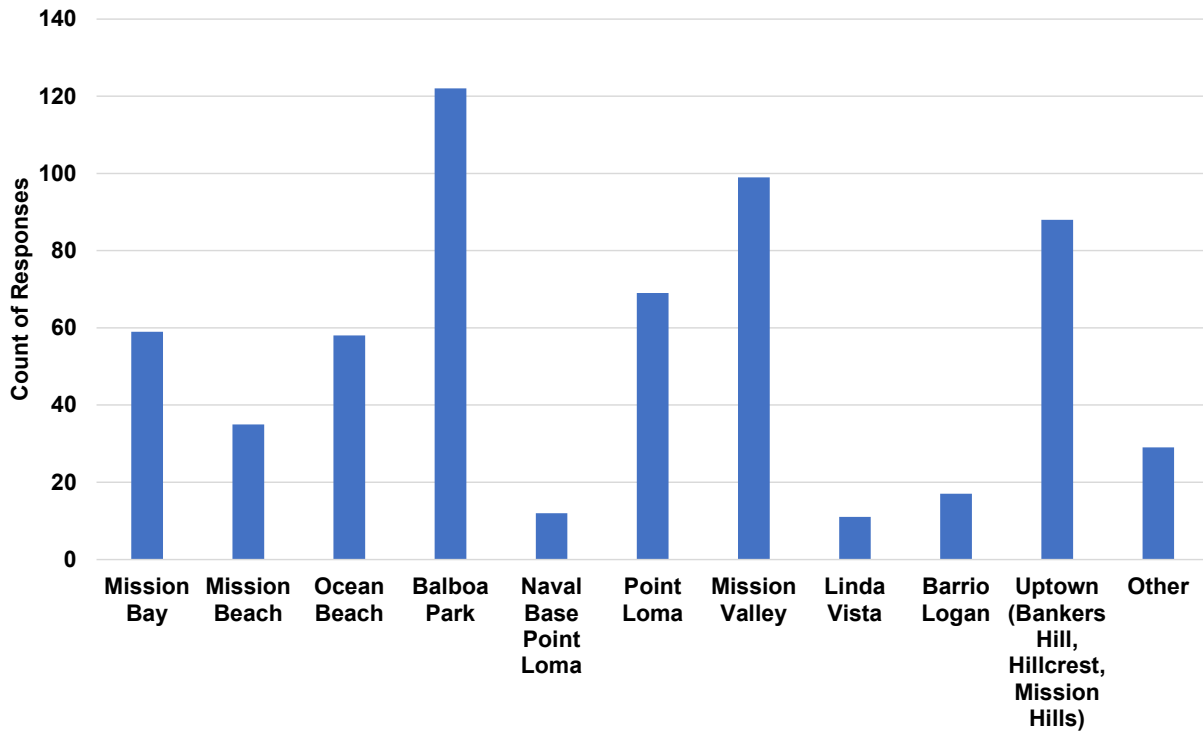


Figure C-8: Q8 - Before COVID-19, how many days a week did you commute to work or school in this corridor?

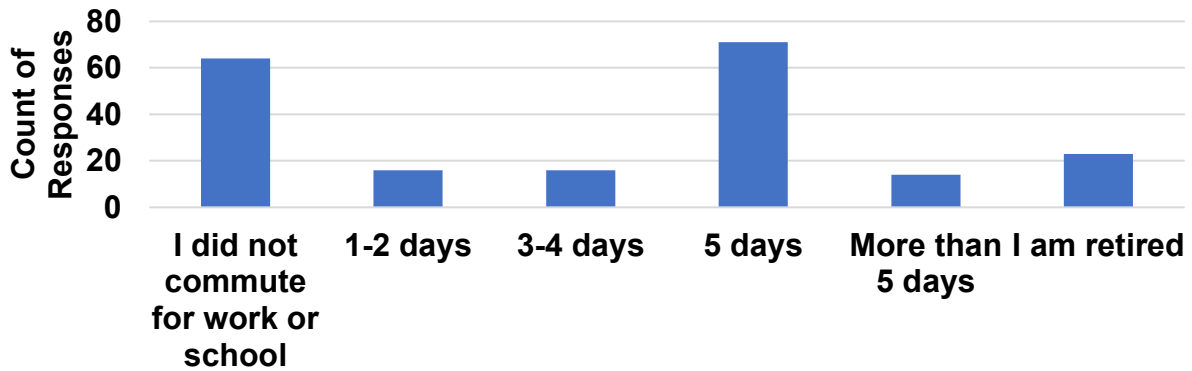


Figure C-9: Q9 - Before COVID-19 and aside from traveling to work, what types of locations did you frequent on a weekly basis in this corridor?

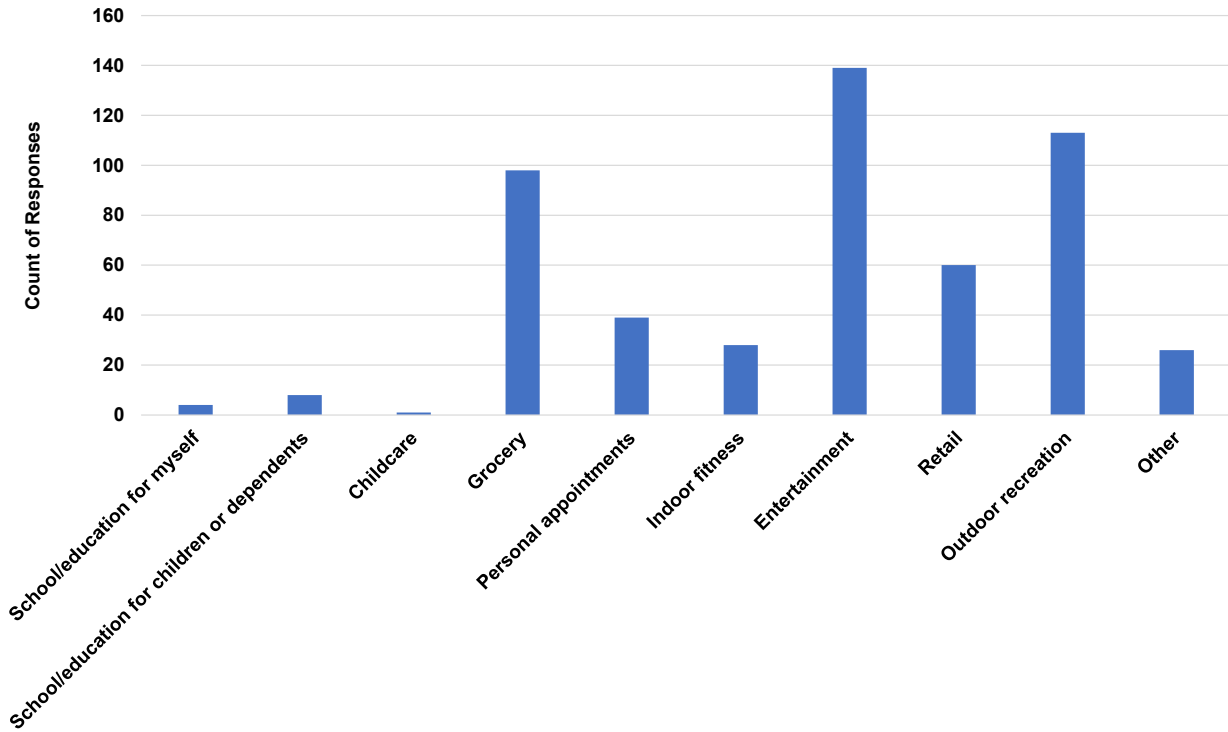


Figure C-10: Q10 - What are your top transportation concerns for the study area?

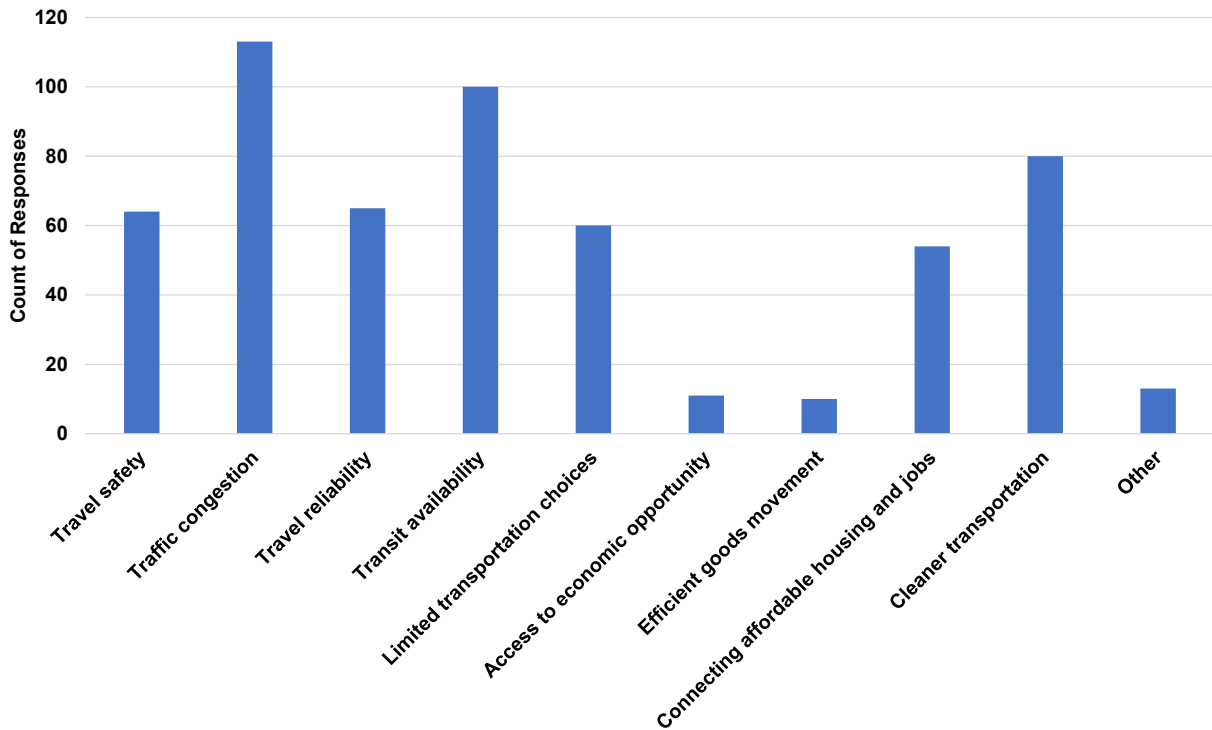


Figure C-11: Q11 - What would improve your travel experience in the study area?

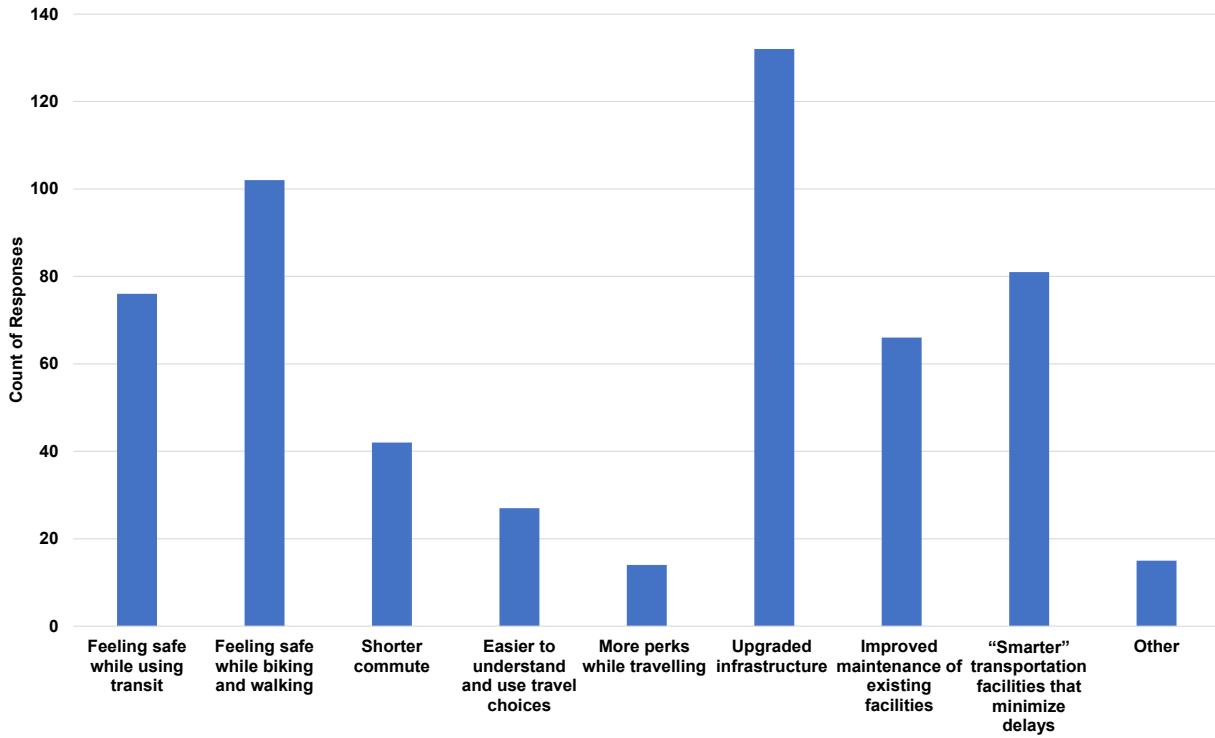


Figure C-12: Q12 - What other transportation options do you wish you could use and/or use more frequently within the study area?

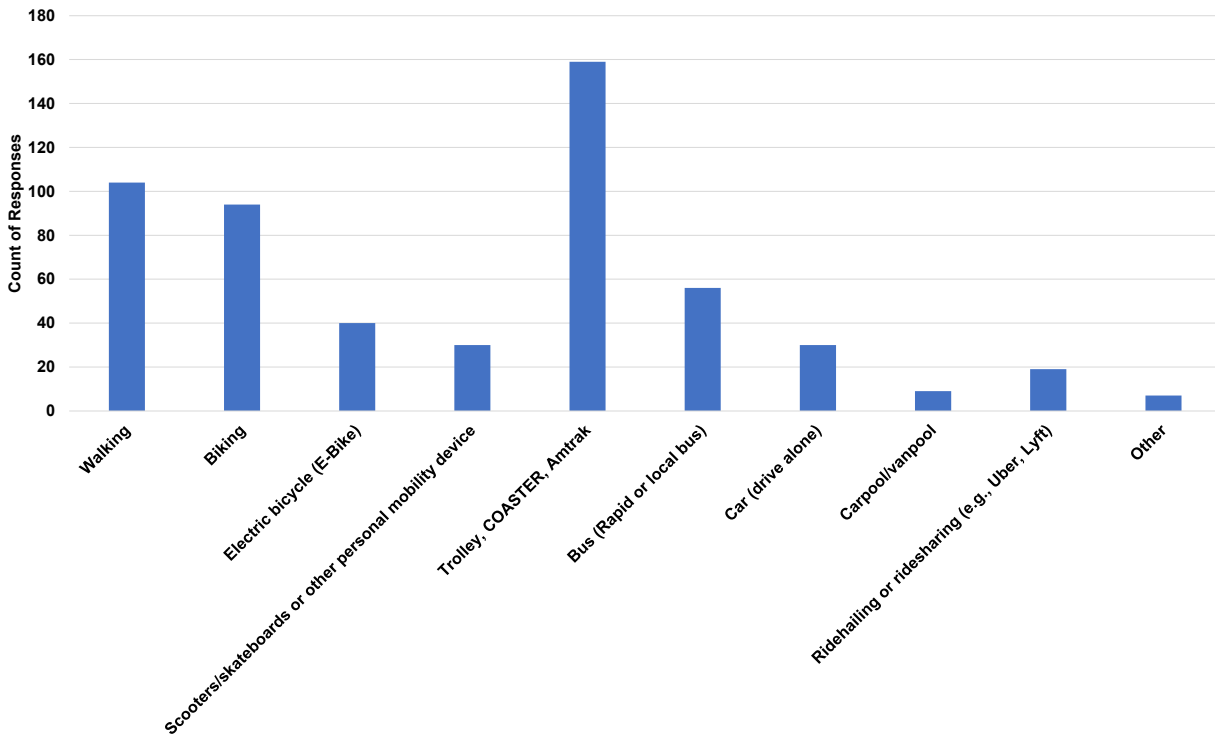
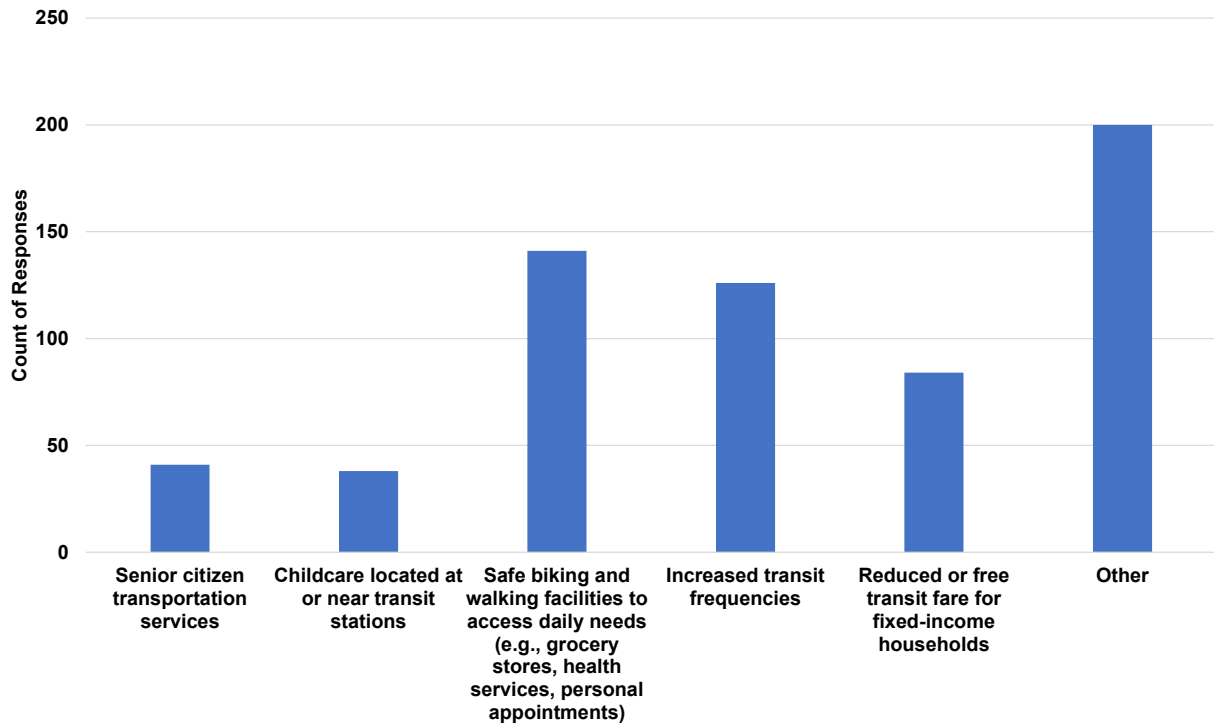
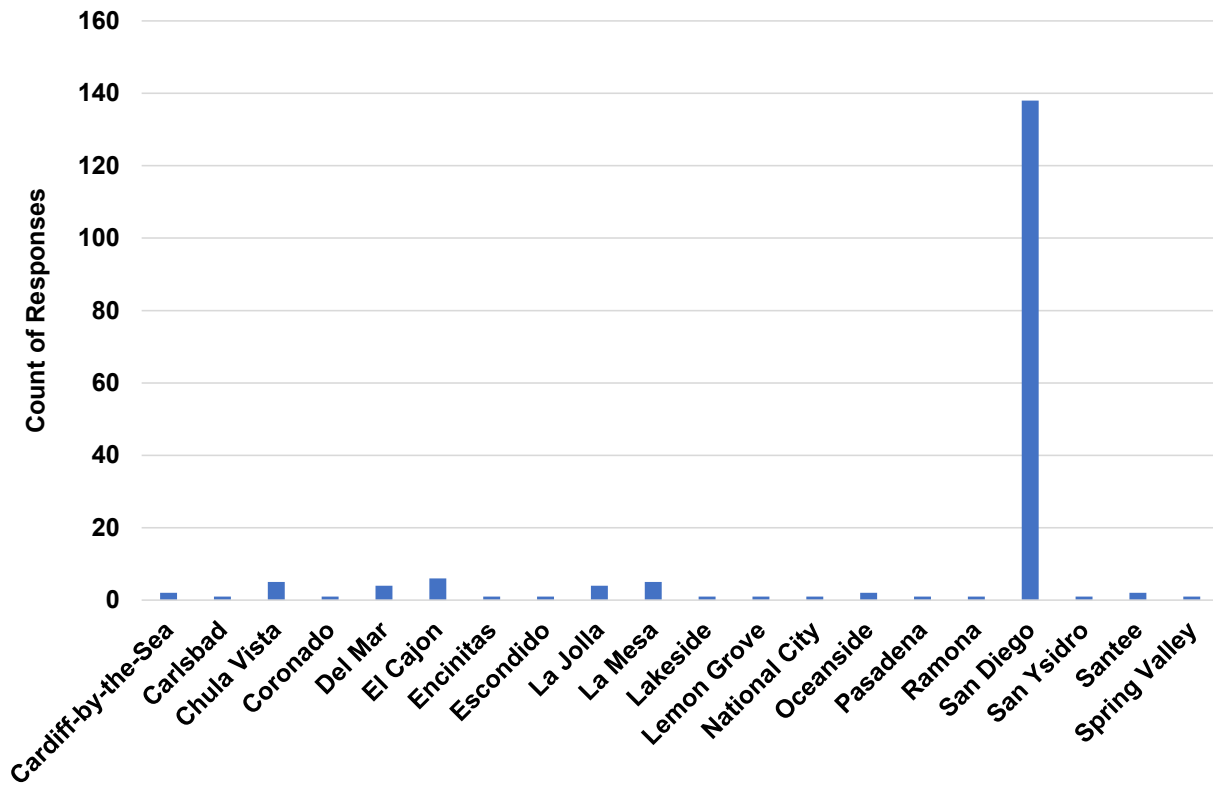


Figure C-13: Q13 - What types of transportation solutions would help ensure equitable, safe, affordable, and convenient access to jobs, schools, and general economic mobility?



Question 14 asked for the respondent's home ZIP code. The breakdown by city is provided below.

Figure C-14: Q14 - What is your home ZIP code?



Question 15 asked for the respondent's ZIP code of their place of employment prior to COVID. The breakdown by city is provided below.

Figure C-15: Q15 - What is the ZIP code of your place of employment (pre-COVID-19 conditions)?

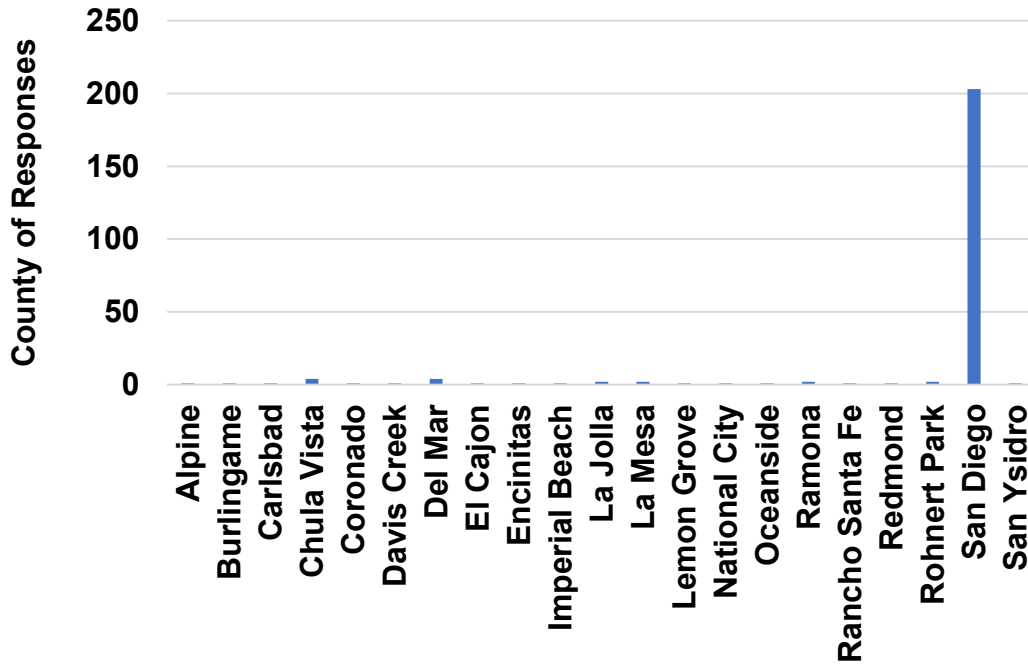


Figure C-16: Q16 - What is your age?

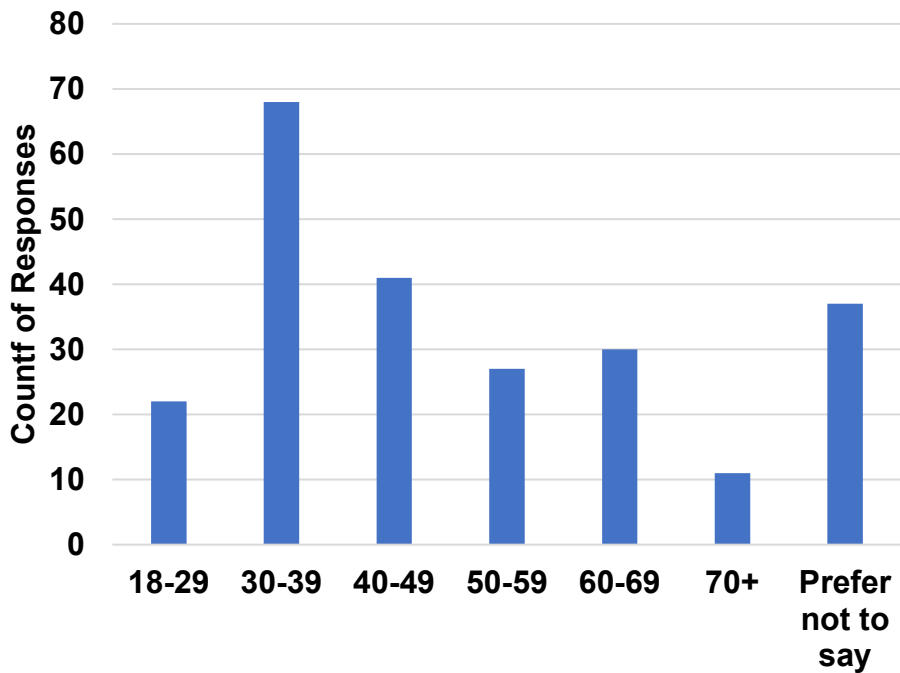


Figure C-17: Q17 - What is your annual household income?

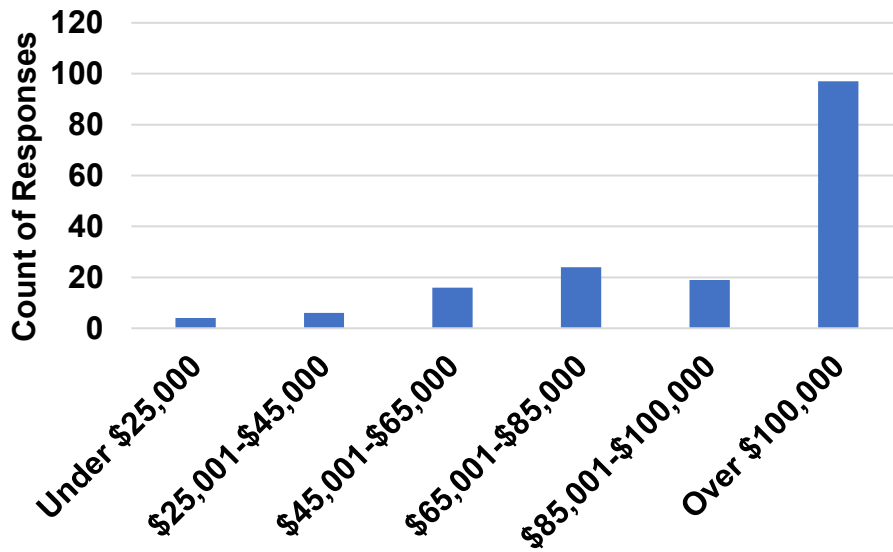


Figure C-18: Q18 - Do you identify as Hispanic or Latino(a)?

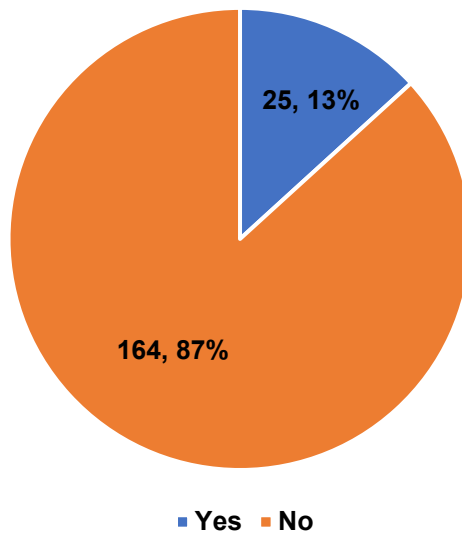
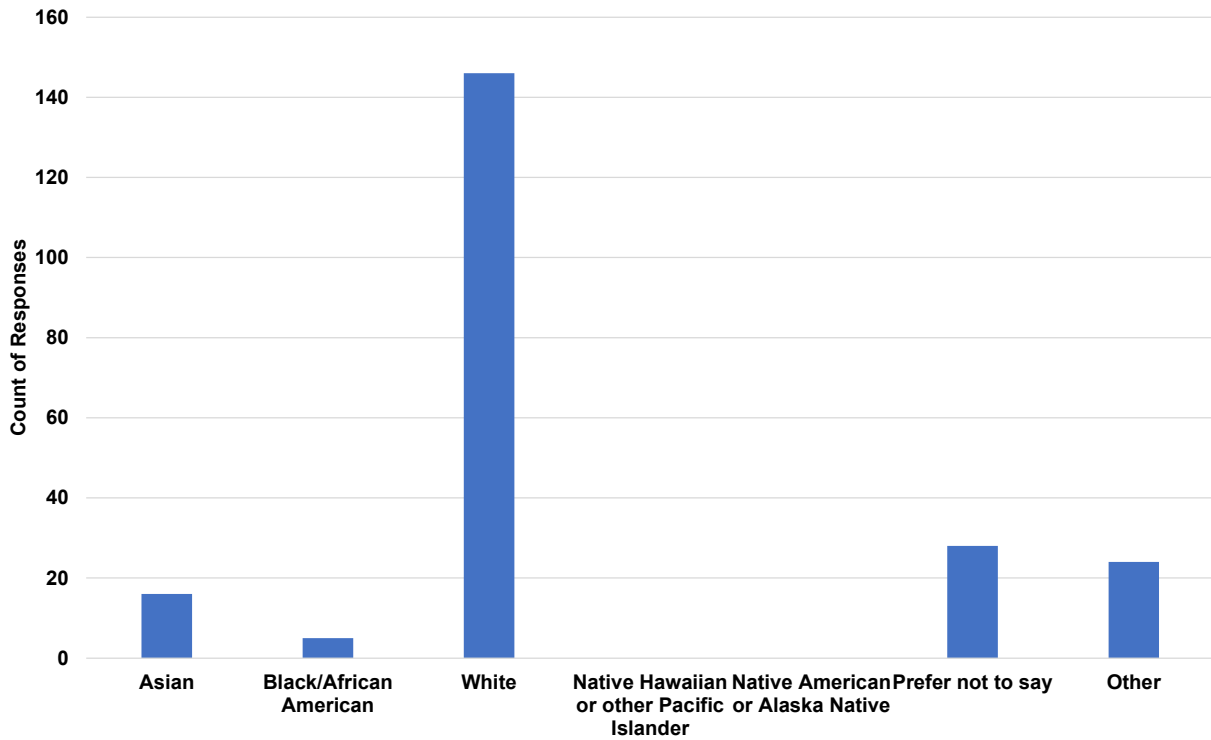


Figure C-19: P1 Q19 - What is your race?



CMH Location 1 and 2 Surveys

In Phase 1, surveys were conducted to collect comments on the Navy Old Town Campus and the Intermodal Transportation Center as a potential location for the Central Mobility Hub, respectively.

Table C-2: Comments on the Navy Old Town Campus as a Potential Location for the Central Mobility Hub

Comments on the Navy Old Town Campus as a Potential Location for the Central Mobility Hub	
Date	Comments
2021-03-12	I believe investing in this station will help jumpstart ridership throughout the region and facilitate frequency and connectivity of service.
2021-03-12	Old Town Transit Center is already our "central mobility hub." Why does it make sense to move it slightly south versus further developing what we have?
2021-03-12	Perfect Location.
2021-03-29	This location is much preferable to location 2. The hub should have the potential for nearby development.
2021-04-09	this makes no sense as the location for a mobility hub

Comments on the Navy Old Town Campus as a Potential Location for the Central Mobility Hub

Date	Comments
2021-05-12	I don't think the Central Mobility Hub should be built at the Navy Old Town location. It seems to be a large real estate development with a transit hub tacked on. It's also too far from the airport if there is no direct connector South to the terminals.
2021-05-14	That's great, but where will all the homeless go?
2021-06-04	A mobility "hub" used for pedestrians to access multiple public transportation modes (trains/buses). The Old Town trolley station currently provides that service. What specific unique public transportation services would be offered at this proposed central hub.
2021-06-08	Let's make this one of the greenest facilities to date!

Table C-3: Comments on the Intermodal Transportation Center as a Potential Location for the Central Mobility Hub

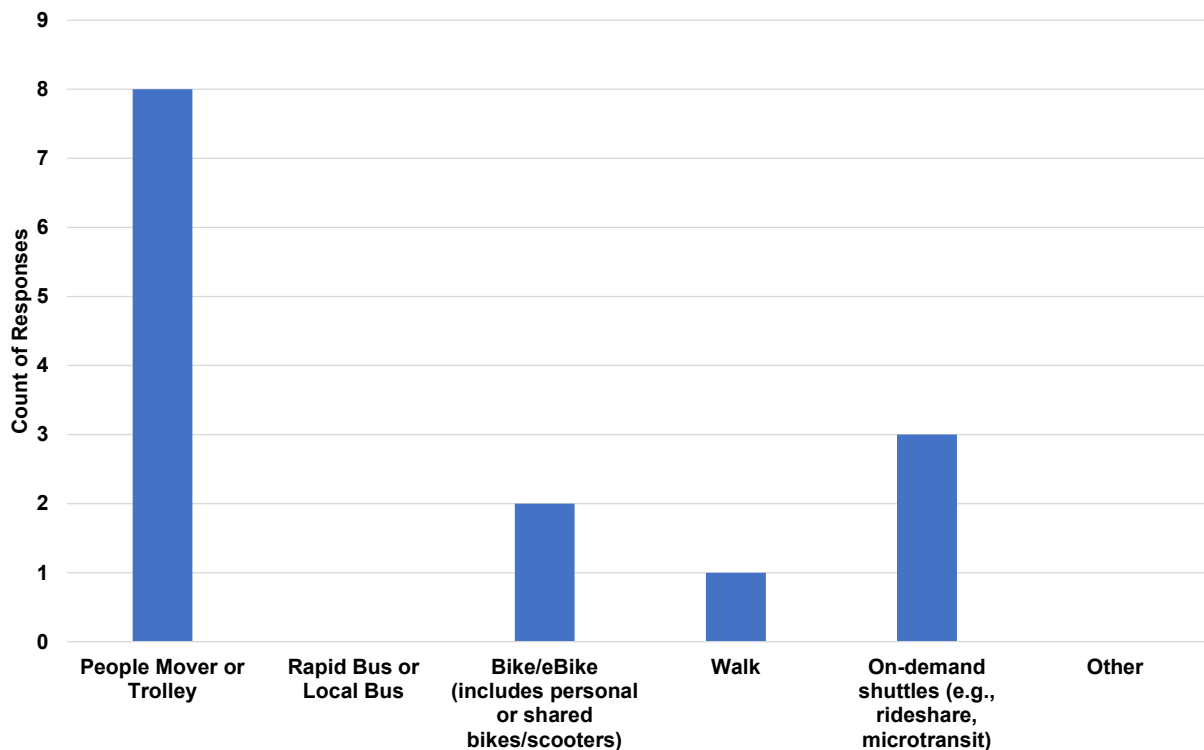
Comments on the Intermodal Transportation Center as a Potential Location for the Central Mobility Hub

Date	Comments
2021-03-12	I would love if this was expanded into a larger mobility hub with the potential to connect with everything else around the city. Please have connection to the airport and have office/housing built in
2021-04-25	Yes! This is the place! Fight to get enough land so Old Town transit hub, car rentals and airport access are all in one place . Stop separating buses from trolley and cars. Pull it all together! Simplify!

Port Transit Center Survey

In Phase 3, with the improvements proposed as part of the Central Mobility Hub project, respondents were asked what types of alternative transportation modes they were most likely to use to get to the airport. Survey responses were provided in September 2022.

Figure C-20: With the improvements proposed as part of the Central Mobility Hub project, what types of alternative transportation modes are you most likely to use to get to the airport?



In an open-ended response question, one of eight survey respondents provided a response. The response was:

It's crucial that the airport automated people mover (APM) have a Southern leg providing a one-seat ride to Downtown. But it's also crucial to build a Northern leg connecting the airport to the Trolley/Coaster/Amtrak so that people from North of Downtown do not have to travel south to Downtown, only to double back north, especially when northern areas like Mission Valley and UTC are getting the most transit-oriented development. Finally, spare no expense on using the best APM technology. Do not build a cable-pulled APM, regardless of how cheap it may be to build. They have much lower frequencies and lower speeds than APMs with on-board motors. APMs with on-board motors are also able to be built to much longer lengths than cable-drawn APMs are, making it imperative to choose APMs with on-board motors when building an expansive, frequent, high ridership, APM that will serve Downtown, Middletown, and possibly the Sports Arena. Tokyo's Yurikamome and Macau's LRT both successfully use APMs with on-board motors to serve dense, urban neighborhoods outside of their airports.

Transportation Network from the Port Transit Center Survey

During Phase 3, the survey entitled Transportation Network from the Port Transit Center Survey asked about the Central Mobility Hub project and alternative travel modes. Survey responses were collected in September 2022.

Figure C-21: What improvements are most important to you to see as part of the Central Mobility Hub project?

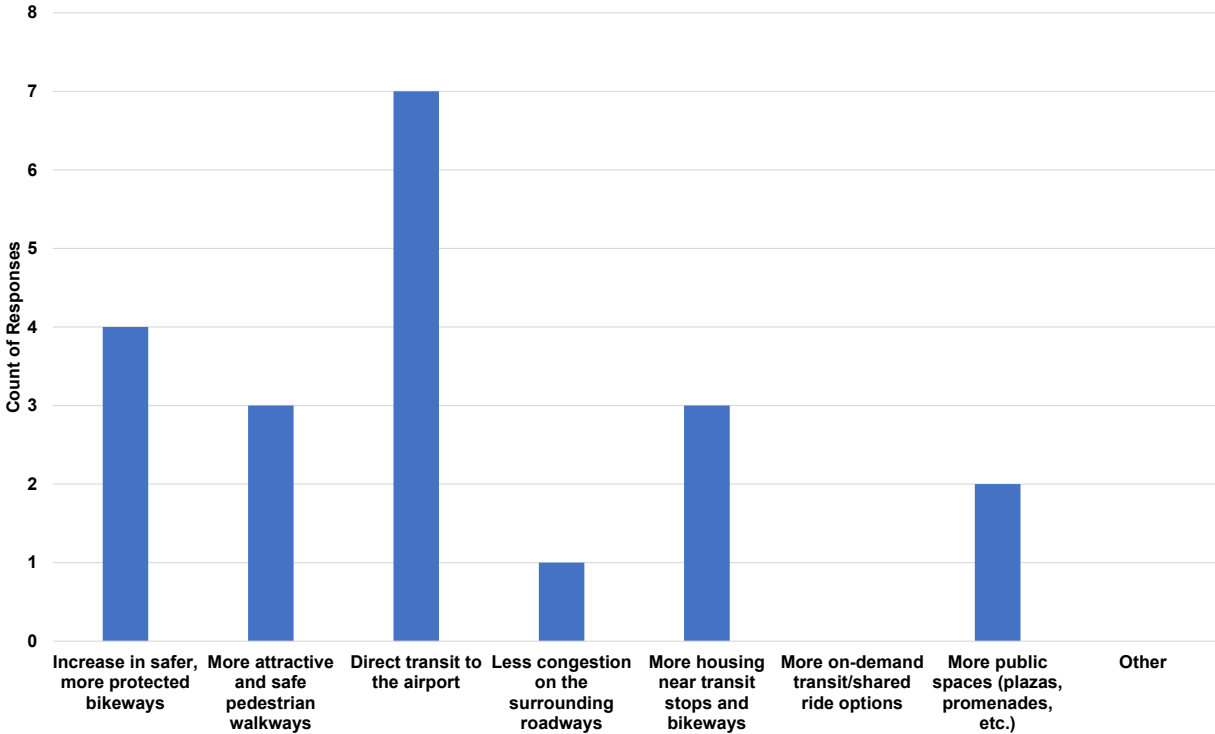
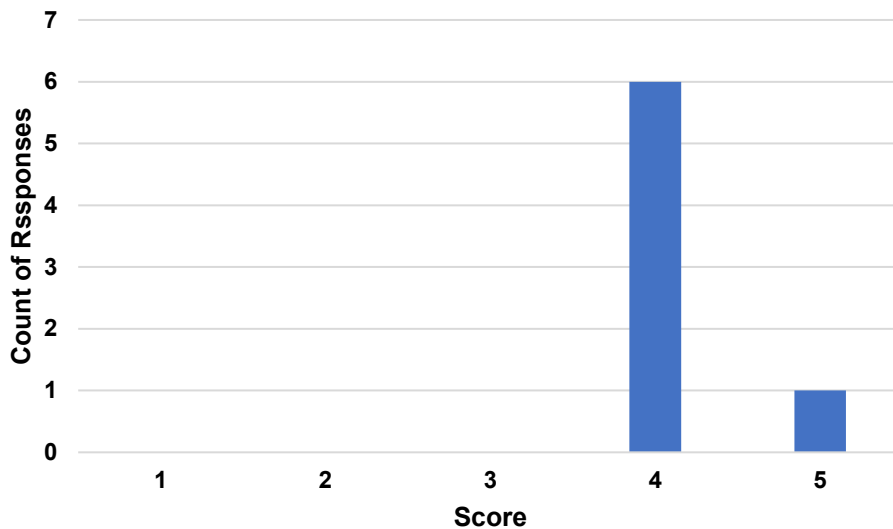


Figure C-22: On a scale of 1 (lowest) to 5 (highest), how effective do you think the strategies presented will be in getting people to use the Port Transit Center and take transit and other alternative travel options?



In an open-ended response question, three of seven survey respondents provided a response. The responses were:

- I like concept 1!
- Need to preserve parking / access to businesses in Middletown / International Restaurant Row
- It's much better to build an automated people mover (APM) with 2 minute frequencies linking the airport to Santa Fe than it is to build an airport trolley that arrives only every 15 minutes. Better a very frequent two-seat APM + Trolley ride from Airport to South Bay than an infrequent one-seat ride. Frequency is the top driver of ridership, even ahead of speed. Transit research consistently shows that a minute of wait time feels several times longer than a minute of in-vehicle time.

Transportation Priorities Survey

During Phase 3, the Transportation Priorities Survey asked about priorities of the Central Mobility Hub project. Additionally, comments were encouraged. Survey responses were provided in September 2022.

Table C-4: Transportation Priorities Survey Responses

Transportation Priorities Survey Responses				
Country	Region	City	What do you think is the most pressing issue that needs to be addressed as part of the CMH project?	Comments
United States	California	Fallbrook	Providing a direct transit connection to the airport	
United States	New York	New York	Providing a direct transit connection to the airport	Please Connect the trolley to the airport so we can operate like an efficient and effective European city where everyone rides mass transit!
United States	California	Alpine	Providing a direct transit connection to the airport	a direct connection would improve traffic and reduce GHG
United States	California	Pacoima	Improving safety for people walking, biking, and riding transit	
United States	California	San Diego	Providing a direct transit connection to the airport	
United States	California	San Diego	Providing a direct transit connection to the airport	
United States	Iowa	Cedar Rapids	Improving traffic	
United States	Iowa	Cedar Rapids	Improving traffic	The airport rail link must be as frequent as possible. Frequency is the number one factor behind ridership, ahead of even speed, because a minute of wait time feels several times longer than a minute of in-vehicle time. With airport being so close to Downtown, frequencies become even more important. No one is going to wait up to 15 minutes just to take a 10 minute trip. Because frequency is key, an automated people mover (APM) should be built rather than a trolley. The 2019 Airport Connectivity Analysis found that an APM would have lower per-mile capital and operating costs while providing up to 2 minute frequencies. By contrast, the Trolley would be only be able to provide up to 7.5 minute frequencies (but more likely 15 minute frequencies) because while the APM is driverless, the Trolley would have a higher operating cost due to the amount of drivers needed.

CMH Public Online Comment Form

During Phases 1, 2 and 3, the CMH Public Online Comment Form collected comments on the CMH. Responses were provided between March 2021 and September 2022.

Table C-5: CMH Public Online Comment Form

CMH Public Online Comment Form				
Date	Engagement Phase	ZIP Code	Organization	Comments
2021-03-11	1	92014	City of Del Mar Council Member	Planning for future transportation generally and these mobility hubs specifically is not adequately accounting for the significance of clean electric autonomous vehicles. SANDAG needs to anticipate that such vehicles could effectively operate as clean mass transit on the highways and provide point-to-point pickup and delivery. Investing billions of dollars in fixed line rail is complicated, expensive and will take many years to do. Much of SANDAG's projected costs related to mobility hubs and the 5 Big Moves relates to including rail as part of the solution. Self-driving vehicles and transportation-as-a-service are going to be disruptive to rail and make rail more obsolete than it already is today.
2021-03-12	1	92120	Atlantis Group Land Use Planning	Connecting the Central Hub to Navajo, La Mesa, and East County could be improved with some modifications to the Green Line (actually ALL lines), in a similar manner that Chicago has rail service from the outer suburbs. Express trains that only stop at limited stations could speed up the travel time and make the trolley like the express buses. This depends on track infrastructure but planning ahead, you might need areas where trains can pass another going in same direction....
2021-03-12	1	92103	BikeSD	I would like to suggest the Utrecht Train Station bike parking as a source of inspiration. https://twitter.com/urbanthoughts11/status/1139624342466236418?s=19
2021-03-12	1	92064		While perhaps we won't need such a huge number of spaces in SD, I think the idea of having a municipal secure parking garage, with bike repair services and rentals available, is a good one over our current "rent a bike storage box by the year" system.
2021-03-12	1	92064		Hello, in general I support the project very much. However, I was wondering what happened to the underground people mover to connect to the airport. It seems the above ground people mover shown in the presentation would take a more circuitous route and be much slower. Speed is important for people to use this new station.
2021-03-12	1	92116		One large barrier to to making effective use of mass transit options is the lack of integration between cycle routes and trolley station. I live in normal heights. The recent bike route running along the 15 leads to nowhere. Though a transit station lies just across the 8 from the bike lane ends, there is no direct route for cyclists to

CMH Public Online Comment Form

Date	Engagement Phase	ZIP Code	Organization	Comments
2021-03-16	1	92101		<p>take to make use of this station. Cyclists must make a 1.3 mile detour in order to get to the Grantville station. And this requires navigating multiple tricky intersections that lack adequate cyclist protections. A second frustration for cyclists is that two-a-breast cycling is not permitted. The result is that individuals making use of more environmentally friendly means of transportation are effectively prevented from conversing with others while commuting. While two a breast cycling might frustrate drivers who find it more difficult to pass, there is good evidence that two a breast cycling is safer.</p> <ul style="list-style-type: none"> - Trolley needs to be a viable way to get around downtown: - Trolley needs to go around downtown (i.e. silver line should run every 5 minutes). - Trolley should go up center of downtown thrifty banker's hill to hillcrest, then east along university. - Trolley should connect downtown to North and South Park, Adams Ave, Univ. Heights, Point Loma, OB, MB, PB. - Rail should replace BRT along 15 corridor. - All trains downtown should be underground to mitigate NOISE. The freight train noise, which is scheduled to increase, is louder than landing planes and violates OSHA yet nobody cares about residents or tourists. Nobody can sleep. This includes burying the trolley as the gate bell sounds are annoying and all those trains blocking intersections cause delays. - Coastal train routes should be moved to the center of the 5. Cliff routes make no sense. As much tunneling as possible should be considered to mitigate noise. Make the freight companies pay. Why do we need to deal with their noise and pollution especially at night? - Electrify all heavy rail to catch up to the *20th* century. - Harbor Drive should be shut down to cars. It cuts off all of downtown from the bay, is a hazard with all speeders and noisy with all the street racing. It's dangerous for pedestrians and cyclists and just plain ugly.

CMH Public Online Comment Form

Date	Engagement Phase	ZIP Code	Organization	Comments
				- Remove all parking and cars from bay / embarcadero. It is annoying and dangerous to walk or bike anywhere along the bay when the lots are full of cars circulating haphazardly.
				Thank you for this effort.
2021-03-25	1	92116	BikeSD	This is an ideal location for a transit hub given its proximity to the airport, the trolley, jobs and housing. I urge you to build high to accommodate as much new housing near this transit as possible. Please consider last mile solutions for bicyclists, scooters and other micro-mobility modes. Please include on-demand secure bike parking in the transit facilities (see Utrecht train station). And the light rail/people mover connection to the airport as part of this project is long overdue - we are the last metro our size without one (planned) in western North America. Thank you!
2021-03-26	1	92019		Looks like location 1 would be better. Seems to have better access & more room. My problem with both is that there is a walk way between arrival and departure location. Although not very long still difficult if you have luggage with you. Any possibility to have an automatic transport band along the walkway???? Thanks
2021-03-26	1	92101		1. Could there be a third concept, that takes the location of the APM at the I-5 corridor like Concept #2, but instead has the bus underground like in Concept #1. 2. Another idea for a concept is if in Concept #2 the APM location stays the same, but the bus location is underground, and the Building facility is moved closer to I-5 (like in Concept #1) so that the plaza is at Pacific Hwy. Having the plaza at Pacific Hwy could make it a more enjoyable space since it would have less noise impact than if it's right next to I-5. 3. For services, consider airport traveler/luggage service check-in; similar to the Cross Border Xpress where a traveler can check in on the U.S. side before crossing the bridge into Mexico.
2021-03-26	1	92117	Navy	Would love to see a site that links trolley and other buses to site. Mixed use space of both retail and government with access to the airport (like Seattle's light rail station).
2021-04-01	1	92130		Instead of connecting the trolley to the airport, use a different vehicle that can ride on the regular train tracks. This would eliminate the need for a bridge over the tracks and save money

CMH Public Online Comment Form

Date	Engagement Phase	ZIP Code	Organization	Comments
2021-04-22	1	92103		<p>My Main issue with some of the projects on this map, and what is currently happening in my neighborhood, has to with cyclists. They never follow the laws or use the current bike lanes. They ride where they want, fly through stop signs when they do not have the right of way, and don't seem to think they have any rules. They are like all the electric scooters in the area. Rules don't apply to them. I never see cops ticket a cyclist or someone on a scooter.</p> <p>I hate that my tax dollars are going towards fixing cyclists problems in order to feel more safe but they never engage in safe or lawful activity. I have lived in Hillcrest for 12 years and only six times (yes I've counted) have I seen cyclists obey anything.</p> <p>Stop rewarding them.</p> <p>Hell, where the new bike lane is completed on 5th Ave, cyclist are using the street, not the bike lane.</p> <p>Well, done.</p>
2021-04-25	1	92106		<p>San Diego residents will not give up their cars to walk, scooter and ride public transport. A multi-billion dollar Transit Hub is a waste of money for the vast majority of San Diegans. Instead it obviously panders to the airlines, who want to vastly increase the number of flights to San Diego, thus increasing harmful pollutants into the climate and onto surrounding neighborhoods. Instead, the billions of dollars should be used towards establishing an international airport at the border, where the airport could be designed to better serve the region. The bay front Lindbergh site would be better utilized with shops, housing, hotels and parks.</p>
2021-04-25	1	92058	retired from kpbs	<p>I have tried to submit the survey and this comment several times on both my iphone and my mac and each time I am ejected before I can hit the submit button. If the messages and surveys are recorded anyway you will have several survey responses from me ! If not you will have none, which is most frustrating since I really want to contribute. i wonder if many people are experiencing this. Alison</p>
2021-04-30	1	92014		<p>I live in the LOSSAN corridor which feeds into the hub area and I am very concerned about the trains running along the bluffs in Del Mar. The bluffs are unstable and I feel strongly that a tunnel far from the bluffs should be built ASAP to accommodate the trains and move them off the bluff. Waiting till 2050 is not acceptable as too much depends on this corridor. Freight, military, public interests are at stake. Thank you.</p>

CMH Public Online Comment Form

Date	Engagement Phase	ZIP Code	Organization	Comments
2021-05-07	1	92102		San Diego has a great opportunity to exceed climate goals and transform into a city that's livable for all people. We need to increase transit opportunities by expanding the Trolley to places like the airport, Liberty Station, Mission Bay, PB, etc. and reduce traffic lanes in favor of bike and pedestrian facilities. Currently, we are on track to become overbuilt and unfriendly to anyone without a car.
2021-05-07	1	92109		I think option 1 based out of the old town naval facility will provide the most transportation options for more residents and visitors alike. With the expected visitor increases this will also provide ample space to expand operations in the future as well.
2021-05-12	1	92102		Please consider including Golden Hill/South Park area
2021-05-12	1	92104		When I go to the airport from my North Park home & return home from there, I use Uber or get a ride from a friend. I sometimes drop off or pick up friends at the airport with my plug-in hybrid car. Using public transit would be too inconvenient as I'd have too much luggage and I'm disabled. Taking the trolley is not an option as it does not serve North Park. Taking the bus would require walking with all my bags, waiting, boarding with lots of bags, at least 1 transfer, and would cause anxiety as I'd miss my flight if the bus was running late.
2021-05-12	1	92103	n/a	Please help people get up/down i-15, 1-5, 163,i-8 via public transportation so they do not have to drive. I support a hub at Old Town, or Spawar, or direct to Lindbergh. Anything will be better than what we have now, which is almost nothing. Also, we need protected bike lanes in all directions to and from the airport with long-term bike parking at the airport.
2021-05-14	1	92110		\$4 billion! INSANE! The costs as proposed are a non starter. Simply too expensive to serve an airport that will soon be at capacity. Cost estimates of \$4billion work out to be over \$1000 for every San Diego County resident. Yet the current option for trolley to/from the airport (midtown station to rental car bus to terminal) is a secret that receives no publicity that no one uses... Get people using that, then worry about spending \$4 billion. Heck. Get people to use the trolley to Mid-Town station to airport, then take an uber to the terminal... Even at \$20/ride, every resident of San Diego Count could do this 55 times before they hit the per

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				capita cost of building a \$4 billion "Grand Central Station" I know this is a very simple approach to the issue as visitors etc aren't factored in. But this simple math makes one realize the staggering cost for this project. I simply can't support it as proposed.
2021-05-14	1	92101		<p>Please please please build housing on this site as densely as possible. Ignore the NIMBYs; ignore the folks who own homes that will see this development from their windows; ignore the "I got mine already" crowd. A view of the bay/ocean is not a right! Traffic will be awful if you build ten houses or ten thousand apartments, do not let the "fear" of increased car trips deter you from doing everything to reduce the housing crisis.</p> <p>The mobility hub represents an opportunity to do something bold in San Diego. To develop anything less than the max number of square feet would be a crime against future generations and a perpetuation of the special treatment afforded the wealthy.</p>
2021-05-15	1	92101		<p>The grade separations are a long overdue safety improvement. It's difficult but needs to be prioritized. The Pacific Highway corridor does not represent the City very well and does not convey traffic well. Considering planned developments (Pacific Gateway, Seaport Village, Grand Central) improvements are in order.</p> <p>The traffic is already very heavy in Midway/Point Loma/Liberty Station/Old Town. There will be more cars because the public transit isn't used by most people. The roads and infrastructure need upgrading. Also, no one will ride the public transit because of all the homeless, drug addicts, mentally unstable and petty criminals in this area. Its not safe. The county mental health building is located right in the middle of the Central Mobility Hub plan. Unless the county mental health building moves, most people will not ride public transit.</p>
2021-05-18	1	92110		<p>I urge planners to include a trolley station at the airport terminals so travelers don't have to make a connection at a transportation hub. When I travel in the U.S. and internationally, it makes a huge difference having a train or light rail right at the airport. Connections introduce hassle and uncertainty re timing, and i believe will significantly reduce the number of tourists and San Diegans choosing to use transit rather than autos. People choosing transit helps mitigate climate change--and I'm so glad that SANDAG now is emphasizing that rather than ignoring it as in the past.</p>
2021-06-04	1	92014	NA	<p>The Midway/Sports Arena/Rosecrans streets requires infrastructure and redevelopment to improve pedestrian and bike use. These are the major arteries for</p>
2021-06-05	1	92103		

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				the movement of people through the beach communities and currently are only safe for car use.
2021-06-05	1	92103		A transit center is to move people through an area with access to multiple transport services to connect persons to other areas of the community, and therefore should have a singular purpose, scope and build out. It should be pleasant, however not to promote and offer as a public gathering area. Funds should also be used to improve infrastructures for pedestrian and bicycle use.
2021-06-06	1	92110	Concerned citizen	I was in the middle if the survey i saw on facebook and it dumped me out- very frustrating
				This is important. I'm suggesting a rubber wheeled transit cart path from riverside of the Sports Arena property to Jefferson St EV Charging Station and on to Old Town Trolley. https://maps.app.goo.gl/Zo4np3N6YsXvmTMU7
2021-06-06	1	92110	Yes	Requires Cal Trans making small bridge over on-ramp clover at southbound fwy5. Simultaneously as Sports Arena workforce housing plans are approved At some point, first cart in line would have a driver... Then subsequent carts... Autonomously following to Old Town Transit Station Do a proposal empowering Cal Trans to build access path over cloverleaf for this bottlenecked area of Point Loma. Hopefully, staff can gel proposal as Sports Arena workforce housing plans are approved?
2021-06-06	1	92106		THIS IS ABSOLUTELY RIDICULOUS! Quit spending our money on these stupid ideas and start fixing up the streets! This needs to be on the ballot for a vote! NO TO THIS.
2021-06-06	1	92064	BAE Systems	The Midway & Old Town areas represent one of the few areas which can be transformed with the least resistance from the usual suspects. The community plans are in place and the hard work must begin to remove the barriers to change. While economic prosperity is NOT dependent upon increasing residents and jobs, it is the easiest route for politicians, unions and governments to increase their power

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2021-06-06	1	92107	Individual Citizen of 92107	<p>& budgets. Transit oriented development has its best chance in the Midway area given the intermodal transportation confluences. Good luck, you will need it. Before Midway District is filled up with 'affordable' housing & high rises (i.e., SPAWAR plans), infrastructure needs to be provided. Traffic is horrible in that area w no talk of improving it via overpasses, etc. The roads are in terrible condition. Trying to force folks to walk, bike, or use public transportation is not going to work imho. As a senior citizen, I don't want to be walking in the summer heat anywhere in San Diego. Before bicyclists get more privileges than auto drivers, the bikers need to follow the current laws which they don't. Public transportation currently doesn't go where I want to go & most busses I see are virtually empty. MTS needs to be redesigned w smaller busses & more agile schedules; maybe like Uber or Lyft. Finally, no one I know would take the bus or trolley to get to the airport. I see very few people getting off the bus at the airport. I am so frustrated with all of this talk; where is the common sense??</p>
2021-06-07	1	92110		<p>I favor option 1 and no other options as high rise buildings are out of context with the area and would destroy views.</p>
2021-06-10	2	92103		<p>I like concept 1 with some minor adjustments for the design, specifically I think that the airport people mover should be closer to the central mobility hub. IE if your using transit you should be able to quickly hop off your train, bus, bicycle, etc and catch the people mover. Walking across the station to the airport shuttle is not ideal. (I think for most people they are extremely unlikely to drive to the mobility hub to catch the people mover). If they do this then we have already failed in our design. Also, think the active transportation is important especially connections into downtown, Point Loma/OB, and Old Town/Mission Hills/Hillcrest. Finally I can't stress enough the importance of reaching a 15 minute city by transit. Getting from my home to the beach or my home to work just south of downtown would negate my need for a car to get to work. It would also give me better access to the beach and parks in the area that I currently drive too. This would also help the beach communities with congestion and parking. This plan has the potential to revolutionize how we get around San Diego for the better,</p>
2021-06-11	2	92106	Community Member	<p>I have a few comments/questions. First, how were the boundaries of the project focus area determined, specifically for Willow St. What are you plans, a bus route,</p>

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				<p>some kind of connector route or ride sharing collection point? There are lots of blind intersections on Willow, Lotus & Evergreen streets, some are due to the natural topography and some are due to cars from all the illegal renters, vacation homes, and people using our neighborhood as free parking while they are on vacation.</p> <p>Secondly, two years ago Director Ikhata very publicly said that SANDAG didn't have the money, and was highly unlikely to get the money, to build traditional road projects and threw that baby out with the bath water. Now, he appears to have reengineered the baby at a significantly high cost. Wouldn't it make more sense (both common & financial) to modify the system we have instead of attempting to redesign an already built out city?</p> <p>Thirdly, redesigning the transportation system of a city like San Diego will take decades. During that time technology will continue to evolve and change the ways we live, work, recreate, etc. So that by the time this system of trainstations open they will already be obsolete and a decade after that they will be functionally obsolete. Wouldn't a better use of the money be to invest in the type of infrastructure projects that will prepare the region for the technology that is at hand?</p> <p>Lastly, at the last meeting it was mentioned that there would be no parking at the central hub. I know this is an attempt to socially engineer people to get out of their cars. But in Southern California there is a strong psychological component to car ownership and people won't go were they can't take their cars. Or if they absolutely have to go to a place with little to no parking, they will take their car as close as they can get and park there and in that case they will be leaving their cars on the streets of the Peninsula communities, which leads back to my opening comment. If you want to get people out of their cars make driving expensive not just inconvenient.</p>
2021-06-13	2	92107	B	First: The central mobility hub is far superior than the extension of the trolley line.
2021-06-18	2	92101	San Diego County Bicycle Coalition	The San Diego County Bicycle Coalition respectfully requests that SANDAG consider bicycle and pedestrian connections to the Central Mobility Hub. The proposed redevelopment of the surrounding community, including the Sports Arena and former US Postal Service complexes, brings a pivotal opportunity to transform the outdated, auto-centric corridors surrounding the Central Mobility Hub into more sustainable multimodal corridors. Therefore, SANDAG should prioritize bicycle and

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				<p>pedestrian infrastructure around the Central Mobility Hub that provides safe connections to, from, and around the Hub and are desirable to use.</p> <p>There are several connections in particular that SANDAG should pay close attention to when considering links to, from, and around the Central Mobility Hub. The Pacific Highway corridor must be redesigned from a freeway into a human-centered street to accommodate multimodal transportation options safely. SANDAG should also consider the Pacific Highway's bicycle and pedestrian connections to Barnett Avenue, Sports Arena Boulevard, Kurtz Street, Witherby Street, in addition to safe and efficient paths to the Old Town State Historic Park and other neighborhoods east of Interstate 5. The Central Mobility Hub should also implement the Coastal Rail Trail through the corridor, offering desirable connections for cyclists using the Hub and options for cyclists passing through the area.</p> <p>In addition, SANDAG must consider how bicycles will interact with other transportation services at the Central Mobility Hub, including shared mobility options like bike share. A centralized transport hub needs multiple bicycle parking and repair stations in convenient locations to other transit options, including the airport. SANDAG should also add long-term safe bicycle parking to incentivize travelers to bring and use bicycles while visiting San Diego or using the hub to travel.</p> <p>Lastly, SANDAG must consider every opportunity to incentivize using public transportation or active transportation to access the Central Mobility Hub. For example, SANDAG should work with major employers in the surrounding area, such as the San Diego International Airport and the Marine Corps Recruit Depot, to incentivize employees to get out of their cars and onto public transportation or bicycles.</p>
2021-06-18	2	92117	City of San Diego	Provide an ADA evaluation of the existing deficiencies of the areas included in the project. Include Universal design concepts for transit facilities.
2021-06-18	2	92123	Pacific Energy Policy Center	SANDAG needs to fully understand problems associated with locating its central mobility hub on top of an active earthquake fault on mudflats/fill which would lead to liquifaction in an earthquake. Leaving this investigation up to the Navy, which would

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2021-07-14	2	91941		<p>lease some of its site to SANDAG for the mobility hub, would leave SANDAG very vulnerable to a major earthquake at this site.</p> <p>I'd like Barrio Logan included. Just extend the area a bit to include it as there are restaurants and business establishments there that would make it convenient to shop.</p>
2021-08-30	2	92101		<p>There needs to be a protected bike lane between Liberty Station and Old Town.</p>
2022-09-14	3	52405		<p>My family lives in San Diego, and I take the Trolley every time I fly in to visit them. An automated people mover (APM) from Airport to Downtown would be far superior to an airport trolley. It would arrive every 2-5 minutes, far more frequent than the 7.5-15 minutes an airport Trolley would. Unlike a Trolley, it would be driverless and therefore have lower per-mile operating as well as lower per-mile capital costs.</p> <p>Frequency is the top driver of ridership. As Jarrett Walker explains in Human Transit, given X number of vehicles, a transit agency would achieve higher ridership with a small but frequent network serving only the busiest corridors than it would with an expansive but low-frequency network over the same service area.</p> <p>Walker also cites numerous studies showing that a minute of transit wait time feels longer than a minute of in-vehicle time, meaning frequency is even more important than speed in attracting ridership.</p> <p>Walker also goes on to explain how a two-seat ride requiring a transfer over two frequent transit lines is actually faster than a one-seat ride on a low-frequency transit line. Therefore, a trip from the airport to South Bay or Mission Valley would be quicker with an APM + trolley ride than it would be with a one-seat trolley ride.</p> <p>With an APM + trolley ride, riders would wait 2 minutes, then ride the APM 8 minutes to Middletown, where they'd transfer and wait 7.5 minutes for the Blue Line, then ride another 30 minutes to UTC or Mission Valley. In total, that's a maximum trip time of 47.5 minutes.</p> <p>With a one-seat Trolley ride, they'd wait 15 minutes for a Trolley, then ride the</p>

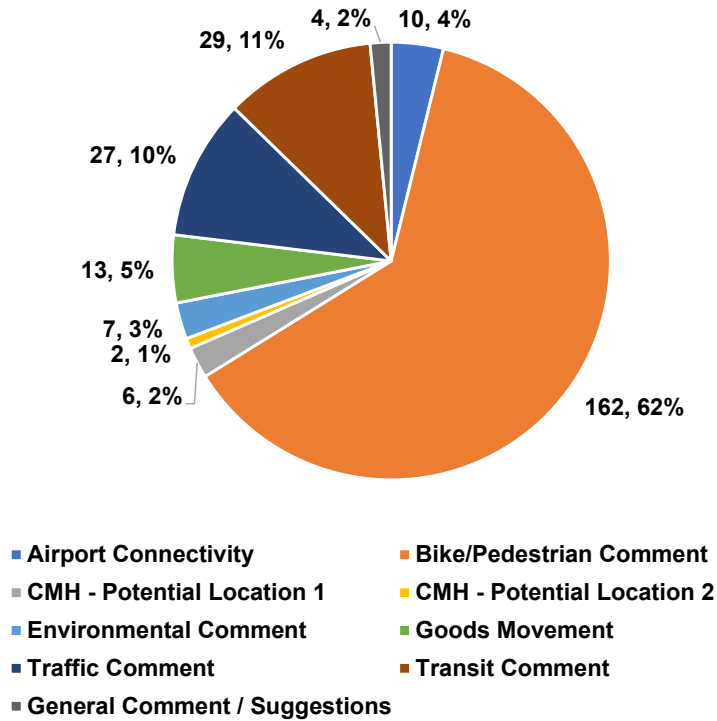
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				<p>Trolley for 38 minutes to UTC or Mission Valley. That's a total trip time of 53 minutes, 6.5 minutes longer than they would with an APM + Trolley ride.</p> <p>Lastly, a Trolley branch to the airport would dilute throughput away from main Trolley trunk between Santa Fe and Old Town where the Green and Blue Lines interline. This trunk will only massively grow in ridership as UTC and Mission Valley get most of the Transit-Oriented Development in the County. With these ridership gains it is imperative to preserve as much future train throughput as possible, and avoid diluting that throughput with a new branch. By contrast, the APM would run independently of the Trolley network and therefore not compete with the Trolley tracks for throughput.</p>

Virtual Engagement Hub – Map Comments

Comments were posted on the virtual engagement hub map between March and August 2021. The comments by category are presented below.

Figure C-23: Summary of Virtual Engagement Hub Map Comments



All map comments and their applicable category are on the following pages.

Table C-6: Virtual Engagement Hub Map Comments

Virtual Engagement Hub Map Comments			
ID	Date	Category	Comment
1	2021-03-12	Bike/Pedestrian Comment	I love the dedicated bike stop box that has been painted on the west bound lanes of University at 6th however I often have issues that drivers stop inside the box and don't leave any space for bikers to be in while the right hand turn lane is occupied. I think this would be aided by a brighter/more reflective marking as well as a sign adjacent to the intersection to respect the boxed area.
2	2021-03-12	Bike/Pedestrian Comment	Please expedite the review of this corridor and build the protected bike lanes all the way up through Washington. A retaining wall is needed as well as protection from the high speed cars. This road is dangerous but there are few safe alternatives to get up to the mesa of Uptown
3	2021-03-12	Bike/Pedestrian Comment	I like that there is a bike lane however the condition of the road north of this area southbound is awful.
4	2021-03-12	Bike/Pedestrian Comment	Unsafe turns for bikers and merging traffic at this intersection
5	2021-03-12	Bike/Pedestrian Comment	Please make these one way streets and remove the cobblestone drainage on the sides, they are not safe. Please perform the study to determine if it makes sense that Presidio and Jackson get remarked with a dedicated bike lane included. This is a great connection down to Mission Bay but I often feel unsafe with drivers coming down or going up. Most of them will swerve around you even though it is a solid lane.
6	2021-03-12	Environmental Comment	Bike route is in horrible condition! please repave after it has been properly settled and releveled
7	2021-03-12	Bike/Pedestrian Comment	Protected bike lane ends abruptly, it would be nice if this continued east and gave you a better path through downtown.
8	2021-03-12	Bike/Pedestrian Comment	Close off 5th avenue to cars during the day and make it bike/pedestrian corridor with restaurants taking up the borders/sidewalks.
9	2021-03-12	Transit Comment	Deliveries/cars could move late at night or early mornings Slightly outside this map, but what is the plan for moving people in and out of the new Balboa mid-coast trolley station? The station is on the east side of I5 but most folks will be going to / coming from the west. There is the "bridge" but that is fully on the east side of I5. Need a pedestrian bridge that goes over I5 and with extensions to the west side of East Mission bay drive (both corners).
10	2021-03-12	Bike/Pedestrian Comment	unsafe under bridge here for bikers, protected bike lane needed from speeding traffic in this dark area

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
11	2021-03-12	Bike/Pedestrian Comment	protected bike lane or alternative bridge needed here to avoid high speed traffic exiting into the air port
12	2021-03-12	Bike/Pedestrian Comment	unsafe area for pedestrians and cyclists. lack of safe infrastructure
13	2021-03-12	Bike/Pedestrian Comment	unsafe highway on/off ramps for pedestrians and cyclists here, priority given to cars to go at high rates of speed
14	2021-03-12	Bike/Pedestrian Comment	Pacific Hwy represents a huge gap in our "coastal rail trail" or, although it isn't referred to as such, what is essentially our Cycle Super Highway from North County, UCSD all the way to Imperial Beach via the Bayshore Bikeway. For auto travel, there is significant redundancy with I-5. Can Pacific Highway become a Pacific Greenway and a low stress bike and pedestrian promenade?
15	2021-03-12	Bike/Pedestrian Comment	One of the most stressful places to bike in San Diego is this bridge that lacks bike lanes over the i-5. How are bike riders supposed to be able to safely access Mission Bay from the project study area?
16	2021-03-12	Airport Connectivity	There is no safe easy way to walk or bike to the airport from nearby downtown (or vice versa). Also the bus does not run 24/7 so if you land late you are forced to take a rideshare which leave you up to a huge surge charge if you are unlucky enough to get caught out. Sometimes I just want a way to get a few blocks away with a bag and out of the surge zone, but it's impossible currently. Only for cars!
17	2021-03-12	Bike/Pedestrian Comment	There is not a safe comfortable way to bike here from downtown. And i heard city wants to make Liberty Station some sort of biker's mecca --- I'm unclear how putting bike stations at LS will make it a mecca if i get flattened on the way there. LS is an awesome place to go but i always drive because it's terrible to bike to.
18	2021-03-12	Transit Comment	needs Transit priority. once my bus hits smart corner i get off and walk and often beat the bus bc of all the traffic. it's ridiculous.
19	2021-03-12	Bike/Pedestrian Comment	More pedestrian promenades ! Walking downtown is a tERRIBLE experience and it doesn't have to be.
20	2021-03-12	Bike/Pedestrian Comment	Almost every utility access cover on 6th avenue is missing or caved in. Its a nightmare for the disabled
21	2021-03-15	Bike/Pedestrian Comment	Please widen Rose Creek path under the Grand Ave bridge. Path is a major cyclist and pedestrian artery that is extremely narrow under this bridge.
22	2021-03-15	Bike/Pedestrian Comment	Balboa Drive is a 2 lane, 1 way street where traffic moves south. If traveling north after crossing the bridge, instead of being able to ride through the park, it's necessary to ride on 6th, which is more dangerous and less leisurely. It would be great to either see Balboa Dr become a 2 way street OR to devote a lane to 2 way bike traffic.

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
23	2021-03-15	Bike/Pedestrian Comment	When traveling east-west between Hillcrest and Mission Hills, there are only 2 potential routes, University and Washington. Neither route feels safe on a bike. Washington is too wide with high speeds and University is too narrow and requires cars to pass into the oncoming lane. It would be great to see at least one of these routes have safe bike infrastructure.
24	2021-03-16	Bike/Pedestrian Comment	Nimitz is on the city's bike map and one of the only effective ways to get between Ocean Beach and Liberty Station / Downtown. But it is a high-speed, multilane road with no protection for cyclists and is unsafe and uncomfortable for anyone except very experienced cyclists. Need to either improve cycling conditions on Nimitz or another alternate route.
25	2021-03-16	Bike/Pedestrian Comment	Inconsistent bike protection along Point Loma Blvd. In some segments there is a parking-protected bike lane, in other segments there is no bike lane at all. I personally experienced being hit by a driver on Point Loma Blvd while biking to the grocery store. Need to make major improvements to bike safety on Point Loma Blvd so that people on bikes can get to the businesses along this road.
26	2021-03-16	Bike/Pedestrian Comment	Bike infrastructure should be improved along Midway Dr or an alternate route so that people on bikes can come from the SD river path and access the businesses in Midway district.
27	2021-03-16	Bike/Pedestrian Comment	Unsafe and uncomfortable bike/pedestrian intersection. This is a major intersection for people trying to get to Old Town station, especially coming from the SD river path and coastal neighborhoods that feed into it (OB, PB, Point Loma, etc).
28	2021-03-16	Transit Comment	Route 35 bus between Ocean Beach and Old Town is too slow. It can take twice as long to ride the bus compared to riding a bike on the SD river path! Route 35 bus speed should be improved.
29	2021-03-16	Airport Connectivity	There should be a bus or shuttle link between Old Town station and the airport. When I used to live in north county I would have to take the Coaster all the way to Santa Fe and then go back north with bus 992 to the airport. This took much longer than it would have if there was a link between Old Town station and the airport.
30	2021-03-16	Bike/Pedestrian Comment	Pacific highway needs a bike lane over the bridge. It is a major pain to get between Old Town station and Mission Bay by bike.
31	2021-03-16	Bike/Pedestrian Comment	Harbor Drive Bike Path dead ends at the Harbor Drive vehicle bridge. A small extension would connect it to the adjacent bridge entering into Liberty Station.
32	2021-03-16	Bike/Pedestrian Comment	Comming off of Frontage Rd and turning right to head north towards Fiesta Island you are forced to ride in high speed traffic from Pacific Hwy. It would be nice to see a bike lane connect to the path that begins at SPAWAR.

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
33	2021-03-16	Bike/Pedestrian Comment	Harbor is the only route from downtown to Point Loma or OB. The westbound bike lanes on Harbor are unrideable with the high speeds and freeway style exit ramps to the airport. There is also a dangerous onramp to Harbor east bound that leaves cyclists needing to cross a lane of fast moving traffic. The shared pedestrian bike path on the south side of Harbor is safe, but too narrow and slow to be a practical/every day bike path.
34	2021-03-16	Bike/Pedestrian Comment	Bike lane disappears over the I-5 bridge requiring cyclists to merge with fast moving cars.
35	2021-03-16	Bike/Pedestrian Comment	Liberty Station is challenging to get to from anywhere without a car.
36	2021-03-16	Bike/Pedestrian Comment	The I-5 offramps to Morena are unsafe for cycling. The bike lane ends and requires cyclists to cross a lane of fast moving traffic.
37	2021-03-16	Transit Comment	Put in a rapid bus line from Old Town to the sub base with stops at the major shopping centers!
38	2021-03-16	Bike/Pedestrian Comment	Finish the W. Pt Loma Cycletrack!
39	2021-03-16	Bike/Pedestrian Comment	West bound bike lane from Sports Arena to W. Pt Loma disappears in this intersection and forces a merge (in the intersection!!) into the travel lane that has sharrows on the W Pt Loma side. This is a huge failure and hair raising merge every day I bike it.
40	2021-03-16	Bike/Pedestrian Comment	Get rid of street parking in this corridor of Sports Arena Blvd and make a protected bike way!
41	2021-03-16	Bike/Pedestrian Comment	Install bicycle infrastructure on this segment of Rosecrans to connect Old Town transit center to the bike lanes down Sports Arena and W Pt Loma....painted bike lanes extend from Sports Arena down to the beach, let's connect the last leg to the transit center!
42	2021-03-16	Bike/Pedestrian Comment	Install bike infrastructure on Midway to make it easier to access all the businesses in the corridor. There are often restaurants on this road I want to eat at, but more often choose others because biking down Midway is scary.
43	2021-03-16	Bike/Pedestrian Comment	Why are bike lanes so narrow here? Make them protected or at least provide a buffer.
44	2021-03-16	Bike/Pedestrian Comment	Why do cars speed down this stretch of Rosecrans so much? The flashing beacon with speed sign doesn't deter the motorists I encounter every morning on my commute going 40 mph in a 30 mph residential neighborhood!!!
45	2021-03-16	Bike/Pedestrian Comment	What happened to all the bike shares? It was my dream to ride a bike to/from the airport when all I had was a carry on for a short business trip.
46	2021-03-16	Bike/Pedestrian Comment	Make presidio one-way uphill with a full travel lane and a protected bike lane. Then make Jackson one way downhill the same way.
47	2021-03-16	Bike/Pedestrian Comment	This stretch is a nightmare on a bike in both directions on Morena.
48	2021-03-16	Bike/Pedestrian Comment	Why is Friars turning on to Ulric now more dangerous on a bike than it was before they went and redid the Friars/163 interchange??

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
49	2021-03-16	Bike/Pedestrian Comment	This is a dangerous intersection to cross on bike with traffic exiting the freeway getting a free move into the 2-way stop intersection when given the light.
50	2021-03-16	Bike/Pedestrian Comment	why is this not a protected bike lane? Nimitz is huge for connecting the Harbor with Mission Bay, and serving as access points to other bike routes like the river path and W. Pt Loma Blvd. A cyclist was left with a fractured hip in the last year or two in a hit and run that could have been prevented with smart street design.
51	2021-03-16	Bike/Pedestrian Comment	Sharrows for bikes appear and disappear seemingly at random on this road. This is a major connector to Liberty Station and Midway and needs better bike infrastructure as even with sharrows, speeding cars don't allow adequate passing room to cyclists
52	2021-03-16	Bike/Pedestrian Comment	Turning left onto Sports Arena from northbound Rosecrans is one of the scariest bike maneuvers in this region. Please make it easier/safer to bike through this area
53	2021-03-16	Bike/Pedestrian Comment	How do we get lots of secure bike parking at the trolley station? I mean like Denmark/Netherland style bike parking. Usually I'm inclined to bring my bike with me on the trolley to lock up where I'm going rather than leave it behind.
54	2021-03-16	Bike/Pedestrian Comment	Why are there not bike lanes on the new bridges?
55	2021-03-16	Bike/Pedestrian Comment	This is a terrifying stretch on bike with cars not allowing a bike to cross and turn left onto Nimitz.
56	2021-03-16	Bike/Pedestrian Comment	This is terrifying for a bike to cross with cars accelerating into the on ramp.
57	2021-03-16	Transit Comment	The Central Mobility Hub should build upon the existing Santa Fe Depot, not overshadow it. Expand out into the surface parking lot west of the tracks and remove all at-grade crossings.
58	2021-03-16	Bike/Pedestrian Comment	Ped/bike bridge over the channel and SD River. MB & PB are in close proximity to OB but feel miles away. People often drive or ride share instead, adding to existing congestion at both.
59	2021-03-16	Transit Comment	Bus only lanes on Broadway. Long overdue.
60	2021-03-16	Traffic Comment	Park Blvd provides the only direct connection between University Heights/North Park and Downtown San Diego for transit riders, cyclists, and pedestrians. However, as currently designed, the section of Park Blvd that runs through Balboa Park is clearly biased toward private automobile use. Implementing lane diets, reducing the speed limit, and eliminating unnecessary on-street parking would allow for significant improvements to transit, cycling, and pedestrian infrastructure and safety.
61	2021-03-16	Bike/Pedestrian Comment	Hancock St/Kettner Blvd and San Diego Ave/India St are the only two local streets that connect Little Italy, Middletown, Mission Hills, and Old Town. Slower speed limits already provide a safer environment for cyclists (compared to high-speed roads such as Pacific Highway), but the cycling infrastructure should be improved. Sharrows aren't sufficient,

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ID	Date	Category	Comment
			especially in Middletown and Mission Hills, where drivers are more likely to speed, and cyclists have to navigate freeway entrances/exits.
62	2021-03-16	Bike/Pedestrian Comment	This stretch of Washington St (beginning around 8th Ave and extending eastward) is very dangerous for pedestrians and cyclists. The most glaring issue that needs to be addressed is the sidewalk that abruptly ends on the east side of the bridge over SR-163. I think SANDAG should look into constructing a continuous grade-separated sidewalk/pathway on one side of Washington St. Perhaps this path could connect the Vermont St bridge to avoid the SR-163 entrance/exit ramps.
63	2021-03-16	Traffic Comment	Need Grade Separation!! Dangerous for all modes.
64	2021-03-16	Bike/Pedestrian Comment	Need Better Access for Ped to Transit and need consistent Sidewalks.
65	2021-03-16	Traffic Comment	Worst Intersection, too many movements and confusing.
66	2021-03-16	Bike/Pedestrian Comment	Needs a protected bike lane connecting old town to fiesta island
67	2021-03-16	Bike/Pedestrian Comment	Bike lane just disappears with very fast traffic merging with cyclists
68	2021-03-16	Bike/Pedestrian Comment	The paint of the bike lane is worn away from cars speeding in the bike lane. This needs a protected lane for cyclists
69	2021-03-16	Bike/Pedestrian Comment	The bike lanes are inconsistent along Voltaire and often have cars parked in the bike lane. This should be a protected lane
70	2021-03-16	Bike/Pedestrian Comment	The ongoing construction of the bridge has made getting on and off the bike path along the river to the stores in the midway district extremely dangerous and scary. There are massive potholes along the gutters and not even marked bike lanes not to mention protected lanes.
71	2021-03-17	Bike/Pedestrian Comment	This definitely is perfect as is, cyclists are put more at risk by "protected" bike lanes! More ground level obstacles just increases accidents!
72	2021-03-17	CMH - Potential Location 2	I believe it would be a mistake to build the central mobility hub at this location. Given the somewhat limited space, the mixed-use development concept that has been proposed for a central mobility hub at the NAVWAR site might not be feasible at this location. It is also a less convenient option for travelers than the NAVWAR site. A central mobility hub at the NAVWAR site would provide travelers easy access to Old Town, which is a popular tourist destination served by many bus routes.
73	2021-03-17	Bike/Pedestrian Comment	There should be a pedestrian/bike trail around the slough especially connecting West Point Loma with the other side of Famosa Blvd
74	2021-03-17	Bike/Pedestrian Comment	Pacific Highway needs to become a low-stress cycling and pedestrian area, with wide sidewalks and protected bike lanes. Excess car traffic can use the parallel 5 freeway
75	2021-03-17	Bike/Pedestrian Comment	The Gaslamp Promenade project to remove cars from this part of 5th Avenue during the day is a very exciting project and I hope it moves forward soon. Will be transformative and will

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ID	Date	Category	Comment
			make downtown a place to be instead of a place to pass through. Similar pedestrian projects have been very successful in other cities.
76	2021-03-17	Transit Comment	A large number of bus lines use Broadway. Bus only lanes on Broadway are needed to make sure transit can operate efficiently and not get stuck behind cars.
77	2021-03-17	Bike/Pedestrian Comment	Remove cars from the Cabrillo Bridge to Balboa Park. Make it so pedestrians and cyclists can enjoy the view and relax without worrying about getting hit. Add benches, planters and picnic tables. If cars really need to reach Plaza de Panama they will still be able to do so from the other direction.
78	2021-03-17	Transit Comment	Bus lanes on Park Blvd and make the Rt 215 truly rapid. Make Balboa Park more accessible to non-car owners.
79	2021-03-17	Bike/Pedestrian Comment	Add protected bike lanes to Park Blvd so this important route is usable to by ordinary everyday cyclists of all ages and abilities.
80	2021-03-17	Bike/Pedestrian Comment	North Habord Drive must be made more bike and pedestrian friendly. Currently our waterfront is ruined by this huge six lane highway and tons of parking
81	2021-03-17	Bike/Pedestrian Comment	Rosecrans between Pacific Highway and Kurtz needs a bike lane. Road is wide and cars do not share the road. Would connect with existing bike lanes
82	2021-03-17	Bike/Pedestrian Comment	Traffic turning west onto Sports Arena from Camino Del Rio need a yield/stop sign. When heading west across this intersection by bike you become stranded because traffic has their own lane and is only required to stop if there are pedestrians
83	2021-03-17	Bike/Pedestrian Comment	Bike lane needs buffered (at the minimum) like it is past the EOS gym
84	2021-03-17	Bike/Pedestrian Comment	Unsafe merge for bikes when continuing west across Midway Dr
85	2021-03-17	Bike/Pedestrian Comment	This section of Sports Arena between the intersection and I-8 needs a bike lane to connect to the new Mission Bay Drive bridge
86	2021-03-17	Bike/Pedestrian Comment	Extremely unsafe bike area having to cross 3 lanes of onramp traffic without a bike lane
87	2021-03-17	Bike/Pedestrian Comment	Need an eastern bike lane and traffic should yield to bikes
88	2021-03-17	Bike/Pedestrian Comment	Bike lane ends with no safe, convenient way to cross bridge
89	2021-03-17	Bike/Pedestrian Comment	Pacific Highway needs a protected bike lane the entire way. There is no need for Pacific Highway to be basically another freeway when you have I-5 nearby. Traffic frequently goes freeway speeds on Pacific Highway. This is the only viable connection by bike from PB, Old Town, Claremont, and many other communities with downtown and the Uptown communities. We need to slow down Pacific Highway and make it safe for all users. It also makes the businesses in this area hard to reach
90	2021-03-17	Bike/Pedestrian Comment	Ban cars on Cabrillo bridge
91	2021-03-17	Bike/Pedestrian Comment	Great parking protected bike lane but then it suddenly stops. Please finish the bike lane

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ID	Date	Category	Comment
92	2021-03-17	Bike/Pedestrian Comment	Clairemont Drive bridge over I-5 is dangerous for bikes as cars do not have to yield or stop in most cases
93	2021-03-17	Traffic Comment	This Pacific Highway off/on ramp should be removed to help Pacific Highway turn into a boulevard safe for all users. It will revitalize the area by reducing noise pollution from cars
94	2021-03-17	Bike/Pedestrian Comment	Bike lane needed on Balboa Park. Provides one of the only connections between Uptown and Downtown and is unsafe by bike
95	2021-03-17	Transit Comment	Reduce to 1 car lane and add a bus lane. This is a vital transit connection between Uptown and Downtown and the Rapid route could speed up even more with a dedicated lane
96	2021-03-17	Traffic Comment	Parking should be removed on Park Blvd to accommodate bus and bike lanes. There is already a ridiculous amount of parking here and the street parking is rarely used compared to the parking lots
97	2021-03-17	Bike/Pedestrian Comment	Please add protected bike lanes on Mission Bay Drive and traffic calming to slow down cars. Drivers that are just passing through should use Morena Blvd or the 5.
98	2021-03-18	Traffic Comment	Get rid of this bridge and turn Washington St / Pacific highway into an ordinary intersection (or maybe roundabout). This will slow down traffic and make the area usable by bikes and pedestrians.
99	2021-03-18	Bike/Pedestrian Comment	Super dangerous area for people riding bikes.
100	2021-03-18	Bike/Pedestrian Comment	Entire corridor of Pacific Highway is unsafe for people riding bikes. This car centric corridor should be transformed into a linear park that creates safe access for people not cars.
101	2021-03-18	Bike/Pedestrian Comment	Access from Old Town to liberty Station should provide safe access for people walking and biking. Currently extremely dangerous in car centric street design.
102	2021-03-18	Bike/Pedestrian Comment	Midway is extremely dangerous for people on bikes with fast traffic and parked cars occupying space for people. Implement urban trail connections as proposed in mobility plan for community.
103	2021-03-18	Bike/Pedestrian Comment	Extremely dangerous for people riding bikes as they have to merge with three free right turn lanes for vehicles entering I-8 eastbound
104	2021-03-18	Bike/Pedestrian Comment	Need safe signalized crossing for people walking and biking across the new class 1 facility from West Mission Bay bridge
105	2021-03-19	Bike/Pedestrian Comment	Crossing from the North side of Sunset Cliffs over to Nimitz on a bicycle is nearly suicidal when there is any sort of traffic.
			The city needs to create a way of slowing traffic and creating gaps to cross or remove the green paint and discourage people from crossing there. It is just a matter of time before a cyclist gets hit there.

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ID	Date	Category	Comment
106	2021-03-19	Airport Connectivity	The only way I know to safely get to the airport is by car. I biked on Harbor Drive to work for a year and didn't see a safe entry into the airport. The trolley should ideally have a stop at the airport, but I also don't remember very good bus access to the airport either.
107	2021-03-20	Bike/Pedestrian Comment	Create a 5th Street pedestrian promenade starting at 5th and L and have it extend at least up through 5th and G. It would provide for a safe and great pedestrian experience.
108	2021-03-20	Transit Comment	A trolley line expansion is needed to connect the airport to either downtown, the Green Line or a future transportation mobility hub. The current trolley option leaves riders having to commute using the Rental Car Shuttle to/from the Middletown Station. This additional line could help alleviate auto usage along Harbor Blvd.
109	2021-03-21	Bike/Pedestrian Comment	A bridge is needed to cross over the river to connect the two bike paths. Could be west of the YMCA or a ramp to Pacific Coast Highway near the train/ trolley crossing. Morena is too dangerous for bicyclists.
110	2021-03-21	Bike/Pedestrian Comment	There is no sidewalk access or ADA access to the park. Wheelchairs have to go through speeding traffic to access the park
111	2021-03-21	Traffic Comment	This straightaway in the parking lot get cars going very fast here. The speed limit is 15 but cars routinely go 30+ through this section
112	2021-03-21	Traffic Comment	Cars drive way too fast through this parking lot and pass cyclists dangerously fast and close.
113	2021-03-21	Traffic Comment	Cars almost never stop here. This is dangerous to pedestrians trying to access the park
114	2021-03-21	Traffic Comment	Cars drive way too fast through this parking lot. It's dangerous for kids and dogs
115	2021-03-23	Bike/Pedestrian Comment	Overcrowding at I-5 needs protected lanes. The on-ramp here creates an aggressive driver conflict scenario as people in cars race to get on the freeway.
116	2021-03-23	Bike/Pedestrian Comment	Pedestrian Cabrillo bridge. This off ramp into balboa park is superfluous and introduces car traffic into the park on a narrow substandard road. Close it permanently! Cars can just drive 5 minutes further to another Bankers Hill access.
117	2021-03-23	Bike/Pedestrian Comment	
118	2021-03-23	Traffic Comment	We don't need this off ramp into the neighborhood. Close it! Cars can drive a few more minutes to Washington Street.
119	2021-03-23	Traffic Comment	The on/off ramps at Robinson are hazards and needless. Cars can use 4th and 6th to get downtown. Close them! Robinson could be a great pedestrian and bicycle route if freeway traffic wasn't clogging the substandard bridge and side streets.
120	2021-03-23	Traffic Comment	This on-ramp creates major traffic problems. Cars can access the freeway in downtown or from Pershing vis zoo drive.

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ID	Date	Category	Comment
121	2021-03-23	Bike/Pedestrian Comment	Safe bicycle facilities needed on 4th. Under the bridge near city college and at the freeway ramps it is a major hazard.
122	2021-03-23	Bike/Pedestrian Comment	Tunnel at freeway, and all of Washington, needs protected bikeways to connect with mobility hub.
123	2021-03-23	Bike/Pedestrian Comment	Major bicycle and ped improvements needed on PAC Hwy! Traffic is too fast and it should be completely redesigned to connect all modes to downtown and the airport.
124	2021-03-24	Bike/Pedestrian Comment	This bridge is woefully inadequate in terms of pedestrian safety. The sidewalks are too narrow, and the bridge railings are too low to provide any kind of meaningful protection in the case of an accident.
125	2021-03-24	Bike/Pedestrian Comment	This is a general comment about street design for pedestrians. I don't understand why the street corners at nearly every intersection in San Diego use a single diagonal curb ramp instead of the recommended two curb ramps (one for each crosswalk). Using a single curb ramp results in pedestrian overcrowding at street corners and creates obstacles for disabled persons and visually impaired pedestrians.
126	2021-03-27	Bike/Pedestrian Comment	No one can use the Palm St walkway because of how dangerous this intersection is to cross. Car come straight off the freeway going super fast, and there's no crossing signal!
127	2021-03-27	Bike/Pedestrian Comment	There are no sidewalks on this part of Maple St, you have to walk in the middle of the road to get to Maple Canyon trail.
128	2021-03-27	Bike/Pedestrian Comment	Very confusing area to walk in, no crossing signals or other indications of where to go when walking between Mission Hills and Little Italy. A large fence blocks the obvious route, you have to hunt your way around it.
129	2021-03-27	Bike/Pedestrian Comment	Closing down India St to cars at night and making it a pedestrian promenade was a great idea. Why can't we do that more often?
130	2021-03-27	Bike/Pedestrian Comment	Move with all speed to complete the Pershing Bikeway project, as well as the other protected bike lanes and pro-pedestrian paths.
131	2021-03-27	Bike/Pedestrian Comment	This is one of the pathways linking pedestrians and bicyclists to and from Mission Valley to Old Town, and it is built only for motorists. Infrastructure is needed to make this connection safer for everyone.
132	2021-03-27	Bike/Pedestrian Comment	If you cannot completely dedicate these streets to pedestrians and bicyclists, please make a one way loop of Jackson and Presidio, and make a protected bike lane here.

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ID	Date	Category	Comment
133	2021-03-27	Bike/Pedestrian Comment	Presently, Rosecrans is not a safe or enjoyable connection for bicyclists, pedestrians, and even motorists. Please make the investment infrastructure that will increase the travel modes in this important area.
134	2021-03-27	Bike/Pedestrian Comment	Is there a way to connect the Midway district to the San Diego River path? That would be a great win for people from all neighborhoods (and visitors too).
135	2021-03-27	Airport Connectivity	One of the most important transit/connectivity issues San Diego will have is here: Midway to NAVWAR to the airport. If this is done right, then this neighborhood and this city can flourish.
136	2021-03-27	Environmental Comment	I support the Audubon Society's championing of the Rewild Mission Bay plan. The 'wildest' of the alternatives is the plan with the greatest potential and reward for everyone.
137	2021-03-29	Traffic Comment	Timing of traffic signals on Grape Street need to be re-evaluated for better traffic flow. Also, signage improvements are needed so drivers understand before turning left from Harbor onto Grape that the two right lanes lead to the 5 South. Most assume only the far right lane goes to the 5S, making traffic worse on Grape from those in the middle lane trying to get over.
138	2021-03-29	Transit Comment	Given the fact that transit ridership at other airports in the US is dismal at best, it's a huge waste of money to build one at SAN. The trolley isn't designed for travelers with luggage, let alone families with luggage, nor does it operate early enough in the morning. Using the trolley requires a trip to a station and who wants to leave their car parked for the duration of a trip, or take a ride share to a trolley station? Too many mode changes make transit too difficult and unpredictable.
139	2021-04-01	Airport Connectivity	Instead of a trolley connection, use a different vehicle that can ride on the Coaster/Amtrak tracks. This eliminate the need for a bridge over the tracks and saves money
140	2021-04-25	General Comment / Suggestions	Has the Navy been approached to moved the Marine Corps Recruit depot? -The Navy could build a wonderful new recruit depot where Spawar was and let san diego have the land that would create a perfect Transit Hub , turning the airport's front door to face the freeway instead of the Bay.
141	2021-04-26	Airport Connectivity	This industrial site (which doesn't belong downtown) is within the port authority boundary and is right next to the airport and rail lines. It is adjacent to the city administration building, Little Italy, and Interstate 5. This could be a great option for a Central Terminal. Then there could be a light rail or dedicated bus lane down Harbor Drive to the airport.
142	2021-04-30	Bike/Pedestrian Comment	Using Park is incredibly dangerous as a cyclist. Full separated bike facilities are required at these speeds and vehicle volumes!

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			Park -> Balboa is my most direct passage to Downtown, please make this more safe so it's not dangerous to run errands or meet up with friends.
143	2021-04-30	Bike/Pedestrian Comment	El Prado is at max capacity for pedestrians and cyclists! Need a dedicated route for cyclists whose fastest route to downtown is direct through Balboa. Perhaps a connector on Old Globe Way? Perhaps SERIOUS improvements of Cabrillo Canyon (feels sketchy/dangerous!), need level bridge ridge->ridge to make it desirable for cyclists.
144	2021-04-30	Bike/Pedestrian Comment	No side walks for pedestrians! For those walking to the zoo from North Park this is a FEAT of a trek, EXTREMELY NOT ADA COMPLAINT.
145	2021-04-30	Bike/Pedestrian Comment	This side of Balboa (and the surrounding neighborhoods) are extremely disconnected from the rest of Balboa (and it's surrounding neighborhoods). Having a pedestrian/cycling bridge can connect the two parks and neighborhoods!
146	2021-04-30	Bike/Pedestrian Comment	Implement the Pershing bikeway plan! That is all :)
147	2021-04-30	Bike/Pedestrian Comment	No safe way for Pershing cyclists (and absolutely no safe way for pedestrians) to connect to downtown. Have to cross traffic accelerating to a freeway interchange! Incredibly dangerous!
148	2021-04-30	Transit Comment	Bus rapid needs dedicated bike lanes... or else it's just a bus. Street is more than wide enough to accommodate bus-rapid transit lanes, do it!
149	2021-04-30	Bike/Pedestrian Comment	Rosecrans is a major bike connector for cyclists going from North Park, Hillcrest or Mission Hills trying to get to Liberty Station but it's SO DANGEROUS.
150	2021-04-30	Bike/Pedestrian Comment	The shared pedestrian/bike way is CRAMMED. Really needs to be widened OR create a pleasant fully separated, protected bike lane so people (like me!) will actually use the Harbor drive bike lane. It's WAY too scary to go on that road as a cyclist without physical protection.
151	2021-04-30	Bike/Pedestrian Comment	make the pedestrian/bike way cohesive. The "waves" in the path and the cyclists getting redirected into parking lots is really confusing and makes the entire ride / walk unpleasant.
152	2021-04-30	Transit Comment	Busses need dedicated right of way here. I've "raced" busses here on my bike... and I've taken the 215 on here as well where it becomes *so slow*. PLEASE give busses the roadway they deserve!
153	2021-04-30	Bike/Pedestrian Comment	General comment, but there is no good either pedestrian OR bike way from bankers hill to Little Italy and ... they're SO CLOSE. Feels like a different universe. There needs to be MULTIPLE pedestrian and cyclists corridors to connect the two neighborhoods.
154	2021-04-30	Bike/Pedestrian Comment	Cars speed up Laurel making it dangerous for cyclists who get "close passed" on this hill especially during rush hours.
155	2021-04-30	Bike/Pedestrian Comment	I biked this ONCE. I would NEVER walk on this road and I'll certainly never ride it again. It's exceedingly car centric and feels like an extended highway on-off ramp, yet it is supposed to connect Little Italy and the cute strip off Colombia & Washington. These are super cute

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			pedestrian areas, yet you have to take a car to get between them and they're what, only a 1/2 mile away from each other? Insane!
156	2021-04-30	Bike/Pedestrian Comment	Fully separated and protected bikeway needs to go THE ENTIRE SPAN of Washington. Bikes will NEVER be safe with cars going highway speeds. Roadway needs to be redesigned to limit car speeds AND provide fully separated, protected bike lane.
157	2021-04-30	Traffic Comment	Ban cars on El Prado.
158	2021-05-01	Bike/Pedestrian Comment	The volumes of cars and conflict points between cars and cyclists is *really high* throughout all of University. Definitely an area where physically operated bike lanes are required. I know it's a challenge especially in the University and 5th area, but the current system is not working and is unsafe for pedestrians too!
159	2021-05-01	Bike/Pedestrian Comment	REALLY dangerous exchange for cyclists and the "on/off ramps" for the San Diego River Trail feel like second thoughts and make me feel like a second class citizen for riding a bike. Just terrible, outdated infrastructure all around here. Dark, miserable just... not pleasant for anyone.
160	2021-05-01	Transit Comment	It might be asking much, but please consider a downtown tunnel for the Trolley. It would greatly speed up service and turn it into German-style Stadtbahn rapid transit.
161	2021-05-07	Transit Comment	I hope the connection between Rose Creek bike path and the new trolley station will be addressed - Balboa is a nightmare to cross and Santa Fe has traffic and not ideal for bikes also.
162	2021-05-07	Traffic Comment	Close El Prado to cars from 6th through the Plaza. This is the perfect opportunity for a bike/ped thoroughfare in the heart of this city's best public facility. I'm originally from Minneapolis and this reminds me a lot of the Stone Arch Bridge and how nice it would be to not worry about cars in a place like Balboa Park.
163	2021-05-11	Goods Movement	Please consider truck access along Washington Street to I-5, since Washington Street is one of the main access points for trucks picking up/delivering to the cargo planes.
164	2021-05-11	Goods Movement	I believe Solar Turbines has truck deliveries entering at W Laurel St, so please consider this when looking considering any roadway designs.
165	2021-05-11	Goods Movement	Goods are delivered to the cruise terminals, so please consider this when looking considering any roadway designs.
166	2021-05-11	Goods Movement	Appreciate the 3 minute loading zone for deliveries on this stretch of roadway, and hope this can be continued along other streets in downtown since it provides a safer environment for business/residential deliveries!
167	2021-05-11	Goods Movement	Please consider truck access for roadways surrounding Petco Park, since the stadium and surrounding businesses receive a lot of merchandise/goods.

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168	2021-05-11	Goods Movement	Please consider having truck loading/unloading zones here for these restaurants, since trucks often park in passenger vehicle parking spaces or double park.
169	2021-05-11	Goods Movement	Please consider truck access in future redevelopment plans.
170	2021-05-11	Goods Movement	Please consider truck access since Amazon Prime is located here.
171	2021-05-11	Goods Movement	Please consider truck access for the businesses in this area.
172	2021-05-11	Goods Movement	Please consider truck access for the businesses along and near Rosecrans St.
173	2021-05-11	Goods Movement	Please consider truck access for the air cargo facilities.
174	2021-05-11	Bike/Pedestrian Comment	Using a bike across this bridge is terrifying, despite efforts to add bike lanes to other sections of roadway that adjoins it. And car speeds are very high in both directions here.
175	2021-05-11	Bike/Pedestrian Comment	Despite bike lanes on Harbor Dr between Nimitz and Scott, there is no good bike way continuation to Shelter Island Drive. Rosecrans is too busy and the sharrows on Scott are a lackluster effort on a busy stretch of road here. Road diet with bike lanes would do wonders.
176	2021-05-11	Bike/Pedestrian Comment	I agree that this needs to be a protected bike lane. The traffic that goes along here in this section of Nimitz often exceeds 50-55 mph. Due to this, I have not felt comfortable enough to bike from my residence on W Point Loma to my workplace on Kincaid Rd near the airport.
177	2021-05-11	Bike/Pedestrian Comment	I agree with many other commenters that an increased bike lane on W Point Loma would increase bicycle use. Because of the inconsistent bike lane, I don't feel comfortable biking with my young children along W Point Loma to go to places such as the beach.
178	2021-05-11	Traffic Comment	Kettner becomes a traffic nightmare in the late afternoon. A dedicated bike/walk area through here would be nice.
179	2021-05-11	Transit Comment	The crossings really jam up cross traffic. I don't know how to solve it, but it's an issue.
180	2021-05-11	Traffic Comment	Can anything be done about the signage of the adult establishment in this area? Having young kids who are now able to read, it is very uncomfortable to get off the freeway at this exit and then have to confront the explicit advertisements of the businesses here. It is not a good look in the eyes of many visitors and residents of this area.
181	2021-05-12	Environmental Comment	The entire midway area is low laying and vulnerable to sea level rise. During spring tides this section already experiences tide water coming up through the storm drain system.
182	2021-05-12	Bike/Pedestrian Comment	The pedestrian bridge does not feel safe. It is also very dangerous to access from Kettner to the west and India to the east.
183	2021-05-12	Bike/Pedestrian Comment	Route finding signage would be useful because it is easy to get lost biking through this neighborhood.
184	2021-05-12	CMH - Potential Location 2	This is a less preferred option because of the smaller footprint and displacement of local businesses.
185	2021-05-12	Bike/Pedestrian Comment	Getting cars off Harbor Drive would transform the San Diego Bay waterfront.

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186	2021-05-12	Bike/Pedestrian Comment	The pedestrian crossing is awkward and dangerous at Grape and HWY 5 on ramp.
187	2021-05-12	Bike/Pedestrian Comment	5th Ave Gaslamp should be closed to traffic permanently or seasonally to accomodate the volume of people, business activity, and tourists.
188	2021-05-12	Environmental Comment	The at grade crossing is a safety concern with the volume of people in the Gaslamp and impacts an efficient transit system.
189	2021-05-12	Bike/Pedestrian Comment	Perfect location for a road diet, add bike lane, add more parking, create a new green street, plant a few trees, add some public art from the Port, and everyone is happier.
190	2021-05-12	Bike/Pedestrian Comment	Another outdated pedestrian crossing that does not feel safe.
191	2021-05-12	Transit Comment	Transit shuttles in Balboa Park need to be electric.
192	2021-05-12	Traffic Comment	Eliminate vehicle traffic on Prado into Balboa Park. Vehicle access should only be allowed for electric shuttles.
193	2021-05-12	Environmental Comment	Social services need to prioritize the homeless, camping, trash, and widespread defecation along the trail system in Balboa Park. It is not right for the individuals that need the help or the rest of the public who want to enjoy the Park.
194	2021-05-12	Bike/Pedestrian Comment	I'm still waiting for the Pershing Bikeway project.
195	2021-05-12	Airport Connectivity	Frequent and rapid bus access directly to both terminals is needed. I live over the hill in OB and it would take me an hour and twenty minutes and 3 bus/trolley/bus routes to get to T1, including 15 minutes of walking, which is difficult with luggage. If the trolley could directly connect that would be fantastic for folks throughout the county to get quick and easy access.
196	2021-05-12	Transit Comment	Bus stops IN Liberty Station would be helpful and safe. Every morning I used to watch HTH students cross busy Rosecrans from the bus stop and it seemed like an unnecessary risk. An internal Liberty Station shuttle would be an interesting option
197	2021-05-12	Environmental Comment	Switzer canyon is dangerous due to homeless encampments. Now full of trash. Also lots of dry brush. Potential for fire if an encampment chooses to light one when it's cold out.
198	2021-05-12	Bike/Pedestrian Comment	Protected bike and pedestrian lanes on fiesta island.
199	2021-05-13	CMH - Potential Location 1	This would allow for a significantly more interconnected Central Mobility Hub, with bus, transit, heavy rail, bicycle connecting into downtown, old town, midway point loma, Ocean Beach, Pacific Beach, Mission Valley, Uptown etc. This project is in keeping with the region climate action goals, vision zero, and would be a visionary project that would really make San Diego a world class city. Including additional bus services for inter city transit would also be helpful especially with the improv
200	2021-05-14	Bike/Pedestrian Comment	The city residents are crying out for safe and purposeful bike lanes. Please make this a priority.

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ID	Date	Category	Comment
201	2021-05-14	Transit Comment	A high speed train from San Diego to Phoenix would be extremely successful and eliminate loads of traffic, on the freeways and at our beaches.
202	2021-05-14	Bike/Pedestrian Comment	Access to San Diego Chinese Historical Museum is good. The J St bike lane is excellent to move people along. Scooters and other personal mobility devices should be marketed to use, to get them off the sidewalks. How can a scooter/small e-bike/electric mobility be used to get from downtown to the CMH? (i.e. easy and safe for these slower devices)
203	2021-05-15	Transit Comment	Why haven't SANDAG and MTS pursued a goal of extending the Trolley east from Park Blvd. along El Cajon Blvd. or University Ave. to La Mesa, where it ran for decades before the oil and tire industries bribed the mayor and city council to tear up the tracks and destroy all the trolley cars?
204	2021-05-16	Transit Comment	Way back when, there was a trolley that connected OB, MB, and PB. A new trolley line that connects these three communities to Liberty Station and the airport are needed. Bus transportation is far too slow and unreliable.
205	2021-05-18	Transit Comment	The traffic is already very heavy on Rosecrans and coming/going off the 5 and 8.
206	2021-05-18	Transit Comment	Most people are not going to ride public transit because County Mental Health and Psychiatric Hospital of San Diego County is located here. I have seen several "patients" wandering around this area, yelling, cursing, acting erratically. Families and children are not going to ride public transit where there are drug addicts and mentally unstable people wandering around.
207	2021-05-18	CMH - Potential Location 1	Need another access to 5 north and 8 east
208	2021-05-18	Traffic Comment	Need another access to 8 east
209	2021-05-18	Traffic Comment	Another access to 8 east
210	2021-05-19	General Comment / Suggestions	This is a haven for homeless, making the area, that has senior housing, very dangerous for them. Removing them from these near by hotels so that seniors, who already have mobility issues can feel safe walking where they live...they pay rent and should be able to have the comfort of being safe when walking about and about. Its already difficult navigating the bad streets let alone be watching for muggers, crazy or dangerous homeless!
211	2021-05-19	Goods Movement	Deliveries can take place during the day. But 5th Ave should be pedestrian only after 3pm and all weekend.
212	2021-05-19	Goods Movement	India should be pedestrian only on the weekends and after 3pm on the weekdays. Deliveries can take place on weekdays before 3 pm

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
213	2021-05-19	Bike/Pedestrian Comment	Cross walk/4way stop needed to access park. Dangerous crossing Chatsworth with blind corners and zero traffic controls.
214	2021-05-19	Bike/Pedestrian Comment	A safe crossing across the river is needed for bikes and pedestrians. Morena Blvd is really dangerous with fwy on/off ramps. Pacific Hwy does not have a way to connect with Friars. I have no way to safely bike from the Old Town station to my office by bike.
215	2021-05-19	Airport Connectivity	The Airport shuttle is far from the train station and infrequent. The connection from the train to the airport should be faster and easier to find for tourists.
216	2021-05-24	General Comment / Suggestions	How were the boundaries of the project focus area set? Are you intending to put bus routes on some of these streets that the boundary runs along? Willow St. would not be an appropriate street for a bus route. Due to the topography of the hill there are several blind or partially blind intersections. The peninsula area in general already has a problem with people using our neighborhood for free parking while they go on vacation, we do not need that problem made worse.
217	2021-06-02	Airport Connectivity	Need a direct connection from I-5 to the Airport so traffic does not have to go through city streets to get to the terminals.
218	2021-06-02	Transit Comment	Need to connect the transit system (trolley and bus) to the airport so people can have access without using cars
219	2021-06-02	Environmental Comment	Need to rebuild the sports arena and revitalize the area to make it more pedestrian-friendly and attract people to the area. Trees, plaza, park, landscaping, restaurants, bicycles, transit, family-friendly. There is too much cross traffic and no housing.
220	2021-06-04	Bike/Pedestrian Comment	This interchange, especially the Pac Hwy undercrossing, are a significant barrier to people biking and walking, and should be reconfigured as a conventional at-grade intersection.
221	2021-06-04	Bike/Pedestrian Comment	I concur with other comments that Pac Hwy does not need to function as a freeway through the corridor and should be reconfigured as a more sustainable, people-friendly environment. If projected motor vehicle traffic volumes warrant, a multi-way boulevard design might be appropriate. Otherwise, a smaller street with a full compliment of complete streets elements should be the objective.
222	2021-06-05	CMH - Potential Location 1	This is too far from the airport and rental car center to be considered the connector to either of those two. Coming from downtown a traveler would have to travel past the airport and car rental center then circle back adding excess time. We usually take the bus from downtown which takes a much more direct route. We hope that route does not get eliminated with this plan.
223	2021-06-05	Transit Comment	The transit connection from Middletown station to the airport seems like an afterthought, when it should be a priority – as of now, I always preferentially go to Santa Fe depot and

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
			catch the 992 bus. Whatever happens with the Mobility Hub, it will take years – this trolley connection to the airport needs to be prioritized, improved (i.e. make it a dedicated route!), and advertised, especially once the Mid Coast Trolley extension opens.
224	2021-06-05	Transit Comment	<p>What happened to the study on running the trolley from downtown to Balboa Park?!</p> <p>Converting the Silver Line into a heritage trolley line that runs between downtown and Balboa Part (even if only seasonally run) seems like a no-brainer! And the trolley is going to have to eventually run through Balboa Park for the line between downtown and SDSU anyway, so might as well build the first section now, and use it as a heritage streetcar line to Balboa Park.</p>
225	2021-06-06	Bike/Pedestrian Comment	<p>need safer, easier connection TO old town transit by locals who want to ride their bike or walk to this transit hub. the overhead is not inviting and separates the transit services from the users- introduce landscaping.</p> <p>NEED 24/7 PUBLIC REST ROOMS AT OLD TOWN. many transit users like me have trips that involve 1 hour plus one way, and many legs.. all humans need rest rooms. such services should not be an afterthought left to a cigaret store!</p> <p>NEED AN AT GRADE pedestrian CROSSING with easy access to link the EAST side bus stop islands and the WEST side bus stop islands as complement to the stairs/ramp—which can NOT be the only option to get from Pacific Highway side to Old Town Park side.</p> <p>currently the at grade crossing “option” has a FENCE which prevents entry to the bus park area closest to pacific highway and FORCES transit USERS TO WALK IN THE BUS ENTRY lane.</p> <p>1 of 2 pieces</p> <p>2 of 2 An opening in the fence on Taylor street, near the electrical box, would make life A LOT EASIER for transit users with grocery carts, wheel chairs, bikes etc.</p> <p>CUFRENTY, teens jump the fence, the rest of us walk in the bus entry traffic lane.- an Opening in the Fence and SIDEWALK WOULD BE A BIG SAFETY improvement.</p> <p>PS</p> <p>Lightning needs to be improved at this at grade pedestrian walk way. This is already a designated pedestrian crossing of rail tracks, It is VERY DARK AT NIGHT</p>
226	2021-06-06	Transit Comment	<p>brilliant! excellent. this ties together bus & trolley public transit, santa fee train station..this is a natural location for a direct link connection to the airport with an existing transit hub infrastrcure .</p>
227	2021-06-06	Transit Comment	<p>brilliant! excellent. this ties together bus & trolley public transit, santa fee train station..this is a natural location for a direct link connection to the airport with an existing transit hub infrastrcure .</p>
228	2021-06-06	CMH - Potential Location 1	<p>brilliant! excellent. this ties together bus & trolley public transit, santa fee train station..this is a natural location for a direct link connection to the airport with an existing transit hub infrastrcure .</p>

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
229	2021-06-06	CMH - Potential Location 1	The Sports Arena and NAVWAR efforts could be the anchor projects to meet your housing & environmental goals with the least resistance. Any CMH would need a high frequency connector with in-line baggage handling for usefulness to the airport. I have little faith in the federal, state or local organizations to navigate the conflicting regulatory goals or overcome the NIMBYism and selfish special interest groups. Example: Navy Broadway complex, agreement in place in 1986... completed in 2020?
230	2021-06-08	Bike/Pedestrian Comment	Pedestrian access from terminal 1 to north harbor drive and the multimodal walk / bike path is tricky
231	2021-06-08	Traffic Comment	Traffic on grape street can be severe from the airport
232	2021-06-08	General Comment / Suggestions	There is a large Unsheltered population in midway district. Something should be done to help this population and ensure the appropriate and safe use of a central mobility hub and connecting transit
233	2021-06-08	Traffic Comment	Traffic backs up on the 5 from the 8 east connection which is dangerous
234	2021-06-08	CMH - Potential Location 1	My concern is that a new Central Mobility Hub would make the Old Town Station and all recent investments redundant while diminishing the significance of Santa Fe Depot. Had redevelopment of the parking lot adjacent to Santa Fe Depot been considered?
235	2021-06-12	Traffic Comment	Because you cannot turn left onto Midway or Pacific Hwy, drivers instead make a U-turn at this location, then a quick right turn onto Jessop, which takes them to Enterprise where they can then get to Midway or Pacific Hwy going the direction they desire. However, the U-turn is difficult & dangerous due to the high-speed traffic coming off of Pacific Hwy onto Barnett. This whole area interchange needs to be redesigned for safety.
236	2021-06-12	Traffic Comment	MAT Parcels uses the street as their loading zone at night, blocking traffic. They park their big rigs in the middle of the street & leave their lights on, making it dangerous to get around, as you have to go into opposing traffic. This street is also filled with a LOT of homeless, walking or riding bikes without good lighting, making this maneuver around the MAT trucks highly dangerous. MAT needs to not be allowed to use the middle of the street as their loading zone!
237	2021-06-17	Bike/Pedestrian Comment	There should be a bikeway here. Presidio drive is a common bikeway from Uptown to Old Town, this is the main way for families in Uptown to get from Old town to the Loma Portal, Ocean Beach, Pac Highway etc
238	2021-06-17	Bike/Pedestrian Comment	Access to the bikeway is extremely tight with sharp turns. Difficult for larger bikes to get around. Recommend widening bikeway on and off ramps, and including a class IV protected bike lane on Pac Highway

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
239	2021-06-17	Bike/Pedestrian Comment	Cars travel fast and the sidewalks start and stop making it unsafe for pedestrians. The shoulder has bicyclist on it, but it is not safe for them to ride. This really should have a protected bicycle lane. This corridor is a main connector to Liberty Station, Old Town, and the OTC Complex.
240	2021-06-17	Traffic Comment	Recommend a traffic circle to correct the issue with left hand turns in this area. Will help slow cars coming off Pacific Highway, as well as make the area safer for pedestrians and Active transportation modes.
241	2021-06-17	Bike/Pedestrian Comment	There needs to be a better bicycle and ped connection to Cabrillo National Monument.
242	2021-06-18	Bike/Pedestrian Comment	Very difficult to navigate a safe left turn onto Scott st from Harbor drive
243	2021-06-18	Bike/Pedestrian Comment	Need grade separation multi use bridge to avoid this car centric intersection or completely redo end of I-8 with traffic circles and separated bikeways.
244	2021-06-18	Bike/Pedestrian Comment	Need safe and separated bike accords I-8
245	2021-06-18	Bike/Pedestrian Comment	Dangerous merge with vehicle traffic heading onto freeway. Need separated bikeway to continue along Sports Arena Blvd to the south.
246	2021-06-18	Bike/Pedestrian Comment	Extremely dangerous merge with three lanes of traffic speeding up to enter I-8 east
247	2021-06-18	Bike/Pedestrian Comment	Midway from Sports Arena to Rosecrans is extremely dangerous for people on bikes. It is high speed vehicular traffic. Urban trails concept from CirculateSD would be a good approach. Need to remove on streets parking and possibility suggest a road diet to accommodate safe bike facility.
248	2021-06-18	Bike/Pedestrian Comment	By far one of the most dangerous areas to ride, especially southbound. This intersection needs complete makeover and suggest the entire Pacific Highway become a linear park with multi use trail.
249	2021-06-18	Bike/Pedestrian Comment	Scott street should be reduced to one vehicle lane in each direction to provide safe separated bikeway on Scott.
250	2021-06-18	Bike/Pedestrian Comment	No safe crossing for people on bikes to cross Taylor to go north on Morena. Vehicle traffic is fast on a blind corner and intersection near ball fields does not provide safe crossing north, just pedestrian crossing that puts bikes on wrong side of road.
251	2021-06-18	Bike/Pedestrian Comment	Presidio should be converted to one way for vehicles to provide a multi use pathway for people walking and biking.
252	2021-06-18	Bike/Pedestrian Comment	Harbor Drive from Park Blvd to pacific Highway is awful for people on bikes, no dedicated bikeway with high speed traffic.
253	2021-06-18	Traffic Comment	Way too many one way feeder ramp streets downtown to and from surrounding highways. Causes many safety issues with cars greatly exceeding speed limit regularly. This impacts the pedestrian realm significantly. Also devalues those streets as places. We need to look at

Virtual Engagement Hub Map Comments

ID	Date	Category	Comment
			the Greenway and complete streets concept and expand existing plans to reduce Street width and create a safe environment for multiple modes of transportation. Our downtown should prioritize automobiles last as a transportation mode.
254	2021-06-18	Bike/Pedestrian Comment	A significant portion of our downtown Waterfront and embarcadero in this central region is embarrassing for a city with the location and climate the San Diego has. Seeing the Waterfront and harbor drive in some of these areas can only lead one to believe that the car is king down here. There is no need for TWO wide expanses of asphalt right next to each other (harbor drive and pacific highway). Meanwhile, pedestrians and bicyclists are relegated to a narrow strip of uninspiring asphalt.
255	2021-06-18	Bike/Pedestrian Comment	It is much too difficult to get from Little Italy to the embarcadero. Residents should not have to traverse two busy roads with poor signalization within a five minute walk. Perhaps consider shutting down Harbor drive and diverting traffic to largely empty Pacific highway. This would reduce the time, stress and conflict areas between Little Italy and the waterfront.
256	2021-07-22	Bike/Pedestrian Comment	Roundabout "peanut" between Hyacinth and Freeman would be great for traffic safety for peds/bikes.
257	2021-07-22	Bike/Pedestrian Comment	Midway and Sports Arena are significant bike links between Pacific Highway and the river trail. Recommend making this area safer for bikes with the river trail as the "spine" and branches for Sports Arena/Midway, Sunset Cliffs/Voltaire, and maybe Nimitz
258	2021-07-22	Transit Comment	Would love a streetcar or transit priority down Rosecrans
259	2021-07-22	Airport Connectivity	Please consider any potential airport connection here as a possible transit access point for the more southern portions of Point Loma as well since bus transit into Old Town may be slower than riding a bike down Harbor to catch a trolley/APM at the airport.
260	2021-08-09	Bike/Pedestrian Comment	The south end of Pacific Highway needs clearly marked bicycle lanes. Buffered lanes would be a minimal desirable design.

Community Roundtable Meetings

Community roundtable meetings were conducted in each of the three phases of community engagement: the first took place on December 8, 2020, the second on May 25, 2021, and the final one on August 25, 2022. These meetings were hosted by community leaders from throughout the CMH and Connections Study Area and provided an opportunity to engage with leaders of these communities early in the process. The meetings allowed SANDAG the opportunity to share information, gain early input, and benefit from the insight about mobility challenges and priorities of communities in the corridor provided by the community leaders. Representatives from numerous organizations, as listed in the table below, participated in community roundtable meetings:

Table C-7: List of Representatives at Community Roundtable Meetings

Midway-Pacific Highway Community Planning Group	San Diego County Bicycle Coalition
Old Town Community Planning Group	San Diego Regional Chamber of Commerce
Uptown Planners	Downtown San Diego Partnership
Peninsula Community Planning Board	Brookfield Properties
Ocean Beach Planning Board	Old Town Chamber of Commerce
Downtown Community Planning Council	San Diego County Regional Airport Authority
San Diego Downtown Residents Group	City of San Diego
Circulate San Diego	U.S. Navy

Community Roundtable December 8, 2020 Meeting Summary

Held on December 8, 2020 the first community roundtable event convened to increase familiarity with the Central Mobility Hub project and the CMH and Connections Comprehensive Multimodal Corridor Plan. The meeting was an opportunity for the project team to learn about concurrent plans and development in surrounding communities and discuss possible opportunities and concerns related to the projects. The meeting was also a chance for the project team to gather input on what nearby communities would like to see as proposed projects and refine the CMCP for upcoming public workshop.

The following items were covered during the meeting:

- Meeting Overview & Purpose
- CMH
- Community Updates
- Central Mobility Hub and Connections CMCP
- Open Discussion and Feedback
- Public Engagement Opportunities

During the open discussion and feedback period the group was asked to participate in a live word cloud activity to identify opportunities that the CMH and Connections Comprehensive Multimodal Corridor Plan could offer the community. The results are seen in Figure C-24. Additionally participants were asked to provide initial comment of questions and SANDAG provided a response when necessary or took it back for further consideration.

Figure C-24: Word Cloud Results

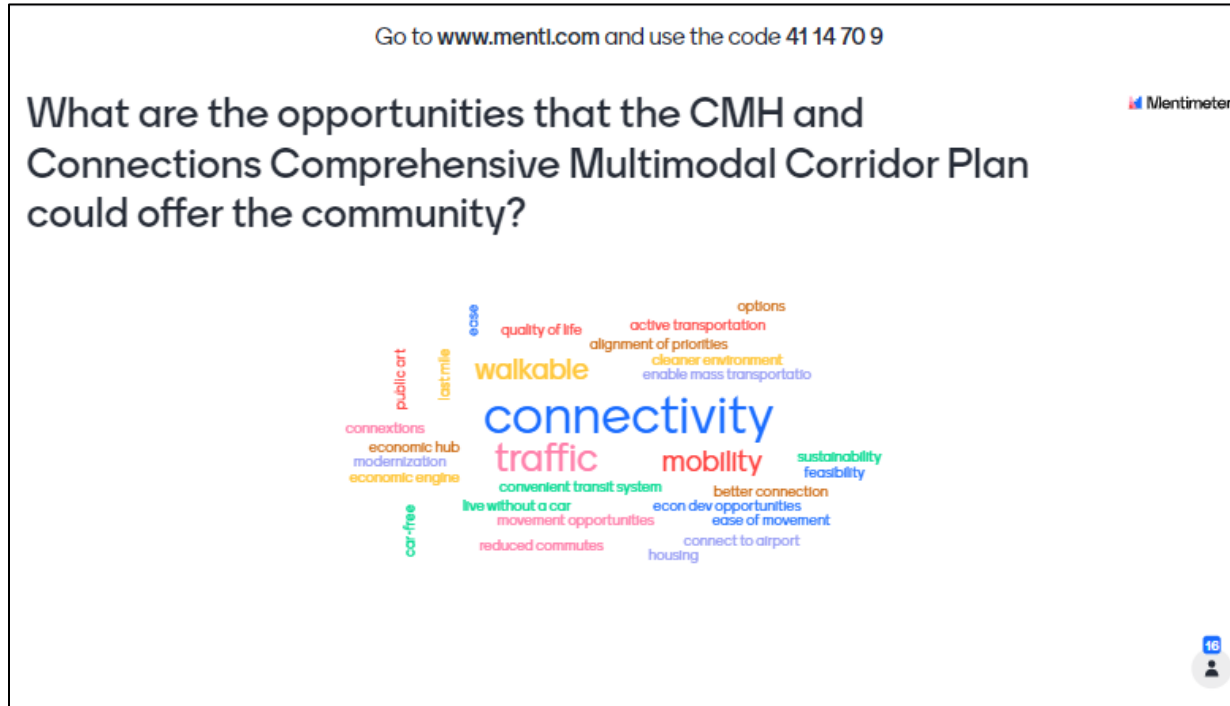


Table C-8: Community Roundtable #1 Comments and Response

Community Roundtable #2 Comments and Response	
Question/Comment	Response
Surrounding communities complain/fear about congestion stemming from revitalization. How will SANDAG deter car traffic or parking and improve traffic in the Midway corridor? The Midway Community Plan includes the improvement and completion of 1-8/1-5 missing moves, but that has not been mentioned.	N/A
Also the ITC site isn't the main focus for the plan alternatives. It is closer to the airport, also needs investment, and deserves equal consideration.	
Will the Central Mobility Hub include the potential for urban air mobility? Will the Central Mobility Hub become a future vertiport? Will this be included in EIR?	SANDAG does not have current plans for this but does not want to preclude this possibility from future development.

Community Roundtable #2 Comments and Response

Question/Comment	Response
What is SANDAG trying to get out of this group today? How will our feedback be incorporated if the process is so early? He also stated that plans should be integrated with regional jurisdictions, especially stormwater needs.	Importance of gaining feedback to incorporate from the start.
Has SANDAG partnered with the tech industry for new mobility technology?	SANDAG does not have current plans, but is open to opportunities.
UCSD has previously mentioned a desire to connect their redevelopment project in Uptown's Medical Complex to Old Town transit via a light rail or other mass transit connection.	N/A
Is there an advantage to the NAVWAR site vs. the Intermodal Transit Center site because of the Navy's involvement? Concerned that the Central Mobility Hub timeframe is moving faster than the planning board may be able to seriously consider in time for spring.	Navy project is for the redevelopment of Navy facilities/campus and they may choose an alternative that would reserve space for the Central Mobility Hub. They are two different projects.
long-term bicycle and micro-mobility storage/parking facilities will be key for Uptown users.	N/A

Community Roundtable May 25, 2021 Meeting Summary

On May 25, 2021, the second Community Roundtable meeting was held to provide a forum for open exchange between community leaders and SANDAG and follow-up on the last meeting. This meeting also provided a preview of the information to be presented at the CMCP Workshop #2.

The meeting included the following agenda:

- Community Updates
- CMH and Connections CMCP
- Feedback on CMCP Workshop #2
- Next Steps

Community Roundtable August 25, 2022 Meeting Summary

On August 25, 2022 the third and final Community Roundtable meeting was held. The purpose of the meeting was to reconvene the group of local planning organizations who have historically provided SANDAG with honest feedback on how proposed projects would affect local communities. The meeting provided an update on the Central Mobility Hub and its wider connections, including next steps.

The meeting agenda included:

- CMH Project Update
- CMH Project Question and Answer

- CMH CMCP Update
- CMH CMCP Question and Answer

Table C-9: Community Roundtable #3 Question and Answer

Community Roundtable #3 Question and Answer	
Question/Comment	Answer
What is the expected timeline on determining whether it would be a trolley extension or a new line connecting to the airport?	We are doing a concept study right now and hope to share that later this fall. This includes the cost of a potential people mover as well as a potential trolley extension. The study will tell us which concept to move through the environmental process.
More detail (underground vs. above ground, location, etc.) is needed to really understand the concept.	In the technical concept study, we are looking at both a trolley and automated people mover including the details (above vs. below ground, etc.). We are not looking at a street-level option that would compete with cars—it would be elevated or below ground. We need to know the constructability and cost of this concept compared to the benefits. We will share the details of that upcoming work.
Glad to see you are considering expanding the trolley; is the Middletown Port Center line (Middletown to Santa Fe Depot) set in stone? What is already answered and what is still being considered? How many routings are possible?	We met with MTS and looked at the best, straightforward extension of the trolley. We are taking a hard look at breaking off the main light at Hawthorne Street and turning right to go north on Harbor Drive and then to the airport. We are looking at the constructability and operational potential for that option. There are other routings that are possible, but we are looking at this one concept in the study since it is the one SANDAG and MTS agreed was a leading concept.
Are you also looking at potential improvements to traffic constraints on Hancock and Ketner? Are you considering a direct I-5 ramp into the facility to ease traffic on the local streets?	One of the things we are looking at is whether the existing roadways are sufficient or if direct access ramps to/from I-5 would be worthwhile. One of the goals of the PTC is to capture vehicle trips, get them off I-5, get them on transit, and get traffic off of busy streets.
How can community leaders support these efforts going forward?	We are trying to spend time to ensure we are looking at the problem correctly and are solving for problems years and decades ahead. Please take a look at what we're doing and tell us what you think—Are we missing anything?
Hesitation to use public transit is often linked to absence of other amenities, like public restrooms. DCPC would like to see that addressed and improved to make the network cleaner and more welcoming.	This is the kind of thing we need to hear. As we get further in this process, we will want to know what people want to see in these stations. We know public restrooms are an issue.
Is there any progress on talking to NCTD and AMTRAK to see if they could stop at Port Transit	We are looking at PTC to incorporate the Middletown station and with lots of intermodal

Community Roundtable #3 Question and Answer

Question/Comment	Answer
Center? There was a plan to do both a northern and southern people mover but at different times—Is that still accurate?	connectivity (buses, trolley, transit solution to the airport). We are looking at feasibility, constructability, and cost of incorporating LOSSAN rail connections. This would allow us to see if we want to make the investment in creating those connections. We've had high-level discussions with NTCD, AMTRAK, and others about whether this is possible, but we still need to do a lot of homework to continue those conversations and see if it would meet their needs. Right now, we are looking at a northern and southern people mover together, but will need to make a decision on what we want to move forward with.
Can you repeat the timeline of the formal studies?	We are looking to complete the formal study this fall and share with the public and our Board.
Could we consider both a closed loop to Liberty Station and an extension to Ocean Beach? Is it one or the other?	Both are on the table
The PTC site appears to be between Sassafras and Palm; prior studies identified Sassafras to Washington as an ideal site. Are you set on a particular location?	We have moved further south to make the connection at the PTC, which provides a valuable opportunity to make the airport connection more feasible. It was the Port reaching out and saying they want to be part of the regional transit center that made us focus on this site.
Are there any cost estimates to date?	No, however we are looking at similar projects that used lower cost, but effective materials to help provide a range of costs.
Are long-term maintenance costs included or accounted for in any way?	Yes, we will account for maintenance because that is very important for transit operators.
The location of the PTC is sandwiched between the airport and the freeway as opposed to areas Downtown and in Midway where there are bigger walksheds without the airport and freeway in the way. What are your thoughts on that?	We are hopeful that the PTC can spur some level of land use changes. It's an opportunity to think about how to convert car storage lots into other things like new workforce development, educational opportunities, electric vehicle charging production—things we don't have today. The PTC is not far from Laurel and Hancock, which both have potential for a revitalized space where people can work and go—not just live (typical residential).
How much research are you doing on comparable projects? (For example, Oakland connecting their BART station to the airport)	We are collecting all we can on other examples—domestically and internationally.

Virtual Public Meetings

Virtual Public Meeting #1

This section summarizes the engagement outcomes of Virtual Public Meeting #1. On March 11, 2021 from 6:00-7:30 p.m., SANDAG and Caltrans held a Virtual Public Meeting for the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan. The meeting was conducted as a webinar on the Zoom platform. The purpose of this first public workshop was to provide information and seek input from the public on three draft design concepts for the proposed Central Mobility Hub. SANDAG and Caltrans staff presented information and sought input from participants through several poll questions and a question/answer period. The meeting was conducted simultaneously in English and Spanish.

During the virtual public meeting, public comments were received in two forms:

- Polling Questions
- Question and Answer Segment

The Virtual Public Meeting included nine polling questions for attendees. The polling questions were as follows:

- What is your connection to the project area?
- The Central Mobility Hub is intended to be a welcoming place for the public to gather. What features would you like to see incorporated into the Central Mobility Hub to make it an asset to the community? (Select up to three.)
- What services or amenities would you like to see incorporated into the Central Mobility Hub to improve the travel experience? (Select up to three.)
- Do you think it would be more convenient to access the transportation services you would use in Concept 1 or Concept 2?
- When transferring between different modes of transportation or traveling through the Central Mobility Hub, do you prefer shorter walking distances with elevators and/or stairs, slightly longer walk without elevators and/or stairs, or have no preference?
- After seeing the Central Mobility Hub concepts what do you think are the most important elements for creating a user-friendly hub? (Select up to three.)
- How would you likely travel to and from the Central Mobility Hub? (Select up to three.)
- How important is it for the Central Mobility Hub to be adjacent to transit-oriented development such as housing, employment centers, office space, retail space and similar? (Rank on a scale of 1 to 10 with 1 being not important and 10 being very important.)
- What are your top three transportation concerns for this corridor?

The poll results are summarized below.

Table C-10: VPM #1 Poll Results – Connection to Project Area

VPM #1 Poll Results – Connection to Project Area		
Question	Answer Options	Number of Polling Results
What is your connection to the project area?	Live	24
	Work	54
	Own a business	5
	Visit for shopping/entertainment	80
	Attend school	20
	Visit recreational areas	69

VPM #1 Poll Results – Connection to Project Area

Question	Answer Options	Number of Polling Results
	Other	31

Table C-11: VPM #1 Poll Results – Mobility Hub Features

VPM #1 Poll Results – Mobility Hub Features

Question	Answer Options	Number of Polling Results
The Central Mobility Hub is intended to be a welcoming place for the public to gather. What features would you like to see incorporated into the Central Mobility Hub to make it an asset to the community? (Select up to three.)	Enhanced landscaping	35
	Public art	36
	Public plaza	66
	Seating	45
	Wayfinding signage	39
	Interpretive exhibits (e.g., historical/educational exhibits)	23
	Wide sidewalks	44
	Fountains/Water features	31
	Bike paths	49
	Other	6

Table C-12: VPM #1 Poll Results – Mobility Hub Services and Amenities

VPM #1 Poll Results – Mobility Hub Services and Amenities

Question	Answer Options	Number of Polling Results
What services or amenities would you like to see incorporated into the Central Mobility Hub to improve the travel experience? (Select up to three.)	Retail	51
	Restaurants/Food service	116
	Office space	17
	Childcare	12
	Entertainment	49
	Personal services (e.g., hair salon)	18
	Package lockers/Shipping services	18
	Technology features (e.g., WiFi, USB charging ports)	81
	Bicycle storage/Services (e.g., repair shop)	53
	Other	6

Table C-13: VPM #1 Poll Results – Convenience of Transportation Services in Design Concepts

VPM #1 Poll Results – Convenience of Transportation Services in Design Concepts		
Question	Answer Options	Number of Polling Results
Do you think it would be more convenient to access the transportation services you would use in Concept 1 or Concept 2?	Concept 1	30
	Concept 2	40
	No difference in access for the services I would use	37

Table C-14: VPM #1 Poll Results – Transferring Between Modes of Transportation at Mobility Hub

VPM #1 Poll Results – Transferring Between Modes of Transportation at Mobility Hub		
Question	Answer Options	Number of Polling Results
When transferring between different modes of transportation or traveling through the Central Mobility Hub, do you prefer:	Shorter walking distances with elevators and/or stairs	59
	Slightly longer walk without elevators and/or stairs	43
	No preference	11

Table C-15: VPM #1 Poll Results – Most Important Elements of a User-Friendly Mobility Hub

VPM #1 Poll Results – Most Important Elements of a User-Friendly Mobility Hub		
Question	Answer Options	Number of Polling Results
After seeing the Central Mobility Hub concepts what do you think are the most important elements for creating a user-friendly hub? (Select up to three.)	Easy transfers between transportation modes	98
	Convenient pick-up/drop-off facilities	72
	Short walking distances	33
	Bicycle and/or pedestrian connections to adjacent communities	52
	Dining and/or retail	27

VPM #1 Poll Results – Most Important Elements of a User-Friendly Mobility Hub

Question	Answer Options	Number of Polling Results
	Public plaza and/or gathering space	48
	Other	4

Table C-16: VPM #1 Poll Results – Travel to and from Central Mobility Hub

VPM #1 Poll Results – Travel to and from Central Mobility Hub

Question	Answer Options	Number of Polling Results
How would you likely travel to and from the Central Mobility Hub? (Select up to three.)	Trolley	61
	<i>Rapid</i> or local bus network	30
	COASTER or Amtrak	25
	Car (pick-up/drop-off)	58
	Car (paid parking nearby)	31
	Carpool or vanpool	6
	On-demand rideshare services (e.g., Uber/Lyft)	59
	Biking or other micromobility option	29
	Walking	9
	Other	4

Table C-17: VPM #1 Poll Results – Central Mobility Hub in Relation to Transit-Oriented Development

VPM #1 Poll Results – Central Mobility Hub in Relation to Transit-Oriented Development

Question	Answer Options	Number of Polling Results
How important is it for the Central Mobility Hub to be adjacent to transit-oriented development such as housing, employment centers, office space, retail space and similar? (Rank on a scale of 1 to 10 with 1 being not important and 10 being very important.)	1	5
	2	4
	3	2
	4	5
	5	7
	6	4
	7	11
	8	21
	9	16
	10	39

Table C-18: VPM #1 Poll Results – Top Transportation Concerns in the Corridor

VPM #1 Poll Results – Top Transportation Concerns in the Corridor		
Question	Answer Options	Number of Polling Results
What are your top three transportation concerns for this corridor?	Travel safety	38
	Traffic congestion and travel reliability	85
	Transit availability and other transportation choices	88
	Access to economic opportunity (jobs and education)	26
	Efficient goods movement	9
	Connecting affordable housing and jobs (efficient land use)	32
	Cleaner transportation (reduce climate change impacts and air pollution)	61
	Other	2

A total of 14 questions were answered during the question and answer segment. Below are the questions and answers that were addressed at the meeting:

- Q:** Old Town center is essentially our "central mobility hub" of today. Why would it make sense to move our hub slightly south?
- A:** The two proposed locations provide an opportunity to connect the San Diego International Airport directly to the transit system. In addition, the Navy Old Town Campus concepts offer an opportunity to bring multiple transportation modes together with mixed-use development.
- Q:** Why not modify Santa Fe Depot to be the Central Mobility Hub?
- A:** There is limited space at the Santa Fe Depot. There is not an opportunity to bring all elements of transportation together there.
- Q:** Will Phase 2 of the California High Speed Rail project be considered for these concepts?
- A:** Yes, High Speed Rail could be accommodated at either location. They will also be designed to be able to accommodate new services that are envisioned in the "Transit Leap" program of the Regional Plan.
- Q:** Where would the Central Mobility Hub be located at the Navy site?
- A:** The ideal location would be at the center of the site because the LOSSAN rail line is straight at that location.
- Q:** Will northbound traffic on Interstate 5 be able to exit directly to the pick-up/drop-off area?
- A:** Yes, this is the goal.
- Q:** How can the Central Mobility Hub connect to the Midway district?
- A:** There are a lot of opportunities to connect the Central Mobility Hub to the community. We will be exploring these in more detail at the next workshop. We will be looking at pedestrian, bicycle, and bus connections. We will be referencing the community plan to inform these connections.
- Q:** How will you ensure that there will be monitoring for cultural artifacts during excavation?

- A:** A plan will be developed during the environmental review to outline how we will monitor excavation and how artifacts will be handled. This will be part of the draft Environmental Impact Report.
- Q:** Have you considered access to the ferry and cruise ship terminals?
A: We haven't looked into this yet, but this is an important point to consider in the next phase of the study.
- Q:** How would you accommodate urban air mobility – flying taxis, etc.?
A: We have considered reserving some roof space for future urban air mobility. This could include drone delivery services as well as air travel. We understand the need for flexibility to accommodate future transportation technologies.
- Q:** Will there be any onsite parking?
A: Onsite parking is not currently envisioned as a part of the Central Mobility Hub. However, the Navy development project will likely include parking for residents, employees, customers, etc.
- Q:** How does this fit into the state's plans to reduce emissions by 80% by 2050?
A: Providing more transit and transportation options and promoting active transportation will help reduce greenhouse gas emissions. We think the Central Mobility Hub will help in this regard.
- Q:** Have you considered sea level rise as an issue?
A: Yes, we are considering sea level rise as we develop concepts.
- Q:** Will the existing Taylor Street grade crossing be separated to improve safety?
A: We are looking at this. It is a challenging location to grade separate for a number of reasons.
- Q:** What bike facilities are being considered?
A: We are looking at including bicycle boulevards within the project area. There will be secure bike parking and storage at the Central Mobility Hub. We are currently studying what bike facilities are needed in the project area and will be discussing this in more detail at the next workshop.

Virtual Public Meeting #2

This section summarizes the engagement outcomes of Virtual Public Meeting #2. Note that more details are provided in the SANDAG and Caltrans Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan Virtual Public Meeting #2 – June 7, 2021 Summary Report and its appendices.

On June 7, 2021 from 6:00-7:30 p.m., SANDAG and Caltrans held a Virtual Public Meeting for the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan. The meeting was conducted as a webinar on the Zoom platform. The purpose of this public workshop was to provide a summary of public input received to date, present draft transportation solutions for the study area in the categories of freeway, transit, active transportation, and mobility hubs, and seek input from the public on these proposed transportation solutions. SANDAG and Caltrans staff presented information and sought input from participants through several poll questions and a question/answer period. The meeting was conducted simultaneously in English and Spanish.

During the virtual public meeting, public comments were received in two forms:

- Polling Questions
- Question and Answer Segment

Table C-19: VPM #2 Poll Results – Connection to Project Area

VPM #2 Poll Results – Connection to Project Area		
Question	Answer Options	Number of Polling Results
What is your connection to the project area?	Live	14
	Work	15
	Own a business	6
	Visit for shopping/entertainment	20
	Attend school	3
	Visit recreational areas	21
	Other	2

Table C-20: VPM #2 Poll Results – Participation in First Public Workshop

VPM #2 Poll Results – Participation in First Public Workshop		
Question	Answer Options	Number of Polling Results
Did you participate in our first public workshop, held on March 11, 2021?	Yes	13
	No	21
	I watched the recording	2

Table C-21: VPM #2 Poll Results – Hearing About the Workshop

VPM #2 Poll Results – Hearing About the Workshop		
Question	Answer Options	Number of Polling Results
How did you hear about this workshop?	SANDAG website	6
	Virtual engagement site	1
	Social media	4
	SANDAG e-blast	10
	Other electronic news source	0
	Newspaper advertisement	1
	Community group or organization	5
	Word of mouth	2
	Other (please post in Q&A)	3

Table C-22: VPM #2 Poll Results – Active Transportation Strategies

VPM #2 Poll Results – Active Transportation Strategies		
Question	Answer Options	Number of Polling Results
How well do these active transportation strategies address your concerns?	Does not address	2
	Minimally addresses	3
	Somewhat addresses	10
	Mostly addresses	11
	Addresses Well	2

Table C-23: VPM #2 Poll Results – Freeway Strategies

VPM #2 Poll Results – Freeway Strategies		
Question	Answer Options	Number of Polling Results
How well do these freeway strategies address your concerns?	Does not address	2
	Minimally addresses	3
	Somewhat addresses	8
	Mostly addresses	7
	Addresses Well	3

Table C-24: VPM #2 Poll Results – Transit Strategies

VPM #2 Poll Results – Transit Strategies		
Question	Answer Options	Number of Polling Results
	Does not address	2
	Minimally addresses	0

VPM #2 Poll Results – Transit Strategies

Question	Answer Options	Number of Polling Results
How well do these transit strategies address your concerns?	Somewhat addresses	11
	Mostly addresses	6
	Addresses Well	3

Table C-25: VPM #2 Poll Results – Mobility Hub and Flexible Fleet Strategies

VPM #2 Poll Results – Mobility Hub and Flexible Fleet Strategies

Question	Answer Options	Number of Polling Results
How well do these Mobility Hub and Flexible Fleet strategies address your concerns?	Does not address	2
	Minimally addresses	3
	Somewhat addresses	10
	Mostly addresses	4
	Addresses Well	4

Table C-26: VPM #2 Poll Results – Incentivizing Transit for Everyday Trips

VPM #2 Poll Results – Incentivizing Transit for Everyday Trips

Question	Answer Options	Number of Polling Results
What would it take for you to use transit for everyday trips?	Increased frequency	17
	Faster travel times	17
	Enhanced station amenities	2
	Reduced fares	6
	More choices in modes of transportation	10
	Greater span of services	5
	Direct routes to where I need to go	19
	More comfortable transit vehicles	5
	Feeling safer on transit	11
	Other (please post in Q&A)	5

Table C-27: VPM #2 Poll Results – Incentivizing Cycling for Everyday Trips

VPM #2 Poll Results – Incentivizing Cycling for Everyday Trips

Question	Answer Options	Number of Polling Results
If you are able to ride a bike, what would it take for	Safe bikeways	20
	Comfortable bikeways	11
	More route/destination choices	1

VPM #2 Poll Results – Incentivizing Cycling for Everyday Trips

Question	Answer Options	Number of Polling Results
you to consider riding a bike for everyday trips?	Public access to e-bikes	6
	Bike share program	3
	Secure bike parking	11
	Other (please post in Q&A)	5

Virtual Public Meeting #3

This section summarizes the engagement outcomes of Virtual Public Meeting #3. Note that more details are provided in the SANDAG and Caltrans Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan Virtual Public Meeting #3 – September 8, 2022 Summary Report and its appendices.

On September 8, 2022, SANDAG hosted a public meeting to provide an informational update on the Central Mobility Hub project and to gather final input on the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan (CMCP). In May 2022, SANDAG staff presented a new location for the Central Mobility Hub in Downtown San Diego and two proposed transit connections to San Diego International Airport to the Board of Directors. The purpose of the September 8 public meeting was to share this information with the public and to gather seek additional input on proposed transportation solutions to be included in the Central Mobility Hub and Connections CMCP focused on the area around the proposed airport transit connections.

During the virtual public meeting, public comments were received in two forms:

- Polling Questions
- Question and Answer Segment

The meeting included four polling questions for attendees. The polling questions were as follows:

- What do you think is the most pressing issue that needs to be addressed as part of the Central Mobility Hub project?
- With the improvements proposed as part of the Central Mobility Hub project, what types of alternative transportation options are you most likely to use to get to the airport?
- What improvements are most important to you as part of the Central Mobility Hub project?
- On a scale of 1 (lowest) to 5 (highest), how effective do you think the strategies presented will be in getting people to use the Port Transit Center and take transit and other alternative travel options?

Results of the poll questions are summarized in the tables below.

Table C-28: VPM #3 Poll Results – Pressing Issues to Address with the CMH Project

VPM #3 Poll Results – Pressing Issues to Address with the CMH Project		
Question	Answer Options	Number of Polling Results
What do you think is the most pressing issue that needs to be addressed as part of the Central Mobility Hub project?	Improving traffic	3
	Reducing greenhouse gas emissions	3
	Providing additional public spaces	11
	Improving safety for people walking, biking, and riding transit	14
	Providing a direct transit connection to the airport	1
	Other	1

Table C-29: VPM #3 Poll Results –Alternative Transportation Options to the Airport

VPM #3 Poll Results – Alternative Transportation Options to the Airport		
Question	Answer Options	Number of Polling Results
With the improvements proposed as part of the Central Mobility Hub project, what types of alternative transportation options are you most likely to use to get to the airport?	People mover or Trolley	21
	Rapid bus or local bus	18
	Bike/E-bike (includes personal or shared bikes/scooters)	2
	Walk	2
	On-demand shuttles (e.g., rideshare or microtransit)	11
	Other	1

Table C-30: VPM #3 Poll Results- Most Important Improvements

VPM #3 Poll Results – Most Important Improvements		
Question	Answer Options	Number of Polling Results
What improvements are most important to you as part of the Central Mobility Hub project?	Increase in safer, more protected bikeways	11
	More attractive, safer pedestrian walkways	13
	Direct transit to the airport	21

VPM #3 Poll Results – Most Important Improvements

Question	Answer Options	Number of Polling Results
	Less congestion on surrounding roadways	8
	More housing near transit stops and bikeways	10
	More on-demand transit and shared ride options	6
	More public spaces (e.g., plazas, promenades)	0
	Other	1

Table C-31: VPM #3 Poll Results – How Effective are the Strategies

VPM #3 Poll Results – How Effective are the Strategies

Question	Answer Options	Number of Polling Results
On a scale of 1 (lowest) to 5 (highest), how effective do you think the strategies presented will be in getting people to use the Port Transit Center and take transit and other alternative travel options?	1 = Not effective	1
	2 = Minimally effective	4
	3 = Moderately effective	5
	4 = Mostly effective	11
	5 = Very effective	7

C.4. Public Comment on Draft CMCP

SANDAG distributed the CMH CMCP for public comment starting on April 20, 2023 for a period of 45 days. During that time, SANDAG received 47 comments through the agency’s Social Pinpoint public engagement tool, as well as 6 additional comments shared via email, letter, or voicemail, for a total of 53 comments.

All comments received during the 45-day public review period were reviewed by the project team. Any factual errors in the draft report or attachments were updated. New strategies that were requested during the public comment period were added to Appendix F. These strategies have not been incorporated into the final document list of strategies shown in Appendix D and Appendix E. That is because the projects have not been evaluated for feasibility, costed, or determined to meet the goals and objectives of the study. Projects added to Appendix F will be evaluated in future updates to the CMCP and in the next Regional Plan.

Social Pinpoint Comments

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint					
#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
1	023-04-21		Social Pinpoint	The airport trolley connection and the balboa park LRT loop.	I don't think tunneling under downtown is the most cost effective or efficient strategy for the airport connector, using the current trolley right of way would be much cheaper and easier to complete
2	023-04-21		Social Pinpoint	I love the airport connection, I believe it needs to be a light rail project, not a people mover type system. if it is a light rail system it allows for expansion or interlining much easier in the future. I know that there are concerns about	I think that there should be incentive to grade separate over time the dedicated brt line to ocean beach, this is because it could be converted to the ocean beach extension of the light rail project. Much like the LA orange line brt.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
				space in the area, but I still think it is possible.	
3	023-04-21		Social Pinpoint	None	Forcing us out of our cars!!
4	023-04-21		Social Pinpoint	Connectivity to the airport for sure!	This can't come quickly enough.
5	023-04-21		Social Pinpoint	this is the dumbest idea. most of us go to places where the trolley, and busses DO NOT GO!!	I volunteer at balboa park and HAVE to take many items with me. there is NO WAY i can take my stuff on trolleys or busses!
6	023-04-21		Social Pinpoint	protected bike lanes	do not make an automated people move instead of trolley line extension. transferring one train to another in short distance doesnt make sense. just make the trolley connect to the airport like people want.
7	023-04-22		Social Pinpoint	Mobility hubs are transit-oriented spaces that enhance the community and travel experience by featuring an array of amenities, recreation areas, and mobility services.	Continuous flowing transit scheduling for every 15 minutes (or more often) is so very, very helpful. A constant flow of possible buses, shuttles, trolleys make the difference in actually getting to and from without hours of wasted wait time. Especially true with airport connections and incoming vacationers.
8	023-04-22		Social Pinpoint	I like the visionary thinking of San Diego transit system, and would love a trolley connection to Balboa via transit from downtown.	San Diego is a beach community, and the main goal should be connecting people from the places they are to the places they want to go. I would include a heavier emphasis on the beaches, or the reason why people move or visit San Diego. Also work on making transit more convenient then driving. Those things didn't seem focused enough.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
9	023-04-23		Social Pinpoint	Putting tracks underground. Although I would have an above ground building where the tracks are by the Santa Fe Depot and put the tracks underground. The old Santa Fe Depot space could still be used for Amtrak ticketing.	Great!
10	023-04-23		Social Pinpoint	My favorite strategy in the document is the idea of having all the modes of transportation in one center.	There should be a people mover to the airport
11	023-04-23		Social Pinpoint	Promoting a more dense and transit-oriented downtown and surrounding urban neighborhoods.	City beautification by installing planters and creating more public plazas/squares around the city for people to gather for people watching or other events
12	023-04-24		Social Pinpoint	Better transit connections to the airport. Unfortunately, they primarily add on service to areas that already have decent service to the airport.	Adding a trolley line to the already transit rich North Park and Hillcrest neighborhoods makes little sense when the transit poor, denser, and more economically and racially diverse neighborhoods of City Heights and Normal Heights still are stuck with slow inefficient busses that all go to the same place.
13	023-04-24		Social Pinpoint	LRT or People Mover to airport.	This should be a fast track project, not delayed for a decade or more.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
14	023-04-24		Social Pinpoint	Unfortunately, I can't have a favorite proposed strategy because there was only one was provided: a brand-new line worth billions of dollars that won't be part of existing light rail infrastructure or serve all that many people, yet could steal precious underground real estate beneath Broadway that could otherwise be used for a trolley tunnel for the existing C St corridor. Please do not build a brand-new line. We want a connection to existing trolley infrastructure.	The Airport connection should be built as a Trolley spur at Laurel St southbound, creating a new trolley line from the Airport to 12th & Imperial via Santa Fe Depot and the Convention Center, doubling the existing Green line alignment. All additional costs that were planned to be used on building expensive underground tunnels in downtown should instead go to grade separations for existing trolley infrastructure to allow higher frequencies (e.g. Washington St & Pacific Highway, Market St & Harbor Dr, etc). Peak Blue line could run every 6 minutes from UTC to San Ysidro. Green, Orange, and the new Airport line could run every 12 minutes. This would mean a combined frequency of a trolley arriving every 3 minutes at Little Italy and Santa Fe Depot, every 3-6 minutes along C St, every 3-6 minutes at Old Town, and every 6 minutes at the Convention Center and Gaslamp Quarter stations. Not only would a project like this seamlessly connect the airport into our already existing and incredibly successful light rail network, but it would be coupled with improvements to the greater network as a whole. Please reconsider connecting our airport to the nation's busiest light rail network. We don't need a brand-new alignment when the one we have now connects to University City, San Ysidro, La Mesa, and countless other destinations across the county.
15	023-04-24		Social Pinpoint	Decreasing the reliability on cars to get around the city	Not at this moment

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
16	023-04-25		Social Pinpoint	I like that some scenarios include extending our existing light rail system into OB.	Please do not use an APM to connect to the airport. An APM would add unnecessary complexity when we already have a light rail system. Having the trolley connect to the airport directly means we could use our existing rolling stock. In addition, transit riders would not have to transfer from the trolley to another system or vice versa. Please also ensure that the transit line could be extended past the airport into OB. We need mass transit lines that bring users closer to the beaches.
17	023-04-27		Social Pinpoint	connection to airport	<ol style="list-style-type: none"> 1. this UI is not user friendly 2. there are minimal explicit details . 3. build LRT around mid city (just follow major roads around balboa, as this is where everyone wants to live, most density, and this area is being rapidly developed
18	023-05-12		Social Pinpoint	Trolley to the airport	Too many bike lanes that will only have minimal use.
19	023-05-12		Social Pinpoint	Small buses to service communities.	Sorry. I know you want a Grand Central Station, but we can neither afford it, nor do we need it. Right now we can take a tram to the airport via the Middletown stop, but the propaganda from SANDAG makes it sound like we have to cross a huge highway (not the same, slow PCH that we cross downtown) if we want to take the trolley, I think you should add a stop at the Middletown station to the rental car route that goes around the airport, add a fast bus from super nearby Old Town (oh wait, we already have that - publicize the fast bus), and actually tell the truth about how easy it is to get to the airport right now. Then use the money you want to spend on a monument to yourselves

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
					for autonomous vehicle parking structures all over the city and shared autonomous vehicles as a fleet of the future, not a trolley and Central Station throwback to the past, and quite frankly to the egos of those who built and still want to build them. This isn't the 1920's, both technology-wise and politically. Create what we really need for the future with as little fluff, excess, and fanfare as possible and save our money for transit, not egos.
20	023-05-12		Social Pinpoint	Will there be any future growth beyond this area with mass transit?	Is the san Diego trolley going to ever go further East from Santee?
21	023-05-13		Social Pinpoint	Transit from the terminals to light rail	The maps you include in the document are very unclear. Too many line types and too wide of a map to see the details of what is proposed.
22	023-05-15	Alex Wong	Social Pinpoint	The Airport Rail Link	Build the airport rail link as an fully grade-separated APM, not a street-running LRT. Compared to LRT, the APM will be cheaper to build and operate per mile, attract more ridership, and provide 2-3 minute frequencies (while an LRT would have 10-15 minute frequencies). Frequency is paramount to San Diego's Airport Rail Link because with Downtown being under ten minutes from the airport, people won't ride transit if they have to wait more than 5 minutes. The APM could easily be expanded beyond the airport, because contrary to popular opinion, APMs aren't just used in airports. Tokyo's Yurikamome is a 9.1 mile APM system through a dense urban district using the same vehicles as Miami Airport's APM. APMs, being fully automated, would be immune to driver shortages that force transit agencies to cut service.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
23	023-05-15		Social Pinpoint	Connecting to the airport	<p>Furthermore, MTS' proposal for an airport Trolley involves branching off the existing Blue/Green Line corridor. This is a huge drawback, as it would compete for track space on a corridor already shared by the Blue and Green Line, both of which desperately need increased frequency as Mission Valley and University City grow rapidly. By contrast, an APM would run independently of existing Trolley lines and not lower the maximum potential frequency of existing Trolley services on the shared Blue/Green Line corridor.</p> <p>Build the airport rail link as a fully grade-separated APM, not a street-running LRT. Compared to LRT, the APM will be cheaper to build and operate per mile, attract more ridership, and provide 2-3 minute frequencies (while an LRT would have 10-15 minute frequencies). Frequency is paramount to San Diego's Airport Rail Link because with Downtown being under ten minutes from the airport, people won't ride transit if they have to wait more than 5 minutes. The APM could easily be expanded beyond the airport, because contrary to popular opinion, APMs aren't just used in airports. Tokyo's Yurikamome is a 9.1 mile APM system through a dense urban district using the same vehicles as Miami Airport's APM. APMs, being fully automated, would be immune to driver shortages that force transit agencies to cut service.</p> <p>Furthermore, MTS' proposal for an airport Trolley involves branching off the existing Blue/Green Line corridor. This is a huge drawback, as it would compete for track space on a</p>

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
					corridor already shared by the Blue and Green Line, both of which desperately need increased frequency as Mission Valley and University City grow rapidly. By contrast, an APM would run independently of existing Trolley lines and not lower the maximum potential frequency of existing Trolley services on the shared Blue/Green Line corridor.
24	023-05-15		Social Pinpoint	The Central Mobility Hub should be Santa Fe Depot! It's a cultural center in the city, and it's roughly in the middle of the Blue Line. I'd say that's pretty central. Having the central hub so far out of the city means that people will need to take more transfers.	Santa Fe Depot could be really nice if it had the budget to be renovated to be up to date, while keeping it's old school charm.
25	023-05-16	Dallas	Social Pinpoint	Easier connections to airport and between transportation nodes.	More trolley less buses.
26	023-05-16	Paige	Social Pinpoint	I like the expanded transit only lanes. I love that the vast majority of people in the area will be able to commute to work via a 30 minute or less transit trip. The separate transit lanes are key to making it a viable choice for people who can easily choose to drive instead.	I think the plan is good but I'm concerned whether funding will be possible and if this will all be completed in the near term or if we're looking at a completion date of 2050 or later, which would be way too late.
27	023-05-16	Bob Gaglione	Social Pinpoint	The airport, cruise ships and railway should be better	This is a great idea for San Diego. I hope it gets done quickly and is well-designed!

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
				connected in downtown San Diego.	
28	023-05-16	JR	Social Pinpoint	creating greater access throughout the County with public transit.	not at this time
29	023-05-17		Social Pinpoint	<p>You need to build more freeway lanes; particularly I-5 and HWY 52 from 163 to I-8. People are NOT going to leave their cars. How are you going to carry bags of groceries on a bicycle or on a trolley?? I don't want more public transit because liberal democrats are NOT providing adequate armed law enforcement officers on the trolley to ensure safe travels. In recent months there have been more assaults, homeless sleeping, defecating, urinating, on public transit buses and the trolley.</p>	SANDAG director is a failure from LA; he should be fired. I don't want to pay a mileage tax!!!! I already pay outrageous taxes in San Diego.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
30	023-05-17	Paul Grimes	Social Pinpoint	No project alternative is best. I don't think there are any airports with more than 7% of passengers taking a rail connection the airport. This boondoggle will cost us all a lot of money for a service that will not go anywhere without a connection. Many will not take transit due to early departure times or late arriving times. I have been to Cleveland numerous times and their direct subway type service direct to downtown has no more than a couple of riders who mostly are employees.	Stop listening to the tiny, vocal minority of bike riders. They represent about a half percent of commuters and recent Portland figures show a large drop in bike riding, even though they have a great bike network. The expense of bike lanes is way overboard vs use. There is so much more that could be done with improving streets and pedestrian safety. It's true that if you build it, they are not coming in SD.
31	023-05-17		Social Pinpoint	I like the concept closest to the airport. It makes the most sense.	What is the plan for the airport when the sea level raises? Projections show it ending up underwater and sea levels raising faster then thought.
32	023-05-17	Ronn Guittard	Social Pinpoint	Seeing the rail system connecting to the SD airport. Thanks	Finally fixing the Harbor Dr corridor from the Barrio Logan south. This should've happened over 30 years ago.
33	023-05-17	Not that stupid	Social Pinpoint	Hahaha. What a **** survey. Only looking for positive comments. Shameful. Very old trick. There are lies, **** and statistics.	Allow people to provide both negative and positive comments. This survey is totally flawed and designed only to get positive comments. Complete fraud.
34	023-05-17		Social Pinpoint	What makes you think I have a favorite. This was released 4/20 and I am only now receiving it 5/17	Hopefully I will have time to go over the lengthy documents in time to make some very detailed feedback

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
35	023-05-17	Paul Henning	Social Pinpoint	transit to the airport	Funds should be focused on providing trolley service directly to both airport terminals (as in London, Sydney, etc) from the existing trolley network and using that new line to provide service to additional neighborhoods (eg Liberty Station). A giant, grandiose central hub is an unnecessary waste of money.
36	023-05-17	Kathy Vandenhoevel	Social Pinpoint	Improved public transportation.	It is unfortunate that Greater Golden Hill was not included in your study area. We are adjacent to Downtown and Balboa Park but are often overlooked for infrastructure improvements. We have no direct connections via public transportation to Balboa Park, there are no bus stops at or near the Golden Hill Recreation Center or the Balboa Golf Course and we only have one bus route in our community.
37	023-05-18		Social Pinpoint	Airport connectivity / direct connection via multiple modes of public transportation (Coaster, Trolley, Bus/Bus Rapid). Geographically, the on-site Port Building location makes far more sense than the NAVWAR site.	I take the Coaster from north county downtown several times a month for business and recreation. It would be very helpful to also be able to take it to the Airport.
38	023-05-18	Mary Ann Horton	Social Pinpoint	TLDR	As an alternative to the Del Mar rail tunnel, please consider building out the portion of the California bullet train that runs along the I-15 corridor, at least up to the Escondido Sprinter connection, and preferably to Temecula and eventually LA. Not only would this provide a second route along LOSSAN, it would help service a badly underserved community in north central county.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
39	023-05-19	Paul jamason	Social Pinpoint	Light rail/APM lines to airport	Dedicated transit lanes, bike/scooter share and secure bike parking are my other favorite ideas in the plan
40	023-05-20		Social Pinpoint	Light rail from PTC to Ocean Beach	San Diego needs to MASSIVELY expand public transit! Considering how big of a city we are, we can't afford to have just 3 light rail lines, a commuter rail line, and a hybrid rail line. Traffic gets really bad, and we need to expand lines, build new lines, and develop around our transit (TOD). I really hope you can take this advice to heart and change our city for the better.
41	023-05-20	Robin Y Rivet	Social Pinpoint	Airport connections need paramount priority. Our airport location is ill-conceived, but it's central, and still difficult to access with anything but a car. Any new plan needs to address getting to/from a future airport navigation center, or it will fail. Costs must be reasonable. Government shuttles to connect people to hubs. This could create jobs.	I am very concerned about "last mile" issues, because I live near 5 trolley stations, but none are feasible enough to walk to, never mind carrying luggage. Freeway overpasses (like I-8) lack walkability or reliable transit, and buses to most anywhere still take 4-5 times as long as automobiles. (I live only a mile south of Lake Murray - a beautiful park, but it's impossible to walk to.) Parking at Balboa Park was recently reduced, but transit stayed the same. Yuk. My extended neighborhood has an express bus direct to Balboa Park, but no legal place to leave my car if I drove to the bus stop. Lastly, as long as our urban corridors remain bereft of shade trees and attractive shrubbery, people will not embrace them as desirable places to walk (or even bike). Three travel options must be safe, separate, beautiful and green. Creating one-way streets seems a strategy to increase green space, slow traffic for safety, make room for driving, walking and biking, and keep transit moving. People movers should also be considered in our mild climate; especially in hilly places difficult for aging populations to walk or bike. We can be innovative! I moved to CA because I believed it was a progressive state, but

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
					local governments continue to lag behind in implementing urban planning as a science - and an art. Beauty matters as much as access. People don't like infill, because it's been ugly. It can go up in height, if green footprints remain larger. We must stop commercial property mature tree losses and illegal hacking, as well as planting large amounts of new street tree saplings. Cut out excess pavement where possible. Truly green cities require ordinances and enforcement. The public can help, but please give them a chance.
42	023-05-21		Social Pinpoint	This plan tries to do too much. Tackling Smaller, individual areas might be better.	Hardly any one takes the bus. Get rid of the most buses
43	023-05-22		Social Pinpoint	I don't see one other then creating rhe Big Hog union jobs in the name of the environment!	Its a waste of billions of dollars that will only effect 3% of the impoverished population! The rest of us will never use your idea of transportation, look at all the hundreds of miles of bike lanes that sit empty as cars are backed up, not moving because of only one lane and one bike lane. YOu will once again try to force you agenda by a mileage tax! Not going to happen!
44	023-06-04	Javier Saunders	Social Pinpoint	Direct link in the form of a People Mover or Light Rail to the Airport from the Middletown Intermodel Facility. STOPS Run B-Closed Loop Pople Mover is the most desirable and preferred alternative.	The Middletown Intermodel Facility must have direct access to and from I-5 and Pac Hwy to be efficient and reduce local traffic. The proposal to modify Rosecrans Street to one lane and one dedicated Transit Lane is insufficient to accommodate 49,000 ADT's. The proposed Loop People Mover is the most desirable and generates higher traffic and VMT savings.

45 023-06-05

Janet
Rogers

Social
Pinpoint

The people mover between the airport terminals, parking lots and car rental is good idea. Many cities have this type of rail and it is very functional at an airport.

1 Spending billions of dollars to redirect all the transit to City Hall as a Central Mobility Hub, including using billions of dollars to build subways, seems excessive.

2 A diverse network of rail and buses that caters to the needs of users is far more important than centralizing everything. The money is better spent on expanding the trolley into new areas and increasing frequency of all services.

3 The airport connector study is not complete and hasn't been released to the public so the people mover shown in this presentation is premature.
This proposed unmanned people mover (not trolley) to downtown doesn't seem to be an improvement over the current 992 Downtown bus to the airport. It costs a lot for very little added value. The proposal has the same stops on Broadway as the bus and goes through a tunnel on Pacific Hwy instead of driving on Harbor Drive.
The bus service can be improved at a fraction of the cost when the Port builds dedicated transit lanes on Harbor Drive, which is the plan in the PMPU.
Building a tunnel in landfill on Pacific Hwy is probably not structurally sound and construction would have to go deep enough to go through rock at great expense.
All this money for a train to the airport that only caters to downtown residents living a few minutes away and tourists, and doesn't connect to the trolley, is not a good use of money.
Any train to the airport must connect to the trolley system and be usable by people from downtown and greater San Diego. More discussion is needed when the airport study is released. Maybe build a new airport trolley line that starts at Hawthorn and connects to the Green and Blue lines via a short walk under the LOSSAN corridor, and then extends to Liberty Station and Point Loma or goes north to the beach communities.

The very low ridership numbers presented with this version will keep it from successfully competing for federal transportation infrastructure funds.

4. There is no obvious need for the major Port Transit Center. There is no significant demand to go there. It could be a regular stop on a transit line.

5 The public meetings were mainly in 2021 around the NAVWAR location as a CMH, which has been rejected. There has not been any public education or workshops to discuss these new plans. Don't use the old workshops to justify these new concepts.

6 The CMH seems like an idea from the past. Imagine the security needed just to get in or out of a transit hub under City Hall. The major transit hubs in NYC, like Grand Central Terminal, have nothing to do with the city government.

7 Moving the LOSSAN Corridor to the CMH is only half of the work. You would have to make a subway all the way to the new Coaster Convention Center Station opening in 2026. Amtrak needs to go south, too, because their new maintenance and layover facility will open by the BNSF yard in 2026 or 2027. You can't just go to the CMH and stop. This extra subway will cost another fortune.

46 023-06-05 Pat Pressel Social Pinpoint None Transit Money should be spent so more people can ride it more easily. This is preposterous.

CMH Public Comment on Draft CMCP Submitted Via Social Pinpoint

#	Date	Name	Source	Comment 1: What is your favorite proposed strategy or idea in the document?	Comment 2: Please provide any additional feedback you may have.
47	2023-06-06	Shannon Fiala	Social Pinpoint	SLR risk analysis	Although the draft plan discusses the threat of sea level rise within the CMCP area, the projections / maps that it uses appear to underestimate the risk / extent (at least when compared to Our Coast Our Future). The draft plan also does not include Sea Level Rise (SLR) adaptation strategies, nor does it even really acknowledge the risk that SLR would pose to the various strategies that it proposes, i.e., improvements to transit, complete street, and freeways/roadways, etc. Please revise the plan to address the risk of SLR and to propose SLR adaptation strategies within the CMCP study area.

Other Comments Received via Email, Letter, or Voicemail

CMH Public Comment on Draft CMCP submitted via Email, Letter, or Voicemail

#	Date	Name	Source	Comment
48	2023-04-27	Janet Rogers	Email	<p>As way of introduction, I've been a transit advocate for over 20 years. I was named Transit Advocate of the Year in 2003 in KCMO by the Regional Transit Alliance and then I joined their board. Several years later several of us started Transit Action Network, which I led until moving to San Diego.</p> <p>I've been busy here as lead in the Train Coalition at Santa Fe Depot, and co-chair of Safe Walkways and the Embarcadero Coalition. I'm obviously getting involved in transit again as their are new issues at hand.</p>

CMH Public Comment on Draft CMCP submitted via Email, Letter, or Voicemail

#	Date	Name	Source	Comment
				<p>I have some process concerns, too. As far as I know we're being asked to comment by June 5th on a 124 page document that hasn't had any workshops for the public to receive a presentation and ask questions. I put the document out in my building and several people told me they were overwhelmed and couldn't make sense of it.</p> <p>Also, I was surprised when Brent told me that the airport connector study is not finished despite how it is portrayed in the SANDAG information, including the headline.</p> <p>The Next Step for the Airport Transit Connection: Central Mobility Hub is Here!</p> <p>So I need some clarification as to where we are in the process, as well as what the process is for public engagement. I don't see that we have had any public engagement on the airport connector since the NAVWAR proposal was rejected. I wouldn't call Hassan's presentation at the CCRC a real opportunity for public engagement. Plus the plan has changed a lot since then based on this new information.</p> <p>Then I'll have specific questions about the project.</p> <p>I really appreciate you helping me since I'll be communicating this information to a lot of the condos downtown.</p> <p>Looking forward to working with you,</p>
49	2023-05-11	Construct Invest Corporation	Letter	See below Construct Invest Corporation Letter
50	2023-05-16	CPUC, Howard Huie	Email	<p>To Whom It May Concern:</p> <p>Is there an Environmental Impact Report or Draft Environmental Impact Report that we can review regarding the Central Mobility Hub or Comprehensive Multimodal Corridor Plan?</p> <p>Please do not hesitate to call if you have any questions.</p> <p>Thanks,</p>

CMH Public Comment on Draft CMCP submitted via Email, Letter, or Voicemail

#	Date	Name	Source	Comment
51	2023-05-16	N/A	Voicemail	The Old Town Trolley stop needs a parking structure. The lot is always full when I try to park there to take the trolley, for instance to go to a baseball game to get downtown and I have to end up driving myself. So please increase the parking at the Old Town Stop. Thank you.
52	2023-06-05	San Diego Unified Port District	Letter	See below San Diego Unified Port District Letter
53	2023-06-05	North County Transit District	Letter	See below North County Transit District Letter

Construct Invest Corporation

Reimagine Mass Transit™

May 10, 2023

Dear SANDAG Bord of Directors, Transportation Committee & Mobility Working Group,

Subject: Draft Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan

I am writing to urge you to include an analysis of Autonomous Mass Transit in the final Central Mobility Hub and Connections CMCP. As our cities continue to grow, we must seek innovative solutions to address transportation challenges. Autonomous Mass Transit presents an exciting opportunity to provide safe, reliable, and efficient public transit while reducing cost, congestion, and emissions.

Autonomous Mass Transit consists of a fleet of high passenger capacity self-driving vehicles that operate on a fixed route, similar to light rail systems. The vehicles are equipped with sensors, cameras, and other advanced technologies that allow them to operate without a driver. They can navigate through traffic, stop at designated stations, and pick up and drop off passengers autonomously. Autonomous Mass Transit can be deployed in different configurations, including bus, shuttle, and light rail alignments. Further, Autonomous Mass Transit can be utilized for tunnel, on grade or elevated routes, depending on the specific needs of the city.

Autonomous Mass Transit technology has advanced significantly in recent years, with pilot programs and early adopters worldwide. The benefits of Autonomous Mass Transit are numerous, including lower construction cost, reduced operating costs, increased safety, reduced congestion, and improved accessibility for underserved communities. By leveraging the latest in artificial intelligence and autonomous technology, Autonomous Mass Transit has transformed the way we move people in urban areas.

However, for Autonomous Mass Transit to become a reality, we must first understand its potential impact on our transportation system. That is why I strongly encourage you to include a comprehensive analysis of Autonomous Mass Transit in the final plan. Such an analysis could examine the feasibility of implementing Autonomous Mass Transit in San Diego, the cost savings compared to traditional transit systems, and the positive impact on our environment and quality of life.

As we continue to confront the challenges of urbanization and climate change, we must be open to new solutions that can improve the lives of our citizens. Autonomous Mass Transit is a game changer in the world of urban transportation, and I hope that you will take this opportunity to explore its possibilities.

Thank you for your consideration.



Karsten Baltzer
CEO & Founder
Construct Invest Corporation

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925 639 1542
11456 Nantucket Parkway, San Diego CA 92130

San Diego Unified Port District Letter



June 5, 2023

Marisa Mangan
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101
Sent via email: Marisa.Mangan@sandag.org

RE: Comments on SANDAG's Central Mobility Hub Comprehensive Multimodal Corridor Plan

Dear Ms. Mangan,

The San Diego Unified Port District (District) thanks the San Diego Association of Governments (SANDAG) for the opportunity to provide public comment on the Central Mobility Hub (CMH) Comprehensive Multimodal Corridor Plan (CMCP). The District would like to offer the following comments:

1. On page 7, the Executive Summary notes that *"The PTC has not been selected as the final location for the CMH, but rather is intended to serve in interim as a valuable connection to the airport"*. "Interim" could be interpreted to mean that the Port Transit Center (PTC) is intended as a temporary facility and may go away in the future. The CMCP should clarify that the PTC is integral to the suite of mobility improvements, serving as a mobility hub until the CMH becomes operational, and post CMH construction, the PTC will continue to provide necessary services and connections, mostly notably to the Airport.
2. On page 24, the CMCP notes that *"Additionally, SANDAG is evaluating several potential alignments for airport transit connections, including one from points north and south of SDIA. Several of the potential alignments include a transit center at the location of the existing Port of San Diego headquarters called the Port Transit Center (PTC). The PTC has not been selected as the final location for the Central Mobility Hub, but rather is intended to serve in interim as a valuable connection to the airport. The future CMH could be located in Downtown San Diego. SANDAG and the City of San Diego are actively working to identify a downtown location that could accommodate all intermodal uses included in the CMH project. In support of the CMH, the PTC would initially be developed at the Port of San Diego Headquarters"*. Similar to comment number 1 above regarding the use of "interim" on page 7, the term "interim" implies that that the PTC may not be permanent. The PTC will require strategic investment and partnerships to implement.
3. On page 56, *Figure 2-21: Goods Movement Network* depicts Harbor Drive between the Tenth Avenue Marine Terminal and National City Marine Terminal as a major goods movement corridor; the Harbor Drive 2.0 project will be critical to implement in this corridor, yet it is not mentioned. An environmental analysis of the project is due in Fall 2023, with Caltrans as the lead agency. Please consider incorporating this in the CMCP.

Port of San Diego, 3165 Pacific Highway, San Diego, CA 92101 | portofsandiego.org



Page 2 of 2
June 5, 2023

RE: Comments on SANDAG's Central Mobility Hub Comprehensive Multimodal Corridor Plan

4. On page 76, in the second paragraph under section 4.2.1 Mobility Hubs and Flexible Fleets, it is noted that *"The Central Mobility Hub serves as the anchor mobility hub, while other types include regional mobility hubs, mobility nodes, and enhanced transit stops. Locations of these tiers are shown in Figure 4- and Figure 4- above. Within the CMCP, the PTC would initially serve as the Central Mobility Hub"*. The second figure reference is missing the full figure number. Furthermore, the statement *"the PTC would initially serve as the Central Mobility Hub"* adds further contrast to how it is described earlier in the document as both an "interim" site and the "initial" connectivity facility. As noted in comment number 1 above, the CMCP should clarify that the PTC will serve as a mobility hub until the CMH is constructed and will continue, post CMH construction, to provide necessary services and connections, mostly notably to the Airport.
5. On page 77, in the "Mobility Hubs and Flexible Fleet Amenities" section, it does not appear that any retail or restaurant/food services were evaluated. For mobility hubs, non-directly related transit uses should be considered to provide additional amenities and services for the traveling public, such as restaurants, retail, and visitor-serving commercial services, such as lower-cost overnight accommodations.
6. On page 78, the PTC is identified as the "PTC Mobility Hub", however, throughout the document it is referred to as the PTC, an initial CMH, and the interim CMH. Please consider using consistent language when referencing the PTC, in addition to the comments noted above.

If you have any questions or would like to discuss these comments further, please contact Lesley Nishihira, Director, Planning at (619) 686-6469 or lnishih@portofsandiego.org, or Lisa Madsen, Senior Planner at (619) 821-9099 or lmadsen@portofsandiego.org.

Sincerely,

Lesley Nishihira
Director, Planning Department

North County Transit District Letter



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GoNCTD.com

June 5, 2023

Mr. Hasan Ikhata
Executive Director
San Diego Association of Governments
400 B Street
San Diego, CA 92101

Mr. Gustavo Dallarda
District 11 Director
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

RE: Central Mobility Hub Comprehensive Multimodal Corridor Plan

Dear Mr. Ikhata and Mr. Dallarda:

On behalf of the North County Transit District (NCTD), I write to provide comments on the San Diego Association of Governments' (SANDAG) and the California Department of Transportation's (Caltrans) proposed Central Mobility Hub (CMH) Comprehensive Multimodal Corridor Plan (CMCP), which aims to identify and implement a slate of multimodal projects in the area surrounding the San Diego International Airport. NCTD participated in the process to develop this document and is appreciative of the opportunity to provide feedback. This feedback is consistent with feedback shared throughout the development process and in a comment letter the NCTD Board of Directors sent during the development of the 2021 Regional Plan.

NCTD's COASTER commuter rail provides service for riders at two transit centers in the CMH CMCP study area—Old Town Transit Center and Santa Fe Depot. COASTER connects residents and visitors in the downtown San Diego area to communities in the North County. NCTD's COASTER service is utilized for trips to and from the airport, leisure activities throughout the County, businesses in downtown San Diego and the surrounding areas, and much more.

Although the CMH CMCP discusses a wide range of projects throughout the region, providing a connection from transit services to the airport is a major facet of the plan. A separate effort is underway to determine the location of a downtown hub that would connect all transit modes to the airport. The CMH CMCP proposes a new transit center at the Port of San Diego building at 3165 Pacific Hwy, San Diego, CA 92101 (Port Transit Center), which is one of the options studied for the airport transit connection.

NCTD urges SANDAG and Caltrans to consider anchoring the proposed airport transit connection to either Old Town Transit Center or Santa Fe Depot. Both are existing transit centers serviced by all transit modes—San Diego Metropolitan Transit System (MTS) Trolley and bus, NCTD COASTER, and Amtrak Pacific Surfliner.

If the Port Transit Center or another location between Old Town and Santa Fe Depot is chosen to provide the airport transit connection, NCTD would need to conduct further analysis to determine the feasibility of making an additional stop within a short distance. Analyses conducted through the development of the 2018 California State Rail Plan indicate that regional rail services are recommended to stop at intervals between three to six miles. Intercity rail services, including Amtrak, are recommended to stop at intervals between 20 to 30 miles. The distance between Old Town and Santa Fe Depot is approximately three miles. NCTD would welcome information on transit customer research conducted through the CMCP on the addition of a new stop in the downtown area or the potential relocation of COASTER service to a new station.

COASTER is a vital resource to encourage travelers from the North County to take transit to the airport as opposed to driving, which will help the region meet State and local goals to reduce vehicle miles traveled and greenhouse gas emissions. Therefore, NCTD emphasizes the need for the airport transit connection to consider the feasibility of COASTER operations in the downtown area.

Additionally, in the CMH CMCP, graphics depict the potential for a tunnel through the downtown area to the new Port Transit Center. NCTD would like to highlight the need for the design of any potential tunnel or undergrounding to accommodate both freight and passenger trains.

Thank you for your consideration. If you have any questions regarding the positions or comments discussed in this letter, please contact me at 760-967-2869 or mtucker@nctd.org.

Sincerely,



Matthew O. Tucker
Executive Director

cc: Chris Orlando, Chief Planning and Communications Officer, NCTD
Tracey Foster, Chief Development Officer, NCTD
Scott Shroyer, Director of Engineering, NCTD
Lillian Doherty, Director of Planning and Development, NCTD
Katie Persons, Director of Service Planning, NCTD
Mary Dover, Government Affairs Officer, NCTD