

From: Jack Carpenter  
Date: July 28, 2010  
Subject: Mid-Coast Trolley Extension

Ladies and Gentlemen

Before commenting I should make it clear that although you may associate me with the Clairemont Community Planning Group, the AIA Urban Design Committee or the San Diego Council of Design Professionals I am not representing any of these groups in these observations.

### **Background**

I am a forty year resident of Clairemont. I attended a SANDAG/MTS presentation on May 18<sup>th</sup> to the Clairemont Community Planning Group of which I am a member. Based on the information presented at that meeting I have the following comments:

### **Clairemont Ridership**

The ridership projections were very conclusive that light rail is the appropriate vehicle to serve UTC and UCSD. I assume the projections were not based on significant ridership from the three stops in Clairemont. Unless there is assurance of a shuttle to serve the community, Clairemont's transportation tax dollars being spent on the extension are not appropriately serving the community.

### **Trolley Stop Parking**

Because of the low density in the community, few residents will be close enough to the stops to walk there. Current design shows inadequate parking at all three stops. I understand that re-development at the foot of Balboa Ave. would create a park and ride lot. There is redevelopment opportunity at the Tecolote/Sea World Stop as well. There currently is inadequate parking at both locations. The proposal to parallel park on the west side of Morena Blvd to support the Clairemont Drive stop seems inadequate. The rush hour 5 minute queue from Clairemont Drive to north bound Interstate 5 would alone exceed the potential parking on Morena Blvd. Parking in the adjacent Mission Bay lots would be problematic because of the very narrow side walk on the connecting bridge. Overflow parking in the new Bay View Plaza Shopping Center would be problematic as well.

### **Automobile alternative**

Clairemont is predominantly a low density suburban neighborhood. For most residents a job in the employment centers of UTC, UCSD and Downtown is a 15 to 20 minute ride. It will be difficult to get people to drive to a transit station and transfer to public transportation when the resulting commute is extended rather than shortened unless shuttle service is provided as part of the project. Providing a way to get people on public transportation without using their cars would be the better solution.

### **Super Loop bus feeder**

The Clairemont Community Planning Group developed a Vision Plan to augment the out of date Clairemont Community Plan. In the Vision Plan we envisioned a "Super Loop" bus route on such streets as Clairemont Drive, Clairemont Mesa Boulevard, Convoy Street, Genesee Avenue and Balboa Ave. Growth would be encouraged along this route to support students, elderly, and families. The loop would feed into the light rail trolley system. This would preserve the desired low density character of the existing neighborhoods and better support a viable public transportation system.

In summary, there needs to be a coordinated effort to integrate bus and trolley service as well as redevelopment at both the Tecolote and Balboa Stops. Without these elements very few residents of Clairemont would benefit from this very expensive development.