[ms-0398.023.001.031]

County of San Diego
Board of Supervisors

National & State Boards:

National Association of Counties

County Supervisors Association of California

Southern California Hazardous Waste Management Authority

Southern California Regional Association of Counties

Regional Boards:

Metropolitan Transit Development Board

San Diego Regional Water Reclamation Agency

City/County Reinvestment Task Force

Regional Task Force on The Homeless

LEON L. WILLIAMS
SUPERVISOR
FOURTH DISTRICT

March 30, 1992

Mr. Mark E. Bryning
5115 Manchester Road
San Diego, CA 92115

Dear Mr. Bryning:

Thank you for your letter regarding alignments for the Mission Valley Light Rail Transit Extension. Community input is always encouraged as we go through the process of expanding the service area of our trolley system. I am glad that you have taken the time to express your point of view.

You pose some interesting options which I will be sure to forward to the staff of the Metropolitan Transit Development Board. There are pros and cons to all of the alignments under consideration. As an example, you state that "speed of service would be significantly greater along Interstate 8." While this may be true, pedestrian access would be substantially less than a route along Montezuma or El Cajon. Traffic impacts are certainly a major concern, and will be considered carefully as the different alignments are analyzed.

I do want to point out that "little commuter utilization of the existing bus service (on Montezuma Road)" is not necessarily a predictor of trolley service ridership for that particular route (Bus Route 81). Route 81 does not serve in a commuter capacity west of San Diego State University. It makes frequent stops; something which commuters tend to avoid. In this case, trying to project trolley ridership based on existing bus service ridership would be a comparison of apples and oranges.

1600 PACIFIC HIGHWAY • SAN DIEGO, CALIFORNIA 92101 • (619) 531-5544

I will be forwarding a copy of your letter to the MTDB staff, and asking them to include your concerns in their overall review of the proposed alignments. Again, I thank you for taking the time to write and give me your views on this issue. If my staff or I can be of assistance to you in the future, please don't hesitate to contact me.

Sincerely,

Leon L. Williams
Supervisor, Fourth District

LLW:cmc

cc: Toni Bates, MTDB

Supervisor Leon Williams
1600 Pacific Highway
San Diego, Ca. 92101

RECEIVED
MAR 26 1982
Ans'd.....

Supervisor Williams,

I would like to share my thoughts concerning alignment of the trolley line through Mission Valley to Grossmont Center.

As to selection of the prefered route, I urge your support in keeping the trolley alignment in the Mission Valley corridor, **NOT** along Montezuma Road and El Cajon Boulevard. Please consider the following reasons:

First, I suggest that the speed of service would be significantly greater along Interstate 8

First, along Montezuma Road and El Cajon Blvd there are six major intersections where traffic volume has already exceeded capacity, creating lengthy delays and substantial traffic jams during peak commuting periods:

College at Interstate 8
College at Montezuma
College at El Cajon
Montezuma at El Cajon
70th Street at Interstate 8
70th Street at El Cajon

The added congestion (which will be created if the trolley stopped traffic at these crossings) would compound an already untenable situation. Presently, the traffic on 70th Street gridlocks from the light on El Cajon to Interstate 8, as does the traffic on College Avenue between Montezuma and I-8.

Second, there are few, if any, businesses (along El Cajon Blvd) which will benefit from trolley service, and little commuter utilization of the existing bus service (along Montezuma Road).

Third, I suggest that the Montezuma/El Cajon alignment is a 'band-aid' approach at solving the college area congestion problem, (created by a clear majority of commuting college students). In order to get these students out of their cars and into the trolley, there must be trolley stations near the residences of commuting students (If forced to drive from their residence to a station, they will simply continue to SDSU). I doubt many of the students commuting west on El Cajon Blvd are living along El Cajon, but rather in outlying areas. I believe these students would not utilize slow trolley service along El Cajon/Montezuma, and that they would be better served by faster trolley service along Mission Valley.

Finally, it is suggested that the Montezuma/El Cajon alignment would do far greater damage to the single family residential areas along the El Cajon/Montezuma alignment than any possible benefit,

because of the loss of adequate space for pedestrian/ vehicular traffic (to provide trolley right-of-way, especially on El Cajon Blvd), including the 'no-left-turn' problems that area residents would forever suffer after trolley installation.

Therefore, I would like to emphasize the following points:

It is ***strongly recommended*** that the trolley remain along I-8, as opposed to Montezuma/El Cajon.

It is ***essential*** that the major arteries of College Ave. and 70th Street not be crossed 'at grade', irrespective of whether the trolley passes along El Cajon/Montezuma or along I-8.

It is ***strongly recommended*** that a 'people mover' be developed to connect SDSU with the trolley, as opposed to routing the trolley directly through the campus.

It is ***recommended*** that an alternative alignment paralleling I-8 (along the northern side) be investigated.

Trolley ridership cannot (must not) require additional significant financial expense. We must remember that <u>having the trolley available for daily commuting will not eliminate the need for citizens to own their automobile</u>, and that these automobile owners will still have all of the expenses (read taxes) created by city, county, and state. Otherwise, citizens will save a little money by continuing to ride their cars to work.

As I suspect most San Diegans feel, I will gladly leave my car at home and commute to work if it <u>does not significantly increase my expenses or alter my daily schedule</u>. I feel the following are reasonable parameters by which I will decide:

(1) Is the transit system available within 15 minutes of when I am ready to commute (both directions).

(2) Is the trolley commute time less than two times that required for driving.

(3) Is the expense of trolley commuting less than two times the expense of driving.

I use these parameters because: (1) it takes me approximately 20 minutes to drive to and from work (40 minutes total), so I would be willing to ride the trolley if it required less than 80 minutes (total) from my day; and, (2) it costs me approximately $1.00 (gas), and $1.50 (maintenance & insurance) per day, so I would be willing to ride the trolley if it cost less than $5.00 per day.

I am in favor of **affordable/*convenient*** mass transit because it will help reduce traffic congestion and polution. However, I am opposed to mass transit if it fails to meet my formula (convenience + affordability = utilization), and strongly believe there is no middle ground. We cannot (must not) build a system to impress the folks back home, in Sacramento, or in Washington, D.C.

The system must work well and most importantly, it cannot (must not) break the taxpayers back.

Respectfully,

Mark E. Bryning, 5115 Manchester Road, San Diego, CA., 92115