

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE  
METROPOLITAN TRANSIT SYSTEM (MTS),  
SAN DIEGO TRANSIT CORPORATION (SDTC), AND  
SAN DIEGO TROLLEY, INC. (SDTI)

March 2, 2006

Plaza Hall  
202 C Street, San Diego

MINUTES

A. Roll Call

Chairman Mathis opened the Public Hearing at 6:01 p.m. A roll call sheet listing Board member attendance is attached.

NOTICED PUBLIC HEARINGS

B. Comprehensive Operational Analysis (COA) Service Development Plan

Chairman Mathis welcomed everyone to the Public Hearing. He explained that no action would be taken at this hearing – that action would be taken by the Board at the March 9, 2006 hearing.

MTS Chief Executive Officer (CEO) Paul Jablonski, explained that the process was started 18 months ago in order to find a way to make the transit system financially sustainable. He briefly discussed the fact that MTS had been using reserves to meet its operating expenses and could not continue to do so. He stated that low-productivity routes were identified first, and changes to those routes were made during Phase I of the COA. He stated that the next phase of the COA involved looking at the entire system to analyze what was being done right and what needed to be changed.

Chairman Mathis provided guidelines for public comment to follow.

*Donna Frye:* Council Member Frye stated that reducing service flies in the face of transit-oriented development. She spoke in favor of maintaining the current Route No. 25. She expressed her support for the residents of Serra Mesa and Kearny Mesa. She also expressed the “strongest desire” that MTS accommodate Mr. Don Stillwell’s request that the Route No. 14 be routed to the Grantville Trolley Station.

Route No. 70:

*Anna Grace Daniels:* Ms. Daniels objected to the discontinuation of Route No. 70. She stated that their alternative route, Route No. 7, is very crowded. She also said that the buses she rode did not have Take Ones regarding the recommended changes.

*Richard Kacmar:* Mr. Kacmar requested that MTS keep the current routing for Route Nos. 40 and 70.

*Staff Response:* Mr. Conan Cheung, Director of Planning and Performance Monitoring, stated that Route No. 70 is duplicative, and frequencies have been improved on the Route No. 7 to reduce crowding. He stated that Route No. 10L can be used to connect with the Route No. 7. He also reported that Route No. 908 will provide faster, limited-stop service.

*Route No. 14*

*Don Stillwell:* Mr. Stillwell spoke in favor of having Route No. 14 travel from Fashion Valley to the bus stop at the Grantville Trolley station on its way both to and from Zion Avenue and Kaiser Hospital. He presented a petition in support of his request. He also submitted a letter dated February 28, 2006, from him to the San Diego City Council about this matter.

*Staff Response:* Mr. Cheung illustrated how both the Mission Gorge and Grantville Trolley stations will be served under the recommended plan.

*Route Nos. 120, 3, 15L, 10L, 83, 11, 7, and 1*

*Alex Sachs:* Ms. Sachs thanked staff for proposing the changes in Route Nos. 120, 3, 15L, 10L, 83, 11, 7, and 1. He added that smaller buses should run through Mission Hills. He stated that he hoped MTS would do a good job of marketing these routes to the various communities. He stated that there is a lot of good bus service in mid-city.

*Route No. 210*

*Florida Tiqui, Anita Phillips, Christina Untal, Linda Campbell, Jerry Walker, Paula Gentsch, Carlos Rummmler, Dan Stephens, Glen Clarkson, Consuelo Munar, Julita Rummmler, Valerie Chu, Terry Shewmaker, Karen Tremain, Michael Neumeyer, Abel Paule, and Pritesh Shah :* All of these individuals spoke in favor of keeping Route No. 210 as is. They each stressed that their alternative route (Route No. 20) will increase their travel times into downtown from Mira Mesa from 30 minutes to 60 minutes. They also stated that, while there are trips with only 14 or 15 riders, there are two runs that are full. Mr. Shewmaker also objected to changes being proposed for the Route No. 40, which would have an impact on access to the County Administration Center. Mr. Walker pointed out that current jury instructions in Superior Court encourage jurors to use public transit because of the shortage of downtown parking. Mr. Stevens suggested starting Route No. 921 at University Towne Center (UTC), which would save eight miles on the route. Mr. Clarkson suggested that MTS continue running the two runs with higher ridership. He also suggested that riders would be willing to pay a higher fare for express service.

*Khoa Nguyen, Representing Council Member Brian Maienschein:* Mr. Nguyen expressed Mr. Maienschein's request that the Board not support the proposed elimination of Route No. 210 and presented a petition signed by more than 140 riders. Mr. Maienschein also requested that MTS continue to work with Route No. 210 riders to reach a solution acceptable to all parties involved.

*Staff Response:* Mr. Cheung stated that these riders have two options – Route No. 921, which provides 30-minute service across Mira Mesa from I-15 to UTC to connect with the Route No. 50 to downtown. and the Route No. 20, which has been streamlined to provide the current trip in 45 minutes rather than 60 minutes with improved connections. Mr. Cheung added that Route No. 210 is at capacity for 2 trips while the 3 other trips carry about 14 passengers. He added that there are also other transit options to the County Administration center. Mr. Cheung also reported that Route No. 210 is operated at a \$250,000 subsidy per year to serve 150 people per day. He stated that maintaining the Route No. 210 would result in a loss of the funding that is allocated for the provision of other service included in the plan. Mr. Cafagna suggested that staff consider running the two at-capacity trips and asked staff if there was a way to determine the cost for doing so. Mr. Cheung stated that this request was not unreasonable and would be looked at.

#### Route No. 25

*Daniel MacManus, Ed Cramer (Linda Vista Community Planning Committee), Doug Beckham (Linda Vista Civic Association), Patricia Smith, Judith MacLeod, Cindy Moore (Serra Mesa Planning Group), Margarita Castro, and Donna Erickson :* All of these individuals spoke in favor of keeping Route No. 25 as is. They each stressed that changes to Route No. 25 (Osler loop) will eliminate direct access to many key destinations. Mr. MacManus felt that the proposed changes violate the spirit of ADA by reducing access for the disabled and go against TEA 21. He also pointed out that the proposed changes result in two routes (Nos. 25 and 44) being routed along the same pathway and questioned the efficiency of that recommendation. Mr. Cramer presented a letter from the Linda Vista Community Planning Committee approving an Open Letter petition in Linda Vista to keep Route No. 25 as is. Mr. Kramer also pointed out that Linda Vista is increasing in density as a result of new development and needs Route No. 25. Ms. Moore objected to the proposed changes for Route Nos. 25, 927, and 928 but added that she was impressed by the analysis conducted during the COA. Ms. Castro added that, according to a SANDAG FY 2004 Transit Service Data report, Route No. 25 provided transportation to over 921,000 passengers and ranked 9<sup>th</sup> in ridership among 30 bus routes. She added that the same report showed that its operating cost was \$6.54 per revenue mile compared to the average of \$7.30 for the entire bus system. She stated that requiring Linda Vista residents to make a transfer in order to reach their destination will result in inefficient travel and customer dissatisfaction. Ms. Erickson encouraged MTS to be creative and presented a petition to maintain this route as is.

*Staff Response:* Mr. Cheung advised the Board that Route No. 25 is classified as a regional route, and boardings and alightings confirm that. He added that regional routes are supposed to provide the straightest and fastest service. He stated that staff applied the factors outlined in MTS Policy No. 38 – Out-Of-Direction Bus Routings to determine if the Osler loop can be justified given the negative impact it has on the through riders on this route. He stated that this loop would need to generate over 290 passengers per day in order to qualify under Policy No. 38 and currently carries only 60 to 75 passengers per day. He stated that Route No. 25 is being renamed Route No. 120, frequency will be changed from 30 minutes to 15 minutes, and the route will begin functioning as a true regional route. He further reported that Route No. 927 was cut during Phase I of the COA because of its low ridership and high subsidy.

Route No. 5

*Beryl Flom (League of Women Voters), Zelda Livingston (Tenant Association – University City Town Park Villas), and Bill Gorman (Town Park Villas):* Each of these individuals spoke in favor of keeping Route No. 5 as is. Mr. Gorman reported that Town Park Villas will be expanding by 599 units and needs the service of Route No. 5. He felt that the COA process was being done for the benefit of bus drivers.

*Dave Schumacher:* Mr. Schumacher stressed the importance of looking at the whole system. He pointed out that many bus routes are being benefited by the COA. He stated that streamlining the system will appeal to choice riders and will enable the system to compete with the automobile. He stated that compromises can be made, but that the Board must make the tough decision to stick with its strategy.

*Staff Reponse:* Mr. Cheung pointed out that the segment of Route No. 5 being effected by the COA carries only 1.5 passengers per trip (40 trips per day) and causes 163 through riders a delay. He added that this is also a cost issue. He stated that, without the recommended change, MTS would be unable to provide the frequency on this route that is needed to make this route attractive enough to increase ridership. He also reported that the Jewish Community Center has transportation services, which they have offered to provide for Town Park Villas. Town Park Villas turned down this offer. He added that there are also other community-based services that provide this type of service.

Route No. 27

*Bonnie Hough:* Ms. Hough agreed with Ms. Cindy Moore.

Route No. 125

*Rick Emig, Nicholas Reed, and James Caldwell:* These individuals each objected to the changes proposed for Route No. 150; in particular, the extra stop in Old Town and the lack of mid-day service. Mr. Reed expressed support of most of the other changes being recommended. Mr. Caldwell suggested that staff and Board members ride the system to acquaint themselves with system problems.

Route No. 18

*Roberta Rudolph:* Ms. Rudolph supported the proposed changes for Route No. 18. She stated that these changes will help her make connections. She also stated that she gathered information about the changes on MTS's web site and thanked staff for a great site and for answering her questions. She stated that MTS is moving in the right direction. She reported that trolley announcements can be very hard to hear.

Route No. 844/845

*Terri Ambrezewicz and Dean Weese (both representing the Poway Unified School District):* Ms. Ambrezewicz and Mr. Weese objected to the recommended changes for Route No. 844 that would implement limited service times for routes between Poway, Rancho Bernardo, and Rancho Penasquitos. In particular, she expressed concern that these changes will limit the

opportunities of students with special needs that are in programs to help them learn to be self sufficient in order to avoid a life of dependence. She suggested that MTS find federal funding to maintain this route.

*Staff Response:* Mr. Cheung stated that a compromise was recently reached to provide service to students at Poway High School during bell times, which is 50 percent of the ridership on the Espola segment.

Route No. 816

*Loraine Leighton:* Ms. Leighton stated that the proposed Route No. 816 won't meet local needs. She also indicated that Take Ones were not on any of the buses she rode, and bus stops are unsafe.

Route No. 965

*Susan Christie:* Ms. Christie stated that federal and state officials need to be at the public hearings and should be at the public hearing on March 9, 2006. She extended an invitation to Board members to come to North Park so she could show them how much the Route 955 shuttle means to the community.

*Board Response:* Chairman Mathis pointed out that Los Angeles voters approved a full one cent sales tax for public transportation while San Diego voters only approved about 1/10 of a cent.

Route No. 15:

*Betty LeBoeuf:* Ms. LeBoeuf supported the changes being recommended for Route No. 15 and praised bus operators for being patient with riders who take longer to board because of physical difficulties.

Route No. 908

*Ross Hunter:* Mr. Hunter supported the changes for Route No. 908. He also stated that he would like to have better connections between buses and trolleys at Old Town. He expressed concern for riders who put themselves at risk by running across the railroad tracks to make tight connections.

Route No. 35/922

*Karen Mulhern:* Ms. Mulhern opposed the changes being recommended for Route Nos. 30 and 922. She stated that riders using Route No. 35 to get to the high school will be late. She stated that she was impressed with the plan. She also stated that bus drivers need to be supported – they have a hard job.

Route No. 35

*Robyn Quintrall:* Ms. Quintrall objected to the changes being proposed for the Route No. 35. She stated that she and her sister, who has asthma, will not be able to walk the three blocks to Rosecrans to access alternative routes.

Route No. 30

*Dan Allen (La Jolla Town Council):* Mr. Allen felt that they were bearing a disproportionate share of the changes being recommended. He added that La Jolla supports public transit.

*Staff Response:* Mr. Cheung stated that Route No. 30 serves as a very effective alternative to Route No. 34. He added that Route No. 30 runs on 15-minute frequency.

Route No. 28

*Paul Payne and Matthew Scallon:* Mr. Payne and Mr. Scallon opposed changes recommended for Route No. 28. Mr. Payne stated that students at the Southwestern Yacht Club need this service. Both Mr. Payne and Mr. Scallon stated that the service changes will have a negative impact on service to Space and Naval Warfare Systems Command (SPAWAR) on Catalina Boulevard. Mr. Pane objected to having to make a transfer connection. Mr. Scallon suggested using smaller buses.

No Route

*Dorothy Lazenby:* Ms. Lazenby complained about lifts not working and the lack of bathrooms at trolley stations.

Route No. 602

*Del Rosario Lix:* Ms. Lix stated that most residents at the intercity manor apartments are disabled and removing this service would aggravate their problems.

Route No. 14

*Penny Kelsch:* Ms. Kelsch advised the Board not to run Route No. 14 through the river bed where it will be subject to flooding.

Route No. 706

*Mary Price:* Ms. Price, a bus operator for Chula Vista Transit, stated that seniors are dependent upon this service. She stated that their option, Route No. 706A, only runs once an hour.

Route No. 854

*Nick Brusalis:* Mr. Brusalis expressed his satisfaction with San Diego's transit system overall. He stated that MTS needs to address problems of people waiting for buses that are late. He requested that Route No. 854 between La Mesa and Lakeside not be discontinued. He agreed that bus operators should be given more respect.

*Staff Response:* Mr. Cheung stated that Route No. 854 has a subsidy of \$12.97 per passenger for the portion going to Lakeside only.

I-15 Bus Rapid Transit (BRT)

*Jay Powell (City Heights Community Development Corporation):* Mr. Powell made comments in general support of I-15 Bus Rapid Transit.

The Public Hearing was closed at 9:20 p.m.

C. PUBLIC COMMENT

There were no additional public comments.

64. Next Public Hearing Date

The next Public Hearings are scheduled for March 8, 2006 at 6:00 p.m. at the German-American Societies of San Diego, Inc. on 1017 South Mollison Avenue in El Cajon, and on March 9, 2006 at 9:00 a.m. in Golden Hall at 202 C Street in San Diego.

65. Adjournment

Chairman Mathis adjourned the meeting at 9:22 p.m.

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Chairperson  
San Diego Metropolitan Transit System  
Filed by:

Approved as to form:

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Office of the Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet  
gail.williams/minutes