Background and Purpose

- Danielle Kochman (SANDAG) discussed the background and purpose of the project. She stated that the future South Bay Bus Rapid Transit (BRT) Route 960 will utilize the High Occupancy Vehicle lanes on Interstate 805 and serve Southeast San Diego via 47th Street Trolley Station. The new BRT service will allow for better community access to employment by linking the BRT to the trolley. The route will run from the South Bay to Kearny Mesa and University Town Center.
- Danielle reminded the community working group that 15 alternatives were initially considered, but through evaluation criteria, narrowed it down to 7 alternatives. Followed by a more detailed analysis of criteria, the community working group narrowed the alternatives down to 4 alternatives that will proceed to the environmental phase for further analysis.

Pedestrian Connections to BRT Stations

- Danielle stated that concerns were raised at the last community working group meeting about pedestrian access to the future BRT stations. She introduced Christine Eary (SANDAG), who spoke about regional active transportation in regards to how it would be incorporated into the design of the stations.
- Christine briefly defined active transportation as “biking and walking.” A Regional Transportation Plan is created every four years, and the most recent one includes plans for a enhancing the region’s bicycle network. She mentioned that SANDAG previously had not had an active transportation plan and gave a brief overview of the 3 types of projects the Active Transportation program accounts for:
  - Riding to 2050, the San Diego Regional Bicycle Plan
  - Bike and pedestrian improvements at freeway interchanges
  - Safe Routes to Transit project
- Christine mentioned that SANDAG is planning on incorporating active transportation improvements into the design of the future BRT stations. After the I-805 BRT/47th Street Trolley Station project goes through the environmental phase, the active transportation elements will be incorporated into the station design.
  - A community member emphasized that the I-805 BRT should have the same service as the I-15 BRT, and then asked why the intersection of Imperial Avenue and Interstate 15 was not included as part of the I-15 BRT project.
    - The Imperial Avenue and I-15 intersection was not included as part of the I-15 BRT route, because the I-15 BRT serves downtown via SR 94 which is north of the trolley station and the route would be out of direction for the service. The
trolley station at 32nd Street and Commercial Street is in close proximity to the 47th Street Trolley Station, so community members can transfer to the BRT service via Orange Line Trolley when the BRT connection to the 47th Street Trolley Station is built.

- A community member suggested future South Bay BRT stations have moving sidewalks (like those in airports). Danielle responded that these elements would be considered during the design phase.

- Michael Brunker (YMCA) wanted to know where pedestrians would land on the west side of the station. Danielle responded that SANDAG would not know until the design phase. He also asked if SCI Funeral and Cemetery was aware of and receptive to the project, since they own the land west of I-805. Danielle stated that SANDAG had engaged in preliminary conversations with SCI Funeral and Cemetery, and knew that that the area in question was less valuable to SCI Funeral and Cemetery and were very receptive to our potential design.

- Another community member asked if the improvements would be Americans with Disabilities Act (ADA) compliant. Danielle replied that all proposed design concepts would be ADA compliant, and added that SANDAG has a Social Services Transportation Advisory Council (SSTAC) to advise on ADA recommendations for capital projects.

- Christine Eary (SANDAG) reiterated that pedestrian access design and details would be ironed out in more detail after the station design is determined.

- Derryl Williams asked why the ramp landing discussion had to be postponed until the next phase. Danielle replied that SANDAG wants to look at the most effective pedestrian flow of the preferred alternative.

- Danielle noted the environmental process takes approximately 2.5 years to complete.

- Derryl commented that a German/European design with a local center with two lines crossing, like a mall, to generate more revenue should be considered.

- Another community member asked to clarify criteria for determining the final design. Danielle mentioned that several criteria were used in the evaluation of alternatives, and the matrix has been distributed and could be found online. Criteria include transit operations impacted by the distance the bus would need to travel out of direction and maintenance costs associated with various amenities, ease of transfers between Trolley and BRT services, pedestrian and bicycle accessibility, capital costs and feasibility, and environmental impacts.

Alternatives

- Danielle presented alternatives on large graphical boards, and reviewed the characteristics of all four alternatives designs that would be going through the environmental phase:

  - All alternatives require widening of the freeway which means that the trolley bridge (Greenwood Underpass) and Imperial Avenue Bridge would need to be replaced.

  - Alternative 1 has a mid-level platform in the center median of the freeway. This alternative would allow the bus to stay in the center median, and not have to travel
offline or cross trolley tracks at grade. It also eliminates the need for elevators, because pedestrian and bus ramps will meet at the mid-level platform. This alternative would cost approximately $55-60 million.

- Alternative 2 has a track-level platform in the center median of the freeway. This alternative would also allow the bus to stay in the center median and not travel offline; however, it would require the bus to cross the trolley tracks at grade. This alternative eliminates the need for pedestrians to walk down a ramp or use an elevator to access bus services. This alternative would cost approximately $55-60 million.

- Alternative 3 has an off-line platform on the east side of I-805, north of the trolley tracks. This alternative creates a close-proximity transfer between trolleys and buses, but would also require the bus to drive offline and cross the trolley tracks at-grade. This alternative would cost approximately $65-70 million.

- Alternative 4 has a mid-level, off-line platform that is located east of I-805, south of the trolley tracks. This eliminates the need for pedestrians to walk down a ramp or use an elevator to access bus services or for the bus to cross trolley tracks at grade; however, it would require the bus to drive offline.

- A community member asked why the presentation on the alternatives was not more interactive, with a 3D model that could be rotated. Danielle replied that those models were shown in previous meetings.

- Danielle mentioned that TransNet budget proposal includes $3.65 million to complete the environmental analysis, which will be taken to the Board of Directors meeting for approval in May or June.

- A community member asked how the design would be determined from the 4 alternatives currently on the table. Danielle clarified that all 4 alternatives would go through an environmental analysis to consider potential impacts to the surrounding community, such as traffic noise, and impacts to nearby residences. She noted that SANDAG would continue to keep the community involved.

- Derryly requested to have interactive videos and drawings of the four alternatives available on the project website. Danielle stated that drawings are already posted, but we will also update the website with the videos as well.

- Danielle reminded the community working group that the 47th Street Trolley Station design will be a complete project, incorporating transit, bike, and pedestrian improvements.

- Danielle concluded the meeting by stating she would send out links for the videos and drawings online via the sign-in sheet

  - Bucey commented that her team would help get the word out about the availability of the project materials online