



T. MARTIN DEVELOPMENT

Everyone deserves a place to live

MTS Ontrack
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

8/30/2025

re: Phase 1: Plan for Better Service

MTS OnTrack-

Thank you for the opportunity to provide comments on the future of San Diego transportation planning. As a homebuilder, I understand the continued need for infill housing which will require some residents to embrace our public transit network, especially during peak roadway congestion. All efforts to secure funding for Phase 1 should be vivaciously pursued, as responsible growth practices encourage increasing access to public transit while simultaneously densifying neighborhoods. I respectfully provide the following recommendations:

1. Plan trolley-airport connection

On December 6, 2024, SANDAG Board of Directors strongly supported a trolley-airport connection, particularly if proposed operational efficiency be improved greater than 15-minute frequency. If the trolley line is constructed below-grade, proposed service levels would surpass any of the alternatives including buses, people movers, or bike lanes. Planning the below-grade, or “trench” connection seems to be critical path to justify spending. SANDAG intends to launch public hearings and begin the CEQA process in Fall of 2025 and MTS should make a trolley-airport connection as its highest priority.

2. Plan service-level improvements to Transit Priority Areas

The City of San Diego still has not reached its annual housing production goals, despite Complete Communities nearly doubling housing production. Core framework of the policy is Transit Priority Areas, which are planned for housing density and should be given preference for bus service improvements. Service-level improvements are understood as frequency, reliability, and more direct lines connecting TPA’s. Multifamily housing is continually planned without parking requirements, so future residents are assumed to rely on public transit, bicycling, or walking.

3. Plan trolley service-level improvements

Explore improvements such as double-tracking, station improvements, and planning first-mile/last-mile mobility options to encourage ridership. Housing developments closest to rail stations are most likely to eliminate parking, as railways can transport the greatest number of riders at the highest rate.

Respectfully,

Tyler Martin
Owner, T Martin Development