

Proposed PCPB Comments to the 2025 SANDAG Regional Plan

Due July 18, 2025 Via On-Line Portal

Paul Grimes

Traffic [Highways and Local Roadways] (190 words):

Housing will continue to grow on the Point Loma Peninsula with recently added, currently under construction and large projects being planned. The Peninsula also handles traffic from several military bases, a major university, several schools that have large out of area students numbers and attractions that include, the Cabrillo National Monument, Ocean Beach, Shelter Island and the Sports Arena. The Point Loma Peninsula has few exit routes in case of an emergency and most are congested or problematic with poor entry to freeways and added trolley service that blocks Taylor St at an increasing rate.

A major issue is the I-5/I-8 Interchange, which previously had a proposed direct ramp from I-8 East to I-5 North. It's sad to see no improvements planned to this interchange prior to 2050. The greatest need is a 2nd through lane on I-8 eastbound at I-5. Every afternoon there are long backups on I-8 East at I-5. A second through lane would help relieve traffic from the heavily congested Rosecrans corridor via Camino Rio West. It appears there is room for the second I-8 EB through lane with minor adjustments just east of I-5.

Transit (167 words)

Congested Rosecrans St (level of service of E and F) cannot lose a travel lane for a dedicated bus lane that would be used only 4 times per hour. The two Rapid Bus lines proposed in the 2025 Plan would replace lower frequency bus service that is very lightly used. Unless these routes utilize existing lanes they should be eliminated from the Plan. It would take additional right of way that would need to be negotiated and obtained to accommodate a separate Rapid Bus Lane on Rosecrans St. Note that much of the two proposed Rapid Bus lines would operate on two lane streets. There is no evidence the proposed Rapid Bus line on Rosecrans would relieve traffic and would create even worse congestion if a traffic lane was removed. Another option is to extend a potential People Mover from the airport into Liberty Station and maybe onward towards the Midway District. Such a service would remove the need for a Rapid Bus service along Rosecrans.

Bikes [Bikeways and Walkways] (245 words)

California's Design Information Bulletin 89-01 states the community should be involved with Class IV Bikeways:

"Adding a Class IV Bikeway into an already built-out street environment usually requires a reevaluation of service needs and a level of service analysis for capacity, because some transportation feature(s) may need to be reduced or eliminated, e.g., vehicular lanes, shoulder, parking or

sidewalk. Local jurisdictions must be involved when analyzing these community impacts with the local residents, businesses, and advocacy groups deciding what features are to be included in the street modification. Thus, community planning is necessary when local agencies are contemplating a Class IV Bikeway route. Whether in an overall planning document or in a specific project document, effective public engagement is vital to the successful development of the Class IV Bikeway.”

The proposed Bikeway on Rosecrans street will create an unsafe environment for Bikers due to traffic volume and speed. Rosecrans has speed limits of 35 and 40 MPH and many travel above the limit. Rosecrans has a computerized traffic system designed to keep high volume traffic moving. Bike riders hit by a 32 MPH vehicle have a 25% chance of dying while at 42 MPH it is a 50% chance of dying. Flexible posts and narrowed lanes to accommodate bikes do not increase safety.

If a dedicated lane for bike would remove a travel lane, congestion would further be degraded. Any Bikeway should be Relocated into Liberty Stations to create a safe and scenic Bikeway.

Javier

[Highways and Local Roadways] Include in the 2025 Transportation plan extension and improvements to the on-off ramps from I-5 and I-8 to Rosecrans street via Camino Rio West.

[Highways and Local Roadways] Remove and eliminate TL023 Aterial Rapid Route 228 from the Regional Transportation Program until additional right of way can be negotiated and obtained to accommodate a separate Rapid Bus Lane, Rosecrans street is operating in a level of service of E and F and highly congested. There is no evidence the proposed program under TL023 will relieve traffic.

[Bikeways and Walkways] The proposed Bikeway on Rosecrans street will create an unsafe environment to Bikers. Relocate the Bikeway into Liberty Stations to create a safe and scenic Bikeway.

[Highways and Local Roadways] Accelerate and implement the Airport Transit Connection Study TL001. Implement the People Mover alternative to improve connectivity to travelers and tourists and reduce Greenhouse gas emissions in the region and local streets.

Andy

Funding. (92 words) The Regional Plan allocates only 3.402B (2.70%) to the Point Loma Community in six projects over the next 25 years in a Plan costing 126.0 Billion. One of the six projects (TL001 Airport Transit Connection) accounts for 3.186 billion of the 3.402 B allocated to Point Loma that benefits mostly downtown. The other five projects cost 0.216B of the 3.402 B or 0.17% of the total 126B Regional Plan cost that is mostly concentrated in Bikeway and Express Bus projects This allocation is unequitable and unfairly discriminates against the Point Loma Community

Transit. (154 words) There are no projects in the plan to expand freeway construction and roadways to relieve the substantial traffic congestion along the I5, I8, I805 and I15 freeways which is what the public wants. Rather the Plan ignores public sentiment and concentrates its resources on expanding bikeways and bus routes in pursuit of some unrealistic goal of forcing people out of their cars onto public transit in pursuit of reducing greenhouse gas emissions and reducing the deficit that public transit systems incur. Fixed point public transportation systems have a number of problems including that they do not take

people where they want to go which is why they are not used. People want the flexibility to continue using their cars not a public transit system that does not meet their needs. Therefore, more plan resources should be devoted to expanding roadways thereby relieving traffic congestions and not on public transit such as bikeways and busses.

Housing. (80 words) Recent legislation (SB79 Weiner) attempts to overturn local zoning and force future housing development along future transit lines that may not be funded in an attempt to reduce Greenhouse gas emissions and reduce transit system deficits. Transit funds should be allocated to underserved existing proven housing which generates transit demand rather than some imaginary population model that may not occur.. Similarly mandated statewide zoning code amendments should not force zoning amendments based on future transit lines that may not occur.

Funding. (194 words) 76.2B (58%) of funding for the 2025 plan \$126B cost is anticipated to come from local sources. This includes 13.72B from future sales tax measures which require voter approval including a one-half cent sales tax increase anticipated for approval in the 2032 election and another in the 2036 election. .

In addition, the 2025 regional plan assumes voter approval of a one-half cent sales tax for MTS that would generate an additional \$7.11B. Finally, the plan assumes 2.75B of funding would come from future parking fees of \$1-3 dollars per hour with 2-3% annual growth.

Recent voter defeat of a proposed San Diego general sales tax increase places these assumptions in doubt in view of the rise in San Diego's cost of living which is already one of the highest in the nation with residents moving to other lower cost states to escape it. Therefore, the Plan should not predicate the program scope on the assumption that they will be approved by voters but rather scaled back to make it less expensive to reduce the local tax burden on citizens and thereby partially address the cost of living problem in San Diego County. .