

**Metropolitan Transit System  
Citizens' Advisory Committee  
Comprehensive Operational Analysis**

**Monday, July 11, 2005**

**Meeting Notes**

**ATTENDANCE**

Theresa Quiroz, City Heights Community Development Corporation  
Jim Varnadore, City Heights  
Clive Richards, Trolley Access Advisory Committee  
Larry Chaidez, Accessible Services Advisory Committee  
Elisabeth Shapiro, South Bay  
Mac McGee, All Congregations Together  
Dan Allen, La Jolla Town Council  
Beverly Andreos, Poway Community Member  
Gary Weber, El Cajon Blvd. Business Improvement District  
George Franck, Uptown Partnership  
Mitch Beauchamp, South Bay  
Kristin Kjaero, East County  
Frisco White, Carmel Valley Community Planning Board

Staff and Consultants

Conan Cheung, MTS Director of Planning and Performance Monitoring  
Brandon Farley, MTS Planning  
Dara Heffler, MTS Planning  
Russ Chisholm, Transportation Management and Design  
Brent Boyd, Transportation Management and Design  
Sara Katz, Katz & Associates  
Jennifer Shira, Katz & Associates

**DISCUSSION**

Welcome and Introductions

Ms. Katz welcomed the Citizens' Advisory Committee members to the second meeting and began the meeting with a round of introductions.

Follow Up from Last Meeting

Ms. Katz then reviewed the meeting agenda and the April 12, 2005 meeting notes. She asked for comments or revisions to each. There were no comments on the agenda or the meeting notes.

**STAFF PRESENTATION**

Ms. Katz then turned the meeting over to Mr. Cheung, who began the presentation. Mr. Cheung invited questions from the members during the presentation.

Service Development Guidelines

Mr. Cheung began the presentation, which described the criteria for system redevelopment, BRC and CAC feedback, MTS vision of services and service development guidelines, and how resources should be allocated. He said the service development guidelines had been presented and adopted by the board on Thursday, July 7, 2005.

- Ms Shapiro asked if the presentation was a summary of both the CAC and BRC feedback.
  - Mr. Cheung said the presentation summarized feedback from both groups. He added that the input received from the CAC was inline with the BCR comments; therefore, the recommendations should appease both groups.
- Mr. Varnadore said he appreciates focusing on productivity as one of the ways resources should be allocated. However, he added that productivity will inherently result in keeping “poor people in poor areas.” He explained that the most productive routes are currently located in the “poor areas.” He explained that focusing on maintaining this productivity will force the current “poor” riders to stay in the “poor areas” close to the transit and draw other “poor people” to these areas.
- Mr. Chaidez said that he understands the need to serve the critical mass at places such as 30<sup>th</sup> and University. However, he feels it is crucial to consider those riders that are outside the critical mass that depend on transit. He added that the COA should be completed in order to better serve the riders, not to make money. He also stated that new and future work center statistics should be considered when evaluating current conditions. He asked how often the routes get evaluated for productivity.
  - Mr. Cheung said the routes are evaluated three times a year and the entire system is evaluated once a year.
- Ms. Quiroz said that she appreciates the work MTS has completed thus far and the adoption by the board. She asked how the committee and public can be sure the identified service development guidelines will be implemented.
  - Mr. Cheung said these service development guidelines were presented to and approved unanimously by the board at the last board meeting. He said that the guidelines outline the staff’s “marching orders.”
    - Ms. Quiroz asked if management had seen the guidelines before the presentation.
      - Mr. Cheung said MTS has a new management team who reviewed the guidelines before they were presented to the board.
- Mr. Allen asked if the core area boundaries had been reviewed or approved by the board.
  - Mr. Cheung said the board will review the boundaries at the next board meeting.
- Mr. Varnadore said that he believes that over crowded or empty buses can be addressed by rescheduling and adding additional buses.
- Ms. Shapiro said that the critical mass may not be consistent for different areas and may not fall into the “home to work” or “school to home” category. She said the beaches have two different critical masses at two different times of the week.

- Mr. Cheung said MTS will pursue all viable markets; however, right now they are focusing on commuter travel.

### Regional Service Concept

Mr. Cheung continued the presentation by describing the regional service concept. He explained that the regional service concept consisted of two tiers, the core network and market specific services.

- Mr. Weber said that customer service should be the most important concept. He said the best kind of transit system does not need a schedule because the frequency is great enough that spontaneous use is encouraged. He added that MTS should strive to increase frequency and decrease the waiting time to below 15 minutes.
  - Mr. Cheung said the goal is to achieve 15 minute waiting times or less in the key corridors.
    - Mr. Weber asked what the frequency would be if money wasn't an issue.
      - Mr. Cheung said the ideal frequencies would be between five and 10 minutes, with 15 minutes at the outer limit.
- Mr. Beauchamp asked if special event transportation is considered into the core network.
  - Mr. Cheung said special event coordination is an entire different department.
- Mr. Chaidez said big cities don't publish schedules, rather frequencies are published. He said this system seems to work well in other cities and asked why San Diego could not implement something like this.
  - Mr. Chisholm said that Mr. Chaidez was describing a headway system which is becoming more popular. He added that the goal in the core network is to have a system that can consistently support spontaneous use.
- Ms. Quiroz said that routes should be published at each bus stop.
- Ms. Kjaero explained the need for an evaluation of the growing Rancho San Diego area. She said that because this area is growing, increased numbers of vehicles are driving through neighborhoods to access interstate 8 due to the freeway metering. She questioned whether this area was considered in the evaluation because it is not an existing area, although there is clearly a need.
  - Mr. Chisholm said if an area doesn't score well for the core network than it can't support all day, everyday service, however, he added it will be served in other ways.
    - Ms. Kjaero asked if unincorporated areas were considered and reflected in the survey data.
      - Mr. Chisholm said yes, the unincorporated areas had been considered.
- Ms. Quiroz said that all of the maps shown in the presentation demonstrate the need for a much better system from the South Bay north to the rest of the county.
- Ms. Andreos asked what establishes a community's eligibility for the MTS funded vanpool.

- Mr. Cheung said the criteria is yet to be defined; however, MTS is currently looking at other states for examples and guidelines as well as input from community organizations to develop routes and schedules.
- Mr. Chaidez provided the following social security statistics and said they should be incorporated. He said that people who receive social security are unlikely to have vehicles, therefore these numbers should be taken into consideration.
  - 280,000 retirees receive social security in San Diego (74 percent)
  - 50,000 widow/widowers receive social security in San Diego (13 percent)
  - 46,000 disabled persons receive social security in San Diego (13 percent)

### **Next Steps**

Mr. Cheung reviewed the next steps in the COA process.

- Mr. Varnadore asked that the observations provided by the CAC be included in the upcoming BRC presentation.

### **PUBLIC COMMENT**

- Mr. Jose Melendez, address inaudible. I have been an MTS user for many years and am very pleased MTS is doing its best to redesign the system based on the three “Cs” of Core, Commuter and Committee. I might want to add that MTS look into something Russ may have heard of in Ventura County called the Ventura Intercity System Transit Authority or VISTA. Coach USA runs various bus routes that link different cities in Ventura County and link with different bus systems. What if San Diego County followed that lead? Don't you think that is a good idea?
- Ms. Gail Forbes, 2385 Calle del Oro, La Jolla, CA. Is there an opportunity to indicate on the maps the areas that are not serviced by transit currently? That would be helpful as it does alter the way the maps are interpreted.

### **CONCLUSION**

Mr. Cheung said the next meeting date has not been determined. However, it will occur this fall in October or November.

Ms. Katz thanked the members for their participation and thoughtful input. The meeting was adjourned.