

**From:** [Lance Johannsen](#)  
**To:** [PIO: Lero, Tessa](#); [Clerk of the Board](#)  
**Subject:** I urge SANDAG and its reps to weigh the pros and cons of using \$90 million in funding for bike lanes now  
**Date:** Wednesday, January 15, 2020 2:07:25 PM  
**Importance:** High

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I recently watched an episode of Rick Steves' European Tours on PBS. On the episode, Steves noted that Oslo, Norway, has undergrounded much of their vehicular traffic, meaning that the sea level town, of 1 million souls, has opted to dig and install a network of highway tunnels, to keep the above-ground city area, pristine and friendly to pedestrians and bicyclists. Yes, their similar, first world city and country, did that!

So, cutting to the chase immediately, as a tax-paying motorist and citizen: I urge the SANDAG Board to reconsider much or more than half of the funding slated for bike lanes (with far-off future benefits), to instead, build train tunnels that are needed under the I-5 and U-T Transit Center to Sorento Valley. Just 3 miles! Many European countries, and especially Switzerland, have built hundreds of tunnels, for both for work and tourism. While funding the La Jolla tunnel, creating a solution for moving train tracks from the bluff in Del Mar, should also be in planning and funding stages, too.

These are urgent transportation issues, that will likely always be kicked down the road forever, unless there is some serious funding approved or a train falls off the cliff. I am also writing this from the prospective of 40-year Sierra Club member: Bike lanes in our county are not a priority to most drivers and citizens. Bike lanes, can certainly be laid out now on paper, with designated rights-of-way (now) or when the lanes become demanded. But with time, the lanes can be paved and/or improved. Meanwhile, most bikers don't mind riding on compacted DG, as long as the trail gets them to their destination.

Gerald Lance Johannsen, 5486 Carlsbad Blvd, Carlsbad, CA 92008  
[smileyjoh@hotmail.com](mailto:smileyjoh@hotmail.com)

**From:** [bobbyedelson@gmail.com](mailto:bobbyedelson@gmail.com)  
**To:** [Clerk of the Board](#)  
**Subject:** 30th Street and \$90 million dollars  
**Date:** Thursday, January 9, 2020 3:46:42 PM

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To whom it may concern,

I love to bike, and I love San Diego!

My family has resided in San Diego for 40 years.

I am a North Park resident for almost 30 years, and a top-producing Century 21 Realtor specializing in North Park. Over 15 years ago I created the first Neighborhood Watch group in North Park which has grown to 6 area neighborhood watch groups that are now all connected. My business is based on actually knocking on doors in the neighborhood, so I am very well connected with the community and speak to many people on a regular basis. Almost without exception, they are all disturbed with the physical condition of our city, as well as the bike lane proposal sure to negatively impact our community in so many ways.

Our brick-and-mortar businesses are already suffering from the rise of online shopping. It is challenging enough for some of them to get by, and to remove business parking, especially on 30th Street, would cripple some of them.

The November 19, 2019 **New York Times** edition boasted how incredible North Park is, from community to real estate to restaurants to walkability. I have watched North Park work very hard to gain the notoriety we are enjoying.

I support bike lanes completely, but of all the streets in the city, why choose the one street that would cause the most damage; especially when there is a street just a couple of blocks away that is already a designated bike lane. Our city in general has become, in many residents opinions, filthy. Roads and infrastructure are in trouble. Why is there even a consideration to spend \$90 million dollars on a "non-urgent matter" like bike lanes, and take that money away from what this city truly needs.

Please let's address a potential bike somewhere off of 30th Street. Asking Lyft drivers to double their mileage to both pick up and deliver residents to these shops, and asking residence to circle the block looking for parking only further negatively impacts the environment. Let's make our city cleaner so it can be a place of Pride. Otherwise, something as positive as our rising real estate prices (and property tax income for the city), will surely decrease and we will lose the value we worked so hard to create.

Finally, my partner and I are handicapped. Not having the ability to park on 30<sup>th</sup> will make it difficult to utilize what the neighborhood has to offer.

PLEASE DO NOT DISRUPT our San Diego North Park Community and 30<sup>th</sup> St!!

Respectfully,  
Bobby



Bobby Edelson  
Cell: **619-987-2142**  
Century 21 Award  
BRE# O1448184

2019 Pacesetter Gold Award  
2018 Masters Diamond Award  
2017 Century 21 CENTURION®  
Century 21 Diversity Award  
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**TESTIMONIAL:** Bobby did it again! In working with Bobby 10 years ago, we already knew the outstanding service he provides, on all levels. He is incredibly knowledgeable, creative, authentic, professional, friendly, warm, and he has an exceptionally positive attitude. We looked forward to Bobby accompanying us in viewing potential homes because he had so many ideas to help us choose the perfect one. We Sold AND Bought without a hitch.

Bobby knows and loves his business. We felt like co-creative partners in this whole process. He advised us, offered his opinion at times, and we never felt anything but helpful and positive support and guidance.

Bobby deserves 5 STARS! I'd love to give him 10 STARS! We are forever grateful for Bobby! –  
**Dr. Hilary Stokes**

**From:** [avitti1@cox.net](mailto:avitti1@cox.net)  
**To:** [Clerk of the Board](#)  
**Cc:** [karen.gaspar@sdcounty.ca.gov](mailto:karen.gaspar@sdcounty.ca.gov); [Dianne.jacob@sdcounty.ca.gov](mailto:Dianne.jacob@sdcounty.ca.gov); [greg.cox@sdcounty.ca.gov](mailto:greg.cox@sdcounty.ca.gov)  
**Subject:** 30th Street Parking  
**Date:** Thursday, January 9, 2020 7:46:24 PM

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To Whom it May Concern:

I have been a resident of San Diego for 30 years. When I first moved here I marveled at how clean San Diego was, the freeways were spotless, the roads impeccable. In 1990, North Park was undesirable to me , but it was the revitalization of North Park and 30<sup>th</sup> Street that brought me to finally settle in South Park. Businesses moved in and are thriving. North Park cleaned up its act and became a place where people wanted to be.

Over the last five years I've watched the entire city decline. Roadways are a shambles. Upas Street (just one of many), that is supposed to be bike friendly, is a disaster. You are taking your life into your hands because of the potholes. Most of the city streets are a complete mess. Our city is dirty!

I just visited San Francisco and thought to myself, "I don't know how a city of this size is keeping the streets and sidewalks clean, but they are." They have a homeless problem like we do and they are making efforts to minimize the exposure to the residence. Yerba Buena Community Benefit District, where the police are waiting by the sleeping homeless at 8:30 in the morning to moving them along. <https://ybcbd.org/> A city that is doing something, keeping it clean and providing countless pristine parks, passable streets and has a public transportation system that works!

San Diego, once again, it's a dirty city, sidewalks and streets are

impassable, our parks have been taken over by the homeless and smell like urine, Hillcrest looks like an insane asylum, as people wander the streets with IV's hanging, blankets wrapped around them and screaming at the top of their lungs. Trashcans are spilling over, our neighborhood parks overgrown and unattended to and Chris Wards office is useless. I've written to him on five occasions (the first letter July 26, 2019) about a street sign and warning signs (safety issue) being blocked by trees and all I get back in response are promises and nothing is done. What is this city doing with our tax payer dollars? It's not coming back to us in road maintenance, park maintenance, safety, city maintenance, the homeless crisis, transportation.

Transportation in this city is a complete joke. Public transportation is a ride to nowhere. I live in South Park. I have to take Lyft to get to a bus stop to try and get anywhere. That's ridiculous. If I took the bus to work, it would leave me at an exit where I would have to walk five miles for me to get to my work place. An executive order by the mayor just took two lanes from El Cajon Boulevard, as dedicated bus lanes. I travel El Cajon Boulevard every morning. Monday, 4 people on the bus, Tuesday, 3 people on the bus, Wednesday 4 people on the bus. A complete lane for private cars has been taken away for a minority of people traveling on a bus. Meanwhile, busses continue to destroy our city streets. Have you seen the craters created by their tires?

Now, you want to take away more than 400 parking spaces on 30<sup>th</sup> Street. All of those businesses that have been attracted to revitalize 30<sup>th</sup> Street and North Park will be choked by a decision that takes away their parking. It's bad enough that on line shopping has taken away part of their business. Now you will completely choke them to death by taking away the ability for people to park in front of those businesses.

A bike lane already exists on Utah Street! The 30<sup>th</sup> Street Parking Project just seems like a vindictive action against residents and businesses.

I recently met a family that had been visiting San Diego. I asked how they enjoyed it. Their response was concerning to me. The mother expressed that San Diego wasn't the city she remembered. They had gone downtown and it looked dirty, rundown, and the number of homeless concerned her. She and her husband ended their vacation early and went to Arizona. They didn't feel safe with their children and they didn't want them exposed to the number of homeless on the street. Business lost!

This city needs to get their priorities in order. One day, real soon, residents will step out of their homes, look around this city and realize that the city that they have been paying property and city tax to has failed them. They live in a dirty city that is out of control. The streets and sidewalks are unpassable and the homeless have taken over. Bike and bus lanes to a minority of travelers have been given priority, while the bread and butter to this city (private property owners and automobile drivers who pay high taxes) have been ignored and put on the back burner. There is very little San Diego is providing to tax payers to make them stay. I know, Chris Ward would say, 'If you don't like it here, move'. Guess what, I guess they listened, because people are moving! It will not be long before you are left with the four people riding the bus on El Cajon Boulevard and a few bike riders traveling through 30<sup>th</sup> street, while all the restaurants and shops are empty and the vital tax payers of this town are GONE. Gone to someplace that provides something in return for their tax dollars and makes them feel listened to and valued.

STOP this 30<sup>th</sup> Street bike lane nonsense. It's one more bad decision frustrating the people of North and South Park.

Anthony Vitti

**From:** [Claude Livengood](#)  
**To:** [Clerk of the Board](#); [kristin.gaspar@sdcounty.ca.gov](mailto:kristin.gaspar@sdcounty.ca.gov); [svaus@poway.org](mailto:svaus@poway.org); [Catherine@blakespear4encinitas.com](mailto:Catherine@blakespear4encinitas.com)  
**Subject:** Bicycle Lanes  
**Date:** Saturday, January 11, 2020 8:15:42 AM

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So SANDAG in all it's all powerful wisdom has decided to borrow \$90 million to build bike lanes that the majority of San Diego residents do not want nor will use. I am 78 years old and have absolutely no intention of riding a bike anywhere. An FYI for the geniuses that think there scheme to get us old folks out of cars is doomed to fail. Take a look at the age group that dominates the city and county, mainly older and a little wealthier than your average bike rider. To be sure some wealthy millennial's are behind this boondoggle to enhance their feeling of self worth, a 1% group.

I thought I lived in the United States of America where freedom of choice was once a valued right?

Now I find that this right is to be crushed and trampled upon by a few left wing liberal politicians to appease the few who could care less about the rights of the people, the me generation!

These kind of decisions that are being made by the left is making my decision to sell my home and move somewhere that still respects the rights of individuals, I have been a resident in San Diego since 1955 and have watched the life being strangled from what was once "America's Finest City" by a new ruling class.

**The following statement should be used for decision making for San Diego:**

"The principle of **majority rule** has several functions. For one, it establishes a clear mechanism for making decisions. A **majority** of 50 percent plus one decides an issue or question. This ensures that when decisions are made more people are in favor than against".

Claude Livengood  
San Diego, California

**From:** [JEFF LANCASTER](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Bike lanes  
**Date:** Thursday, January 9, 2020 4:30:33 PM

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Hello SANDAG,

I am writing this to state that I am opposed to spending millions of dollars per mile on bike lanes, and I am a cyclist, I ride a minimum of 3,000 miles per year. I am also a property owner, business owner and most of all a tax payer. I do not want to see so much of my money spent in this manner. We have many other much larger issues we should address, this is something that should be addressed once we have solved more relevant transit issues. Being that this money is being spent on such a small portion of the population feels very unbalanced and should be spent in a way that the largest portion of the community is served.

Thanks,  
Jeff Lancaster  
619-884-4325

**From:** [ROB MATLOCK](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Bike plans board meeting  
**Date:** Friday, January 10, 2020 9:04:59 AM

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Hi, I'm live in North Park and unable to attend the meeting today, but I would like to express my opinion opposing the diverting of money from roads to bike lanes, that the local community opposes.

Bike lanes will take out parking, mean our residential streets will full of people parking going local businesses.

Thank you,

Robert Matlock

3594 Grim Ave

San Diego, cal 92104

Sent from my iPad

**From:** [Cindi Lambert](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Public Comment 1/10/20 Board Meeting re: : New Debt to Support Completion of TransNet Regional Bikeway Program  
**Date:** Thursday, January 9, 2020 5:15:20 PM

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Dear Clerk: Please ensure that my comments are sent to the Board members for their consideration.

SANDAG Board of Directors  
401 B Street, 7th Fl.  
San Diego CA 92101

Re: January 10, 2020 Meeting Agenda Item:

- Regional Bikeway Plan Early Action Program
- TransNet Proposed 2020 Bond Issuance: New Debt to Support Completion of TransNet Regional Bikeway Program

Dear SANDAG Board:

Issuing DEBT for the exorbitant per-mile cost of bikeways, without fully analyzing the cost:value ratio is not good government. It is not wise spending of citizens' tax dollars.

The recent bike lanes created in more recent years, including the University Avenue beautification corridor with its green striped bike lanes, the Hillcrest corridor, which reported minimal bike usage at its initial planning stage, the newer Downtown protected bike lanes, that absurd 2 blocks on Sports Arena Blvd, and others see little bicycle usage since their inception. WHAT IS THEIR EFFECT ON THE CLIMATE? DID THEY DECREASE VEHICLE MILES TRAVELED? Has bike ridership increased to the point where spending millions more dollars on bike lanes dictates a sound investment in infrastructure? It is premature to move forward in this vein, i.e., BOND DEBT, without firm knowledge that the theory and projections of bicycle transportation will be successful.

San Diego is a city bounded on the south by a foreign country with one of the highest numbers of border crossers in the world. San Diego is a city with high tourist visitation. They arrive by air, rent a car. And yet, SANDAG is focused on bicycle transportation using a relatively few miles of bike lanes to aid in climate change, and to add a viable mode of transportation. Given the influences that affect vehicle travel in San Diego, spending millions of dollars on bike lanes is feckless.

What is most concerning is that SANDAG believes that GOING INTO DEBT is a good idea to fund bike lanes that are used by only a few. Among SANDAG's transportation plans, a street car for 30<sup>th</sup> St.

is planned. Good idea – it moves masses: old, young, poor, children. South American small towns use gondolas for basic transportation.

Neighborhood electric vehicles are now accepted as viable transportation for all drivers for city streets. A trolley line to/from the airport is screaming to be done – now. Millions of available dollars should be spent where it can do the most good. So much can be done to help transportation around town other than bicycles. Even horse and buggy would be better. Bicycle lanes are simply not smart municipal planning, especially when it removes badly needed parking. Eliminate the need for a car, then talk.

The City annually applies for and receives grant funding to design and construct bicycle facility improvements throughout the City. First analyze what has been put in place – find solid support for doing more of the same. Continue with grant money to fund education, safe bikeways to school and other projects before you commit the citizens of San Diego to debt for projects that have little value. Commitment to a theory without a solid basis for need, and throwing millions of dollars at it is nonsense.

I would urge the SANDAG Board not to approve any debt bond financing for bike lanes.

Sincerely,

Cindi Lambert  
Native San Diegan  
Dale St, 92102

**From:** [kevin@uptownexaminer.com](mailto:kevin@uptownexaminer.com)  
**To:** [Clerk of the Board](#)  
**Subject:** NO Funding for bicycles  
**Date:** Thursday, January 9, 2020 2:53:55 PM  
**Attachments:** [bottom.letterhead](#)

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To whom it may concern ,  
The money being spent on bike lanes for the 1% is ridiculous. The money being spent need to go toward road repair. People need to be able to park in front of my business for me to survive. The business next door to me rely's on 30th St. parking for her elderly customers. Have bicycle riders travel on Utah Street a bike path already designated for bicycle travel.

Best,

*Kevin Specht*  
Publisher  
Uptown Examiner  
Tel: 619-955-8960



**From:** [Karl Rudnick](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Please Adopt Item 14. For Completion of Regional Bikeway Early Action Plan  
**Date:** Thursday, January 9, 2020 3:41:36 PM

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Dear SANDAG Board of Directors

I am writing to urge you to please adopt Item 14 on your 1/1/2020 BOD agenda: TransNet Proposed 2020 Bond Issuance: New Debt to Support Completion of TransNet Regional Bikeway Early Action Program. This is required in order to keep SANDAG's assurance in 2013 to move forward on the Regional Bike Plan Early Action Program (EAP) approved in 2013.

As a part time resident of Minneapolis, MN, I can assure you that when a completely connected network of low stress bike facilities is available, that a diverse (age, gender, ethnicity, biking purpose) range of people have a completely connected set of bikeways at their disposal, they will use them not only for weekend training and fitness, but primarily for getting to work, school, shopping, or just out for some fresh air and sunshine or, at this time of the year, a ride in the invigorating bitter cold. We have been lax in San Diego County where the best weather in the USA would seem to indicate that our County would have the highest use of bicycles in the country.

Recent research by Dr. Katie Crist at UCSD, also a Board Member of the San Diego County Bicycle Coalition has shown that, in San Diego

1. For over 50% of bike trips studied, there was NO low stress route available between the origin and destination.
2. For the cases where a low stress route did exist, it was on average 74% longer than the shortest path.

In general, people will not choose to go by bike until we have a safe and connected network that gets people where they want to go without an unreasonable detour. Cities like Minneapolis and Portland have made a concerted effort over the past ~30 years to provide connected, low stress bicycle networks for their residents and they have a thriving bicycle culture to show for it. San Diego has a good start with many projects around the County, but you will find that you may have at most a couple of miles on a great bikeway until you're dumped back onto a regular roadway where you have to then figure out where the next connection is. The proposed funding to complete the EAP will help us catch up with other forward-looking areas in the USA, and with our weather, we should strive to ultimately be #1.

Please Adopt Item 14 as recommended by your Staff.

Thank you

Karl Rudnick  
San Diego County Bicycle Coalition Board Member  
BikeWalkSolana (Solana Beach Active Transportation Advisory Committee) Founding Member  
North County Cycle Club Ride Leader  
League of American Bicyclists Certified League Cycling Instructor #3481

**From:** [dianestrums@earthlink.net](mailto:dianestrums@earthlink.net)  
**To:** [Clerk of the Board](#)  
**Subject:** SANDAG BUDGET AND BIKE LANES  
**Date:** Thursday, January 9, 2020 7:35:15 PM

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**SUBJECT: SANDAG Board of Directors Meeting**  
**Friday, January 10, 2020 9 a.m. to 12 noon**

As a tax paying resident of San Diego for well over 40 years, I want my opinion to be heard. I understand one of the Jan. 10th agenda items is: *TransNet Proposed 2020 Bond Issuance: New Debt to Support Completion of TransNet Regional Bikeway Program.* This is the last \$90 million available from the Transnet sales tax. Regrettably, bike advocates, as well as some SANDAG representatives, want that money to go toward bikeways, breaking promises the SANDAG Board made to work on efficient roadways, bridges, maintenance, etc., that is so vitally needed throughout San Diego County. SANDAG staff is seeking approval to borrow \$90 million in new bonds that will be dedicated to a bikeway program—an overwhelmingly costly program that is not being evaluated, but has enough anecdotal information to know that bike lanes are being poorly utilized at a cost of \$4M for every mile.

This money is a Transnet bond for streets and highways the tax payers voted in. If the bond had specified that the money was for bike lanes, it would have never passed. We all know the money needs to be spent on streets and roads before bike lanes and spent where it was designated to go.

Please make sure my e-mail is read into the record and distributed to SANDAG Board members.

Sincerely,  
Diane Strum, 10554 Livewood Way, San Diego, CA 92131  
Taxpayer, property owner and Voter  
O: (858) 354-4083

**From:** [Kinley Bennett](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Spending of \$5.5 million/mile on bike lanes  
**Date:** Thursday, January 9, 2020 4:33:27 PM

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Sandag,

I am a resident of North Park San Diego and was dismayed to learn of all of the money being spent to add bicycle lanes. There are so many more pressing issues at hand. San Diego is far too sprawling and hilly for the average person to use bicycles as their primary form of commuting. Invest in better transportation infrastructure if the goal is to get more cars off the road.

Since the amount of cyclists willing or able to commute is so small, it seems ludicrous and unbalanced to spend such an exorbitant amount of money on a cause that will effect so few people. How about investing that money on mental health and addiction services to help get some of the homeless off the streets. I can't even walk the trails at Balboa Park any more without stepping in human feces or being yelled at by an addict.

Frustrated Citizen,  
Kinley Bennett

**Kinley Bennett**  
**3437 Vancouver Avenue**  
**San Diego, CA 92014**  
**760-470-2479**

**From:** [Eugene Polley](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Transnet funds  
**Date:** Thursday, January 9, 2020 7:08:26 PM

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I strongly oppose taking Transnet funds, which are for streets and roads and wasting this money on bike lanes. Bike lanes are used primarily for recreation and by a very small segment of the population.

Most San Diego County residents drive cars. This money should be used to improve our auto traffic, not bicycle lanes.

Taking funds that were supposed to be used to improve auto traffic and applying them to bike lanes is a fraud.

*Gene Polley*

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

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Cell (858) 220-0273