

Summary of Input Received at December 4, 2017 Public Workshop on Potential Performance Measures



The following is a summary of the comments heard at the workshop hosted by SANDAG. Participants provided feedback on the potential transportation network performance measures for San Diego Forward: The 2019 Regional Plan. Input gathered at the workshop is important to develop effective performance measures to evaluate San Diego's future regional transportation network.

Comments are organized by the three Regional Plan goal areas. Input from the Spanish discussion table has been summarized and translated into English, and complete notes from the facilitated Spanish discussion are on the last page.

Healthy Environment & Communities

- Include a health outcome metric to measure obesity, asthma, etc.
- Consider looking at the unmet travel needs through the US Department of Transportation website.
- Separate the average travel time metric by mode — do not combine all modes for the travel time metric.
- Measure Vehicle Miles Travelled (VMT) within jurisdictions like how the jurisdictional Climate Action Plans (CAP) measure VMT, e.g., for transit priority areas.
- In relation to Key Question 9 (Is the region's air quality improving?), consider how this measure affects the public: how many people are impacted by asthma? By cancer? Similarly, how many people benefit from improved air quality?
- Regarding Key Question 9, can we proceed further than state legislation (Senate Bill 375) and measure health outcomes/effects?
- Support for a VMT Performance Measure.
- Include a measure that addresses environmental justice and social equity.
- Include more background information in the Regional Plan about how certain performance metrics are defined.
- Key Question 7 (Does the transportation network support smart growth?) should measure distance by route access, as opposed to an as-the-crow-flies view to recognize topography and other boundaries to access.
- As we electrify, air quality should improve but public health is not necessarily being improved. Modify the key questions so that they are broader than air quality and address more health outcome measures/effects (asthma, obesity, cancer, etc.).
- Support for continuing to evaluate the disproportionate impact of an investment on disadvantaged communities.
- Data Collection: include self-tracking metrics. There is a lot of technology that allows the public to participate. Use apps to continue to enhance the walkability assessments and incorporating that data into the process.
- Set goals as standards for the metrics.
- Work with other regional partners (Caltrans, County of San Diego Health and Human Services, for example) to measure and monitor the plan.
- Focus on the under-served communities that are more at risk.
- Needs a new subsection called "Transportation Justice".

- Create a metric that looks at job creation, both in terms of direct jobs for infrastructure improvements and indirect jobs resulting from infrastructure that enhances the economic vitality of a community, as opposed to job access.
- Include a metric that looks at accessibility of services and facilities for all.
- Key Question 9 (Is the region's air quality improving?): consider measuring at a regional level versus per capita.
- Key Question 9 (Is the region's air quality improving?): continue to monitor at a per capita level.
- Commute mode share is a good metric to show actual use of facilities.
- Add a question – Are we supporting a connected transportation network that preserves natural lands to support the Multiple Species Conservation Program by means of the jurisdictions' climate action plan?
- Support for a smart growth metric that measures our regional jobs-housing balance.
- Key Question 8 (Is access to jobs and key destinations improving for all communities?): Access implies met needs, but what about the availability of transit?
- Key Question 8 (Is access to jobs and key destinations improving for all communities?): Mileage, as opposed to measuring travel times by minutes, is the better metric. Align Key Questions 7 (Does the transportation network support smart growth?) and 8.
- Measuring by minutes (travel time) and frequency are more quantifiable strategies. You shouldn't have to check the bus schedule.
- Include a measure to assess the economic impact of transit centers.
- General support for pollutant reduction measures and for the inclusion of VMTs as a performance measure.
- Congestion is irrelevant, measure VMT reduction and GHG impacts instead.
- Can people access their destinations by bike within five miles?
- No matter the mode, would like to be able to get a quart of ice cream and back before it melts.
- Measure senior access to healthcare. How long it would take for a patient to get to doctor's appointment?
- What percentage of people are carpooling?
- How many people are not driving alone?
- Measure the Jobs/Housing fit
- Jobs and where people live is not static, suggesting that the measurements ought to reflect future employment and housing areas.
 - Another participant responded, saying how a bus system is adaptable to changing job centers and housing needs since it is not on a fixed route.
 - Building public transit for future development is unwise because there may not be sufficient incentives to use public transit to warrant increased expenditure.
- The draft performance measures do not consider the needs of different populations, particularly seniors and/or retired. People have different travel patterns in different stages of life; retired people are not commuting, which has an impact on the needs assessment of the transportation network. They have a choice to not travel at peak periods.
- Measurement that the transportation network meets housing and low-wage jobs; too time-consuming for low-income individuals; difficult to getting to work.
- Churches or other places of worship are difficult to access with the current public transit system, especially for seniors. One participant gave an example illustrating how difficult it is to travel from North County to National City to attend church using public transit.
- Helpful to break into three groups (seniors, minority, low income) and by mode.
- The facilitator clarified that the "parks and beaches" measure is not limited to Balboa Park or other destination parks or beaches; it also can refer to neighborhood parks.
- How is ridesharing (Uber/Lyft) being measured?
- Land-use is changing; how is that being captured in the measures?

- Suggestion that public transit should be more available for public schools.
- Transit agencies and planners cannot design public transit around the needs of individual schools.
- By learning from school district bus employees, MTS can create a more efficient bus system.
- The Regional Plan should discard smart-growth as a measurement and instead opt for VMT reductions per dollars spent as a useable metric.
- Expand the category of education to include K-12 for Key Question 8.
- Performance measures should relate to how well public transit is accessible to all geographies or places.
- The performance measures should take into account safe routes to school.
- Using the number of bus or transit stops as a metric for accessibility is insufficient; recommend that the performance measures include bus miles traveled. The availability of bus stops is a viable metric only so long as there is enough frequency to service the bus stops.
- Include two separate sets of performance measures: one for urban areas and another for rural areas. This is necessary to capture drastically different mobility needs, standards, and goals in urban and rural areas.
- Include sub-regional differentiation for performance measures, do a sub-regional analysis of air quality and equity pertaining to air quality.
- For Key Questions 9 and 10 (Is the region's air quality improving? Are the greenhouse gas (GHG) emissions reduced?), it was suggested to include a measurement of absolute emissions as opposed to emissions per capita.
- Want to see connectivity mentioned in the draft performance measures.
- Include a metric for personal comfort for public transit.
- Include a metric "How many people are within a half-mile of public transit with a bathroom available?"
- Consider the number of assaults as a measure of safety.

Additional Comments

- Address public health (specifically the Hepatitis A outbreak) at the transit stop/station level by addressing cleanliness and the perception of safety.
- There is no public transit in Carmel Valley, Rancho Bernardo, and many nearby communities west of Interstate 15 and north of the Interstate 8.
- Support for emphasis on active transportation.
- Building more bus routes and public transit for future development will cause increased ridership in the future developed areas. People will not use public transit if they are not sufficiently incentivized to do so.
- Hepatitis A outbreak and insufficient bathroom facilities are both barriers to transit. The participant was under the impression that there were no plans for public restrooms for the Mid-Coast Trolley extension.
- Clarification is needed on why 20 minutes was selected for the performance measure "percent of population engaging more than 20 minutes of transportation-related physical activity" in Key Question 7 (Does the transportation network support smart growth?).
- Survey areas in which people are not taking public transit
 - Where do they go? Which days? What times?
 - Which bus could they take to commence their trip(s)?
- Public transit should be more accessible to disabled persons and recommended that there be audio as well as visual signs or indicators on public transit
- Recommendation that Caltrans' Right of Way (ROW) be used for tiny houses or other shelters for the homeless.
- For the definition of employment centers, Horton Plaza was once a vibrant center, but now is not as vibrant due to Amazon. What effect will the decline in retail have on future land-use decisions and employment centers?

- It's interesting that the employment centers that are referenced in smart growth are those that exist today, but not a plan for the future employment. City Heights does not have much access to jobs.
- Cars traveling at 60 or 70 mph (fast speeds) are not conducive or hospitable to biking.
- Consider incentives for businesses to incentivize transit use. The university model that includes a transit pass within school tuition is a useful structure to address this item.
- Consider partnerships to provide youth bus passes. Provide clean amenities at transit stations.
- Homeless issue: Address safe bike connections between transit stations.
- Consider facilities for homeless people.

Innovative Mobility & Planning

- The question "Are transit times reduced?" doesn't address whether there is adequate transit within a community to connect them to the more transit saturated places.
- There is interest in improving community connections to the transit systems. For example, Rancho Bernardo has a new community college opening and community members have expressed concern over not having transit support for the influx of people. This goes beyond looking at the question "how long does it take to get there?"
- The travel times metric is important, and we do need to take it into account.
- Consider comparative travel times (transit vs. car).
- Something that may also be valuable is distance. Are people making shorter trips via transit? Longer trips? There is often a greater distance to serve in San Diego in terms of origins and destinations. The physical locations of destinations are very dispersed. Public transportation requires lots of intermediate stops, which contributes to making it slower than automobiles. Dispersed origins and destinations also make it hard to synthesize the system. Once we see distances reduced (e.g., distance from work to home) the system can become stronger. This could be a side metric related to trip times.
- For public transit to work, it must be convenient, quick, and cheap. A North County resident who uses the COASTER has found the COASTER doesn't meet any of those three criteria. Light rail might help if it went past UCSD up to Oceanside.
- Funding and costs of doing projects is an issue that was not in the performance measures.
- "Are travel times reduced?" is not a good question, because it could be looking at a reduction as small as a minute or two. This member would rather know if times across the board of biking/driving/transit have been made similar enough to help people make decisions across modes. This measure should be about ensuring all modes take the same amount of time to get from one place to another – and then it is just up to the user to weigh the decision of paying the gas/parking/transit fare. "Reduced" travel times doesn't seem like a tangible goal to this member. So, for example – a question here could be "Are travel times the same across all modes?" or "Can travel times be reduced significantly (e.g., by 20 minutes, 30 minutes)?"
- The Community-Based Organizations partnering with SANDAG have had discussions of wanting to expand the safety performance measures to include public safety on transit. Don't just measure vehicle crashes/fatalities types of safety, include public safety at transit stops, rates of crime/violence/ etc. at transportation hubs.
- In response to "Are more people walking/biking/sharing rides?", a group member noted that carpooling had not come up in the conversation, and suggested that this was an indicator that the group was more interested in walking and biking than ridesharing.
- Walking, biking, and transit are usually the modes that are connected to each other. Performance measures should address reducing single-occupancy vehicles, but prioritize walking/biking/transit first, and then measure carpooling separately, as a different measure of reducing single-occupancy vehicle use.

- How the measures were weighted – reducing VMT and increasing bike/walk transit important, so it is important to know that these are weighted appropriately and weigh into decision making process. SANDAG staff responded that the measures are not currently weighted.
- Safety should be measured beyond just crashes – periodic surveys of users would help with input into the feeling of safety since it isn't as tangible of a measure.
- In terms of the "Is the current transportation system being maintained?" measure – all the questions seem to be focused in the moment and less on the future. Would like to see "Are new communities being served?/Are we expanding adequately?/Are we studying population density and connecting growing populations to existing lines?" as examples of forward looking measures.
- Measure expansion, not just maintenance. The Mid-City Centerline took 35 years – at some point it had to be identified that City Heights was a big enough community to need a transit line. The Regional Plan should be looking at how the communities have changed and their future needs. For example, Pacific Beach has a very driving-based culture currently, but will they want to take more transit in the future?
- Do routes adequately connect people from where they live to where they work?
- Concern about the park and rides – whether it be for bikes, cars, etc. there is a need for more park and rides. This will reduce traffic. Should be well lit with surveillance cameras; bathrooms would be nice. The theme of safety and unsafe pickup areas was reiterated in relation to park and rides.
- Mobility choices should also include complete streets – such as measuring how many new streets being developed are utilizing complete streets ideas. SANDAG staff suggested this being phrased as a measure accounting for how miles of complete streets are being built, and the member agreed.
- Land uses have changed over time, and people are moving outwards because of affordability. People are leaving the urban core. People are further from their destinations right now, so it's a struggle to reduce travel time, but getting people from outlying areas that aren't used to transit onto transit should be looked at in performance measures. There has to be a look at what connections are available in the outer lying areas.
- Land use planning and housing should be done by SANDAG. A performance measure should look at mode share and use – if something's too dangerous, it won't be used. Does the safety change behavior? Does it encourage a community that biking/walking is safe enough to do? Simply saying a street is designed to be safe may not change the community's perception or actions.
- Safety is a perception issue – if transit is busy, it will be safer.
- The new requirement from AB 805 – that there be a strategy for increasing mode shift to transit - was not imposed on any prior Regional Plan. This should be recognized explicitly in the performance measures as it is imposed by law. This should be separate from the other performance measures.
- Telecommuting should have its own performance measure outside of the travel time measure.
- Separate travel time reduction into more questions. There should be a question like "Is time on transit reduced?" It could be easy for car data to dominate the travel times data; separate out by mode.
- Regarding "Is the current transportation system being maintained?", participant didn't like using percent of investments as a measure. Putting money into something doesn't mean it's being successfully maintained.
- In looking at Key Questions 2 and 3 (Are more people walking, biking, using transit, and sharing rides? Is the transportation system safer?), an important step is to build out the Regional Bike Network committed to through the Regional Bike Plan Early Action Program. "Miles of facilities built" could be a measure.
- Take measures from bike plans of the City of San Diego, County of San Diego, etc., and ask if the Regional Plan is supporting the approved bicycle goals and plans from other jurisdictions. "Accounting of progress towards local bike plans" could be a measure.
- The City of San Diego's Climate Action Plan has a mode share commitment, so it would be good to measure if this is reflected by the Regional Plan.
- It was noted the measures had no specifics about seniors or their transportation needs. SANDAG might want to consider a specific question/measure around this.

- Interest in looking at needs of those with disabilities, children, and caregivers of any of these groups.
- Clarification on “Is the current transportation system being maintained?” was asked for – is this maintaining the system the way it is now, or is it considering ways that the system may be changed, which might entail not investing in maintaining certain aspects of the system? What is needed is a more itemized look at where money is going, such as how many roads are continuing to be maintained.
- A lot of transit is not accessible as it requires having to walk a long way and cross streets, etc. Would like to have a metric which takes the major destinations of the region, and measures how many are accessible by transit within a quarter mile.
- Comment building off access for elders – look at access for children. Many parents take their kids to school during the days which increases traffic. Look at trends of current society – e.g., removing school busses – as areas to address.
- In looking at shared systems and how to encourage biking, it was suggested that transit be moved off the ground by skyways/gondolas and other new transportation methods. These are quiet, low pollution emitters.
- Measures should not just look at fatalities but at what kinds of incentives would get people out of cars. For example, someone could survey school children to see what would get them excited about using transit. There should be a focus not just on those already using the system but also those interested but not using it yet.
- An interest in looking at shifts in health data was expressed - shifts in health indicators might help show that more people are using active transportation over time.
- The word “independence” was suggested for use in a question addressing serving seniors/disabled passengers/youth - using transit independently underlies the needs of all of these groups - “Independent mobility for all populations”.
- How many employers are offering transit perks that are equivalent to the more common free parking perks? Some employers are incentivizing transit use in this way. This would entail a survey of major employers to find out how many would be willing to make the switch to incentivizing transit. Free parking spaces are an incentive to drive currently. Want a metric that tracks transit incentives and participation.
- Key Question 3 (“Is the transportation system safer?”): there should be a measure concerning safety on transit and at stops, how safe people feel using transit as well as monitoring incidents around transit stops.
- Break car and non-car related modes out in Key Question 2: Are more people walking, biking, using transit, and sharing rides?
- Suggested new measure: “Is the existing system/future system accommodating to bicycles?” Asking if more people are biking doesn’t necessarily answer if the system is accommodating to biking. Look at miles of bikeway being built.
- The existing travel times measure doesn’t measure “transit frequencies” Every route should be measured for frequency under different scenarios and the frequencies could be averaged by network as a performance measure to determine which scenario provides the highest levels of transit service.
- Reduce VMT to reduce congestion and greenhouse gas emissions – VMT is the most significant measurement of all proposed measures.
- Do not lose sight of “level of service” metric (wait times/delay).
- Last mile - what’s a good metric?
 - 1 mile walk doesn’t consider topography of the walk.
 - Incorporate metrics such as percent of investments used on complete streets, especially walking improvements such as cross-walks near transit stations to facilitate access from transit stations to nearby destinations.
- Existing draft of performance measure references half mile, but quarter mile is a better measure for seniors, disabled, and business people.
- Support stabilizing climate at livable level.

- How are these projects being equitably distributed? Historically certain communities have been continuously negatively impacted by projects. How can we measure that equity of distribution of positive/negative impacts? (Potentially broaden Key Question 4 (Is the current transportation system being maintained? to include disadvantaged communities and distribution of transportation investments) – e.g., percent of overall investment bringing new or improved transit services to disadvantaged communities?)
- Prioritize safety with your metrics, including perceived safety.
- SANDAG needs further demographic study on transit usage (Mid-Coast Trolley) - transit serves different demographics (workforce, business, students, seniors). How will various modes be used by different demographics (who rides transit and for what purpose)? Incorporate a greater demographic breakdown into the transit usage performance measures.
- Look at VMT over time and cumulatively.
 - Road use cost - don't make it a regressive tax (tax on the poor).
- Include a metric on the distribution of average daily trips among all travel modes
- Are there measurements for people with disabilities? (Is the model capable of that level of detail?)
- Change Key Question 1 "Are travel times reduced?" to "How are travel times impacted?" (more open-ended questions, less yes/no questions)
- Ensure that Transit Oriented Development (TOD) efforts include lower-income, not just focused on high income business class. How can we measure if equity is built into these measures?
 - Where are people going regularly (by demographic?) - and is the network serving them well, is it prioritizing certain trips? (similar to Key Question 8. Not just how close to destinations, but how well are those destinations/areas served - measure not just by car. Multimodal measurements (e.g., average travel time for disadvantaged communities versus non-disadvantaged communities)
- Is the transit system safe? Measure perception of safety (sexual assault); Add metric related to percent of investments that go toward safety (e.g., amenities that provide safety such as lighting, sidewalks, access to the transit station from nearby streets)
- Measure access - if transit exists and serves an area, is it accessible (e.g., Oceanside platform very long, hard for seniors and disabled to walk to) - number of seniors and disabled in the service catchment area and how many actually use it as a measure?
- How is the model incorporating disruptive and future technologies (automated vehicles, connected vehicles, electric vehicles)? Are the performance measures capturing these investments?
- Peak travel time doesn't capture commuters in the off-peak. How are they affected (often low-income)? Equity issue.
- Modal measures are broken down by demographics (is this a choice or a necessity?)
- Disaggregate SANDAG travel maps that show percent of population that can access certain locations within certain timeframes - don't include public transit with cars on the maps, otherwise, the timeframes are too optimistic. Separate out the modes of transportation.
- Interest in expanding transit accessibility measures where transit does not already exist, such as North County.
- Separate metrics measuring travels by specific modes, i.e., public transit, private vehicle, active transport etc.

Additional Comments

- Traffic circles reduce congestion, climate impact. Incorporate more traffic circles into the plan.
- Travel time - better coordination of schedules; size of buses (articulated buses)
- Concern that SANDAG doesn't listen to feedback
- The transit system is too focused on commuters (work), but not enough to serve everyone (connecting to other community uses e.g., discretionary trips)

- Those who would voluntarily use public transit are discouraged to do so because it takes so long. Transit often takes more than twice as long as it would to drive. This makes it hard to encourage someone to get out of their car and start taking transit.
- The last mile is often a barrier. For example, it is helpful to get on *Rapid* services to get to major destinations more quickly, but there is need for innovation around the last mile and to incorporate more individualized type methods for the last mile (e.g., an Uber waiting station at a major transit stop). This would require parking at those areas, etc., depending on solutions being employed.
- Transit would be a more attractive option if it were more readily available. The Mid-City Centerline project took 35 years – the length of time it takes to get a project developed can be a concern in how quickly something that is planned becomes available to the community.
- Don't have a *Rapid* stop at a transit center in the center of a freeway with no connections – why not continue to have buses/trolleys/etc. connect to this location to help people navigate the last mile?
- How are organizations and cities using strategies to lower car use? The Mid-City push to get free bus passes for high schoolers was cited as an example to consider. Ideas like this can switch the norm to get kids excited about getting a free bus pass at a certain age instead of a car. Strategies to change these mentalities are needed.
- The *Rapid* routes were praised as an example of reducing travel times into downtown significantly
- Having more biking/walking facilities alongside transit was suggested. This would help community health and environment as well.
- Provide shuttles or routes like the *SuperLoop* to pick up riders alongside transit to help solve last mile issues.
- SANDAG was sued for a RTP 10 years ago, at which time a group from the outside came to San Diego to try to analyze the transit system. That's the last time outside folks came in. The urban area transportation strategy that came up then has not been implemented by SANDAG.
- The City of San Diego Climate Action Plan calls for 50 percent mode share. How do we get there in the next 10 -15 years? Currently, use is under 10 percent for modes other than driving. A concept that experts came up with is that the urban core be an area which corridors feed into efficiently/effectively/affordably. Within the urban core you shouldn't need a car – that's doable within 10 years in the budget that exists if it's a priority. Likes the idea of getting away from the idea of congestion relief, and suggested the goal should be to reduce VMT. Train travel is 17 times safer than car travel. Bus travel is safer, as well. Safety has to do with getting people out of cars.
- The Transit Optimization Plan from MTS will take away transit access for lots of people.
- Outside of youth, adults who are habituated to driving also need to learn to think of using transit differently. Looking at this might include asking: What are companies doing to incentivize employees to use transit? Are there innovative ideas that can be used? Are they letting people work at home?
- Outside agencies should participate in modeling, as well as SANDAG, staff to allow for diverse perspective when it comes to modeling.
- Many children in communities of color are undercounted in census data. Staff could emphasize the importance of the census while outreach is happening around the Regional Plan.
- MTS optimization plan - travel times measured by bus stop A to B; MTS eliminated stops near health centers (like Walgreens). Reducing the number of stops along a route means additional time needed for transfers and walking - incorporate that into 'travel time' metric calculation. Also incorporate "waiting time" for transfers and headways.
- What investment have we made in the Regional Plan? Can we be flexible with projects as technology evolves?
- Work to improve frequency of COASTER (double track and electrify the entire corridor).
 - Move money from widening I-5 to improving frequencies and speeds on the COASTER.
- Are we looking at private parking lots for transit usage, not just formal Park & Ride lots? How do we know where everyone is coming from?

- Have a transparent process for improving modeling - what are performance measures, how will they be measured, and how does the model work? How do we know that the modeling issues were fixed?
- Implement congestion pricing to reduce VMT, similar to other countries, and improve the way we pay for parking and use roads.
- Central to idea of innovative planning - where do SANDAG's unconstrained projects come from? Are other projects being frozen out? This process locks out new, innovative projects (like new network designs).
- Gondola/skyway system to help with beach traffic in the summer time (across the San Diego river to Pacific Beach, etc.) - innovative ways to address congestion to and from coastal areas
- How does the regional planning effort interact with other planning efforts (like Vision Zero)?
- Regional Plan outreach workshop is not engaging across all communities (not accessible to low income, minorities) - public participation process.
- Using transit officers as outreach opportunity to homeless people.
- Create better pedestrian access to stations (look at Seattle and Portland - creating pedestrian and bike bridges not used by cars. Creating safe spaces for non-motorized traffic).

Vibrant Economy

- SANDAG should analyze the percentage of transit trips to the airport.
- The Regional Plan should measure access to jobs, delivery, and freight and determine if transportation investments provide access.
- SANDAG should work with businesses to determine how many employees use transit for the commute and the workforce's ability to get to work.
- Truck travel times will become more important as more goods are delivered directly to homes rather than retail.
- Partnerships should be formed with businesses to provide transit passes for employees. A metric for consideration could be the number of partnerships formed.
- Access to jobs within a community should be measured, and the current questions do not address this. Smart growth housing is being built, but where will new residents work? Investments are made in these communities, but there is no incentive for jobs to locate near housing. Vibrant communities are places where people can live, work, and play.
- SANDAG should study where people live and where they work. Apps can determine where people are commuting by bike and point out "hot spots" which show riders where the safest route occurs. This could be expanded to cars as well.
- Quantifying an individual's transportation on transit can be difficult. Coordination between agencies is needed. Companies like FedEx and UPS can track packages very well and school districts can reroute buses when needed. Delivery companies are always finding ways to ship cheaper and faster, so a conversation with them would be helpful.
- Transportation investments improve the economy, but what metric is being used, who's benefits are assessed, and what does "reliable" transit mean? Suggest looking at overall effectiveness. Measuring congestion should be replaced by reducing vehicle miles traveled.
- Add metrics based on generational use of transit.
- The "first mile/last mile" relating to origins and destinations not served by transit often are not measured, but should be.
- Track the economic development around transit hubs.
- Support for percent of income metric
- Metric on different levels of jobs such as minimum salary.
- Goal metric or target to different level of employment types or rather higher salaries.

- Number of employers that incentivize mass transit.
- Would be interesting to see the trend lines relating to these metrics.
- Would like to see travel times to and from Mexico.
- In general, would agree with Key Question 5: Do the transportation investments help to improve the regional economy?
- Reliability is a key metric, especially as it relates to transit.
- Why are we measuring "percent of VMT" and not simply "VMT"?
- Support for these metrics being quantified by goal targets.
- For truck travel time reliability, include other freight modes (i.e., rail, air, water etc.).
- Suggestion to define the Performance Metric better.
- Driverless car, bullet train other technologies that people have to navigate and cross to get to their destination. One idea is to bury them underground. People know not to cross freeways, but not the same for rail/mass transit.
- Consider how to evaluate job creation
- Could look at the federal grant program, New Starts. Would be interesting to compare how many people who move or move businesses to San Diego versus those that move out of the region.
- Single Occupancy Vehicle versus Transit Autonomous Vehicle Use.
- Include jobs in the Vibrant Economy goal area, in addition to Healthy Environment and Communities goal area.
- The Jobs metric in the Healthy Environment and Communities goal area, still do not have number of jobs, types of jobs, income level, etc.
- Key Question 5 (Do the transportation investments help to improve the regional economy?) seems like a yes/no question. Not very telling as written. Would like to know how the planned projects have impacted the local economy. Rancho Bernardo Transit, George Cook Parkway. It would be good to go there and see if that transit improvement helped the community.
- Questions the Travel Time Reliability Performance Measure regarding new legislation. Presumes freight by truck is most important, but that may not be the case in our region, should include other freight modes.
- Take into consideration negative health impacts as costs to different vehicle use, freight trucks etc.
- Look at amount of each dollar spent that stays in the region versus portion that leaves the region.
- Cost of transportation as a percentage of family income.
- Cost of housing as percentage of family income. Especially now that SANDAG has to work with housing.
- Many of the requests fall into the Cost-Benefit ratio. Perhaps breaking that apart to see the relative impact on different planning aspects (air quality, housing, jobs, etc.)
- Question on how much importance will be given to the federal Performance Measures?
- How do we define a transportation investment? Versus a transportation improvement?
 - Investment is a bigger picture
 - Improvement is slight bettering
- Suggest updating Key Question 6 "Are the relative costs of transportation changing similarly for all communities?" to "Are the relative costs of transportation changing *equitably* for all communities?"
- General confusion as to how a regional economy would be measured.
- Interest in breaking down costs of transportation on a smaller scale, such as by type of transit, rather than as one general classification.
- Not enough electrified transit options.

Additional Comments

- Studies find that the speed by which a company manufactures goods and gets them to consumers is more important than cost. Companies are going to vendors for speed, rather than cost, so we need to help communities get industry into their areas by providing a transportation system that can move goods out.
- Car ownership and transportation has a cost. Communities without cars need to be served by public transit. Fares can have an impact on disadvantaged residents for those who rely on transit.
- SANDAG should consider the global implications of the Regional Plan. On the Mexican border, we can only control one side, and with improvements to San Ysidro and Otay Mesa entry points and the Port of San Diego, products will continue coming over the border. Goods movement is limited by inefficient transportation systems, so integration is needed. Political components also play a role in places like Barrio Logan. The maritime industry provides higher paying jobs, so the without shipyards, the alternative may be lower-paying jobs.
- San Diego Bay has been classified for mineral resources. To promote the economic development, mining the Bay and tidelands reclamation would maximize a resource in San Diego. Could also provide new underground spaces for transit to the Airport. SANDAG and the Airport should discuss using money from the Airport on off-site transportation improvements.
- Underserved communities and immigrant communities should receive transit subsidies while attending school and bettering their lives. Access to jobs can sometimes mean going to places like Sorrento Valley, where Coaster passes are even more expensive. Refugees should receive subsidized transit fare for five years to help with school or work.
- Communities overburdened by transportation costs should not see a similar increase in transportation costs as other areas.
- Safe Routes to School programs should be expanded to adults. Costs of *Rapid* buses or transportation to Sorrento Valley can be expensive for minimum wage workers.
- SANDAG should determine where transit bottlenecks occur, causing riders to be late. The lack of reliability in the transit system causes a time penalty for those who use it to commute. Excessive transfers also are an issue.
- The transit system does not run 24/7 making it unreliable for employees who do not work traditional hours.
- The SPRINTER and COASTER need to be double-tracked, electrified, and have more frequent service. Inviting more people to use transit will make it work. Shuttle systems from transit to employment areas have been successful in other areas.
- Residents without smartphones may not have information about transit. Bus stops do not identify where the bus is going and it can be difficult to know the exact stop near a destination. Map consolidation and new apps can help.
- The green initiatives are not discussed. Idea that economies grow when people think green, green jobs/employment and affect transportation/transit.
- Link transit hubs to what is there now so the rider knows where they are arriving.
- Job and housing balance, example of people commuting from south bay to Sorrento valley
 - What can cities do to get jobs that people are commuting to out of the jurisdiction?
- Millennial generation does not want to drive. Health and quality of life improve when not driving. An improved transit system can attract talented Millennials. Improvements to transit in New York, San Francisco, and Portland including safety for bike riders and sustainable transit is working.
- What goods are being transported via rail, shipping, and other freight modes? How much comes from out of state versus from within the region?
- Externalities (air quality) and operating expenses are less with Electric Vehicles (EV). Supporting EVs helps reduce transportation costs, environmental costs, costs of living.
- Some facilities don't allow for pedestrian crossing-- lack of sidewalks, unsafe therefore people are forced to use vehicle or transit.

Resumen de los comentarios obtenidos el 4 de diciembre de 2017

Taller Público sobre Medidas de Rendimiento Potenciales

A continuación se encuentra un resumen de los comentarios que escuchamos en el taller que SANDAG organizó. Los participantes comentaron sobre las posibles medidas de rendimiento de la red de transporte para San Diego Forward: El Plan Regional 2019. La información que se obtuvo en el taller es importante para el desarrollo de medidas de rendimiento efectivas para evaluar las futuras redes de transporte regional de San Diego.

Medio ambiente y comunidades saludables

- ¿Apoya la red de transporte al crecimiento inteligente?
 - Sugieren una métrica que incluya a los niños que caminan a la escuela
 - También sugieren separar a los de mayor edad que tienen que viajar (al doctor etc.), que necesitan esperar a los autobuses
 - Ejemplo de City Heights: es muy difícil para que los estudiantes lleguen a la escuela
 - Métricas específicas sobre los jóvenes que usan autobús para llegar a la escuela
 - Medida enfocada en gente que usa transporte público pero que no es parte de la fuerza laboral
 - Dieron un ejemplo de estudiantes de National City que viajan a City College en vez de Southwestern porque no hay modos de transporte seguros en dirección a Southwestern
 - Métrica enfocada en acceso al transporte para gente con discapacidades
 - Se sugirió separar la distancia recorrida en promedio por tipo de transporte
 - Pregunta sobre cómo se usarán las métricas para comparar impactos regionalmente. El norte del condado no tiene iguales tipos de transporte público. Si el uso de transporte público es menos en el norte, ¿cómo se van a poder aplicar las métricas en los dos?
- ¿Está mejorando el acceso a empleos y destinos principales para todas las comunidades?
 - Sugieren que se diferencie entre cada tipo o modo de transporte (porcentaje de la población a 30 minutos del trabajo y centros de educación superior)
 - Sugieren separar el transporte no motorizado, sin incluir viajes compartidos en auto
- ¿Está mejorando el acceso a empleos y destinos principales para todas las comunidades?
 - Creen que esta métrica es importante
 - Hay demoras para cruzar la frontera de norte a sur. El tráfico causado por la fuerza laboral de Tijuana que trabaja en San Diego dificulta que el público general tenga acceso a viajes con tiempo razonable en dirección a Tijuana
 - Sugieren que las métricas midan más como las bicicletas agregan o ayudan al transporte no motorizado (tiempo, rutas etc.)
- ¿Está mejorando la calidad del aire en la región?
 - Todos creen que es importante porque hay más enfermedades causadas por la calidad del aire
 - Si esto va a ser considerado, quieren que el enfoque sea no solo en medir la calidad del aire en general, pero también en comunidades con menos apoyo

- ¿Cómo se puede medir la calidad del aire en comunidades que tienen peor aire? Si lo combinan todo o lo miden en área general, no representará bien a las áreas con más problemas de salud.
- CalEnviroScreen ayuda a identificar comunidades más afectadas por la calidad del aire
 - Sugieren una métrica que separe las rutas de carga de los otros transportes y monitorear los camiones de carga que no se trasladan en rutas designadas para camiones
- ¿Están disminuyendo las emisiones de gas de efecto invernadero?
 - Sugieren medir emisiones a lo bruto, no per cápita
 - Preguntan si se analiza cómo la frontera y la espera en la frontera afecta a la gente por el smog
 - ¿Cómo se va a medir la salud pública de la gente que vive junto a una autopista?

Movilidad innovadora y planificación

- ¿Disminuyen los tiempos de viaje?
- Ejemplo: National City está localizado centralmente y tiene mucho acceso a transporte público y autopistas. La información sobre los tiempos de viaje lo tienen en línea, y el tiempo está estabilizado. ¿Cómo van a comparar de aquí al 2050 (modelar etc.)?
- Opinan que esta pregunta depende de los proyectos. Creen que esta pregunta es redundante.
- Sugieren: ¿Cómo quieren ver la ciudad en el futuro?
- El tiempo viajado depende de las otras preguntas
- Es importante diferenciar entre los diferentes medios de transporte. Es más importante enfocarnos en los medios de transportación pública
- No hay rutas donde viven las personas que no tienen bicicleta, no todos tienen modos de transporte
- Sugieren que se incluya si las rutas van a dar servicio donde no hay. ¿Cómo se agregarán servicios?
- Agregar algo relacionado con: competencia cultural
- La primera pregunta es importante
- En hora pico es más difícil disminuir el tiempo. Saben de las propuestas de nuevos caminos con cuota
- ¿Hay más personas trasladándose a pie, en bicicleta, usando el transporte público y compartiendo el viaje?
- Se debe separar los viajes compartidos de los transportes no motorizados. Es mejor para el medio ambiente el transporte no motorizado, y viajes compartidos no lo son. Si se combina, esto no es representativo de lo positivo que hace un modo de transportación y el daño que causa el otro
- ¿Es más seguro el sistema de transporte?
- Tenían gran interés en accesibilidad para personas que no tienen acceso, en específico gente con discapacidades. Quieren que la métrica incluya la seguridad de esta gente
- Sugieren ver lo que hacen las ciudades que tienen infraestructura para ayudar con acceso
- Las estaciones de transporte público no son seguras, ¿cómo van a medir si no están cambiando o midiendo los factores que afectan la seguridad y la equidad de transporte?
- ¿Recibe el sistema de transporte actual el mantenimiento adecuado?
- Quieren diferenciar entre cada tipo o medio de transporte porque tienen diferente peso
- ¿Cómo vamos a reflejar la tecnología inteligente, automóviles independientes, etc.?
- Las medidas están bien, pero quieren ver más sobre equidad.

- Los choferes no quieren hablar con los que no hablan bien el inglés, o los hacen sentir avergonzados por su falta de lenguaje. Esto causa que los que necesitan usar el medio de transporte no lo hagan
- Quieren más educación de los choferes en diversidad cultural
- Los Trolleys no son seguros, hay peleas, o hay situaciones que cambian la imagen de uso
- Entre más gente usa el transporte público, más seguro se hace
- Hay vías alternas de emergencia señalizadas en áreas como en La Jolla, pero no hay ese tipo de información en otras áreas de San Diego. Eso es importante para la seguridad.

Economía vibrante

- ¿Ayudan las inversiones en transporte a mejorar la economía de la región?
- La métrica sobre el porcentaje de ingresos gastado en transporte es muy importante porque ayuda a las personas de bajo recursos
- Pedido de clarificación ¿Cómo se mide costo-beneficio en transporte?
- ¿Se va a medir el impacto de construcción o el impacto en el medioambiente? Ejemplo: hay muchos arroyos en National City. Están construyendo cerca de los arroyos. ¿Dónde se va a medir el impacto? ¿Cómo se va a medir el costo al ambiente y en la tierra con todo el desarrollo?
- Hay muchas preguntas sobre cómo se va a modelar, pero no hay mucha información sobre el modelo. ¿Cuál es el peso o la ponderación que se va a dar a cada variable o parte de la métrica de costo-beneficio?
- ¿Cuál es la "economía" de la región?
- ¿Están cambiando de forma similar los gastos relativos de transporte para todas las comunidades?
- Sugieren que se incluya una métrica sobre el impacto ambiental (¿incluir en el EIR?)
- Sugieren una métrica sobre el impacto económico
- ¿Cómo se distribuirán los fondos con equidad? ¿Cómo reciben fondos las comunidades diferentes? ¿Con cuál métrica se decide?
- Si no está claramente dicho, ¿cómo van a poder ver o mantener en seguimiento