



September 6, 2018

File Number 3102002

Ms. Laura Black
Deputy Director, Planning Department
City of San Diego
1010 Second Avenue, Suite 110 East Tower, MS 413
San Diego, CA 92101

Dear Ms. Black,

Subject: Carol Canyon *Rapid* Alignment

SANDAG and MTS appreciate the City of San Diego's efforts to ensure that new developments accommodate public transportation projects programmed in the Regional Plan. As you are aware, the San Diego Association of Governments (SANDAG) and Metropolitan Transit System (MTS) have been working cooperatively on a future transit alignment that will run along Carroll Canyon Road between Interstate 15 (I-15) and Interstate 805 (I-805). SANDAG has committed to moving the existing *Rapid* 237 from Mira Mesa Boulevard to Carroll Canyon Road once the guideway has been built between I-15 and I-805. We have met with developers of the adjacent 3 Roots and Stone Creek projects about the proposed transit alignment.

It is our understanding that both developers have included a transit guideway, but on opposite sides of Carroll Canyon Road. MTS and SANDAG have several concerns about the alignment as proposed by these developers. A disconnected guideway that runs on the south and/or north side of Carroll Canyon Road is inoperable. A *Rapid* line needs to have contiguous guideway in which to travel. Transferring from one side of a major arterial to another is not feasible and would add complexity, cost, and confusion to the route. We request that the City designate the Carroll Canyon Road guideway to be in the center median between I-15 and I-805.

Over the last five years, SANDAG/MTS have operated *Rapid* transit in a variety of corridors, including dedicated guideways. The South Bay *Rapid* project that is currently under construction includes a segment of side running guideway that operates adjacent to Eastlake Parkway. This is the closest approximation of what is being proposed for Carroll Canyon Road. We have learned from the South Bay *Rapid* project that side running guideways create a host of operational challenges that can be difficult and costly to mitigate. Below is a breakdown of the issues associated with a side-running guideway.

Operational Concerns

- *Rapid* buses operating “contraflow” in the opposite direction as general-purpose traffic must cross several lanes to enter mixed flow, which requires special signalization with exceptionally long and impractical phase duration
- Directional conflicts with right turning vehicles, bikes, and pedestrians
- Auto driver compliance issues on where to wait and when to cross, particularly ignoring right turn prohibitions and causing a collision with a bus entering the intersection from the guideway
- Auto driver and pedestrian/bike compliance issues on not blocking the guideway or accidentally entering it
- *Rapid* buses entering and exiting the guideway may cross paths in order to merge into a general-purpose lane
- Two adjacent intersections at every intersection, which confuse drivers and cause signaling challenges
- Unusual orientation confuses drivers who don’t expect on-coming buses from both directions
- Unique, individualized signage creates additional confusion for drivers and pedestrians
- Longer pedestrian crossing distances may cause queuing that could block the guideway, even with signage and pavement markings prohibiting this behavior

Utility Concerns

SANDAG and MTS have both been contacted by SDG&E regarding placement of utilities in the transit guideway. While this situation currently exists in several of our transit corridors, we recommend that, in corridors where this isn’t an existing condition, it be avoided if possible.

- *Rapid* transit routes generally operate between 5 a.m. and midnight. This leaves limited hours for utility maintenance in the guideway, so routine work and repairs on joint dry utility trenches co-located with a guideway would be unreasonably hindered.
- Electrical induction from underlying electrical systems could be problematic at *Rapid* stations
- Dedicated transit guideways are often constructed utilizing different materials than the general roadway. When they are dug up for maintenance, the result is an array of patches and roadway materials in the transit lanes that diminish the transit guideway quality, structurally and aesthetically.
- The guideway includes a variety of fiber connections that operate our variable message signs, pylons, and future fare collection systems. We have found that our fiber is often compromised when outside agencies perform maintenance in these corridors.

Based on these issues, we believe it is in the best interest of the region that the City dedicate an exclusive transit guideway corridor that operates in the center median of Carroll Canyon Road, separate from SDG&E utilities. We appreciate the City's willingness to work with SANDAG and MTS on this issue and look forward to continued participation. A copy of the proposed alignment for *Rapid 237* that would operate along Carroll Canyon Road is attached. This new alignment and associated costs will be identified in the upcoming release of San Diego Forward: The 2019 Regional Plan.

Please contact either of us if you have any questions or would like to discuss this further.

Sincerely,



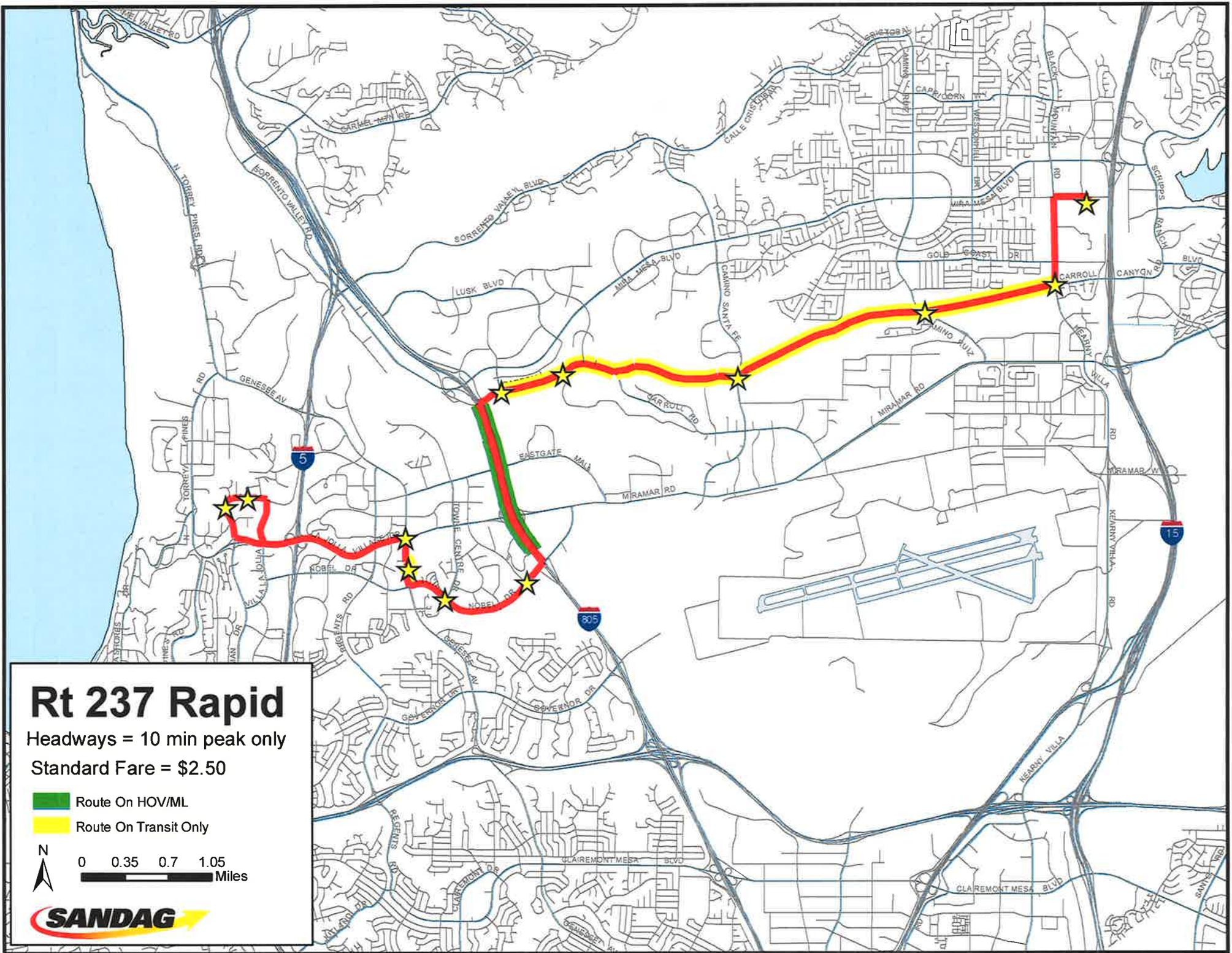
CHARLES "MUGGS" STOLL
SANDAG Director of Land Use and Transportation



SHARON COONEY
MTS Chief of Staff

MST/ECA/fwe

Attachment: Map of Future *Rapid 237* via Carroll Canyon Road



Rt 237 Rapid

Headways = 10 min peak only

Standard Fare = \$2.50

-  Route On HOV/ML
-  Route On Transit Only

