

Elevate SD 2020: Poway Community Forum – Executive Summary

Date: Wednesday, June 26, 2019
Location: Poway Library
Attendees: 27

Overview:

In addition to presentations from MTS marketing and planning staff, attendees were asked to participate in two interactive elements: a values priority activity, and small group discussions. The following summarizes the feedback provided from those activities.

Top Values:

Participants were given five stickers, and asked to identify their top values that should help shape the future of transit. Below are the results*:

1. Connect directly to more destinations (20)
2. More frequent service (17)
3. Faster service (12)
4. Provide viable alternatives to a car (10)
5. Access to jobs/education (4)
6. Low-cost fares (2)
7. Reduce greenhouse gas emissions/improve environmental health (1)
8. Reduce traffic congestion (Unknown)
9. Other (Unknown)
10. Mobility solutions for senior and disabled citizens (Unknown)
11. Improve roads and highways to support transit (Unknown)

*Not all data for Poway values posters is available. Four of the seven values poster tallies are missing.

Round-Table Summaries:

Participants also broke up into small groups for a round-table discussions facilitated by MTS staff. They were asked to share what their transit priorities were, and what values/projects were most important to their communities. The following themes emerged among the five small groups:

- One of the greater themes was a desire for more/restored service. Groups discussed restoration of service to parts of Poway (East Poway), as well as increasing the span of service, particularly later in the evening and on weekends.

- Several groups discussed improved amenities for stations, including restrooms and more shelters.
- A desire for service (and more direct service) to more destinations (other than downtown) was also mentioned by several groups, including Mission Valley, employment/entertainment centers, Airport, etc.
- In addition to service outside of Poway, three groups also had neighborhood-focused ideas as priorities (mobility on demand, neighborhood circulators).

Top Three Takeaways:

At the conclusion of the round-tables, each group was asked to identify their ‘top three takeaways’ for MTS based on their group’s discussions (i.e. of everything discussed at the event, identify what the three most important priorities/ideas were). Below is a summary of those priorities.

- More direct service (3):
 - Transit as a viable alternative to driving (frequency increased, span/weekend service, coverage increase in I-15 communities)
 - Better direct connections from I-15 corridor (to Green Line in Mission Valley, employment/entertainment destinations)
 - More express bus service to other destinations than just downtown
- Expand service (3):
 - Restore service (Route 944, Garden Road, Floral Avenue, East Poway)
 - Extended hours of service (especially later at night and weekend service)
 - Access to transit (low-income riders to jobs, Poway Industrial complex, Garden Road, Pomerado North)
- Neighborhood focus (3):
 - Neighborhood buses (circulators)
 - Focus on occasional riders – neighborhood service/community connections
 - We like mobility on demand (at low cost)
- Use smaller/mini buses, run more frequently
- Deliver on what you promise (distrust of how government uses funds)
- Intermodal connectivity (bikes, park & ride, etc.)
- Local improvements (bus service on Sunday, amenities, security)
- Technology – app-based/uber-like bus tracking; bathroom access for riders only; make it easier to buy fares
- Skyways (Sorrento Valley from UTC, Pacific Beach from Mid-Coast Balboa Station)

A full report of the small group discussions, and open comment is included below.

Round-Table 1
Neighborhood buses (circulators)
Trolley to Airport
Scripps Ranch - transitional housing but no bus access
MTS Access
Service to Sabre Springs Park & Ride from Poway (instead of driving there)
Instead of empty arctics (60ft buses) use smaller buses/mini buses frequently
Sales tax measure to use for transit and not road/highway
General distrust of government on how they are using the funds- deliver what you promise! (1)
Connect to destinations (vs GHG Benefit)
Top Three Takeaways:
1. Deliver on what you promise (distrust of how government uses funds)
2. Use smaller/mini buses, run with frequency
3. Neighborhood buses (circulator)
Round-Table 2
Access to jobs/education (esp low-income riders to jobs; Poway Industrial Complex)
Access to transit (Garden Road area, Pomerado North area)
Intermodal connectivity (bicycles, park & ride, etc.)
More bus-bike capacity
Bus stop amenities/restrooms
Employee transportation data is important
Mobility for disabled riders
Security (access control at some stations)
Marketing/system image improvement
Local transit/bus improvements (Sunday service in Poway!) - amenities, security
Top Three Takeaways:
1. Access to transit (low-income riders to jobs, Poway Industrial complex, Garden Road, Pomerado North)
2. Intermodal connectivity (bikes, park & rides, etc.)
3. Local improvements (bus service on Sunday, Amenities, security)
Round-Table 3
Bus service that goes somewhere - downtown only, more service to other places (Airport/Fashion Valley/Airport)
Fares - charge separately for each ride- eliminate transfer fee
Day Pass is too complex to buy
Direct service - no more than one transfer
Cost issue
Express service is great
Gear more toward occasional user
Better neighborhood service - community connections

Don't lose sigh of choice riders
Improve technology to avoid bus pass-bys
Uber-like app features - seeing where bus is
Overnight parking options at Park & Rides
Compass Card access for bathrooms
Top Three Takeaways:
1. More express bus service to other destinations than just downtown
2. Focus on occasional riders - neighborhood service/community connections
3. Technology - app-based/uber-like bus tracking; bathroom access for riders only; make it easier to buy fares
Round-Table 4
Solutions for senior and disabled citizens (important for social activity, improve wheelchair capacity)
Restore service (Route 944, Garden Road, East Poway, Floral Avenue)
Extended hours of service (later at night, weekend)
More frequent service (dependability)
Mobility on demand - have it be more flexible for day-of plans
Low-cost fares
Better amenities - more shelters, restrooms at transit centers,
Top Three Takeaways:
1. Restore service - Route 994 -> Garden Road, East Poway, Floral Avenue
2. Extended hours of service (especially later at night and weekend service)
3. We like mobility on demand (at low cost)
Round-Table 5
Transit as viable alternative to driving in communities
Bus service on Sundays
Span if service increased
Increased service frequency
Better connections between communities and frequent, crosstown transit experience
South Poway and East Poway bus service needed
Larger buses on Route 945
Direct connection between I-15 corridor and Green Line Trolley in Mission Valley
More direct connection between I-15 corridor and employment/entertainment destinations
Skyway between Balboa Trolley Station and Pacific Beach
Skyway between Mid-Coast Trolley stations in University and Sorrento Valley
Restrooms at transit centers
Enforce no smoking law
Top Three Takeaways:
1. Transit as a viable alternative to driving (frequency increased, span/weekend service increased, coverage increase in I-15 communities)

- 2. Better direct connections from I-15 corridor (to Green Line in Mission Valley, employment/entertainment destinations)
- 3. Skyways (Sorrento Valley from UTC, Pacific Beach from Mid-Coast Balboa Station)

Open Comment

1. Transit implementation in northern areas: Carmel Valley, Black mountain Ranch, Torrey Highlands, Pacific Highlands Ranch; HS Ranch, Del Sur, Santa Luz Del Mar Heights, and Fair banks Ranch + RSF 2. Improved connections between routes at transit centers, fewer missed connections. 3. Improved commute times between destinations (more frequent service) more reliability.

Sunday Service is #1. Larger buses (New housing for individuals with special need opening in Poway, Villa de Vida - over 50 units. Many individuals with special needs will rely on public transit their entire lives.) Better designed buses so that riders can see upcoming stops. Go back to areas that have been eliminated.

1. Connect the Rancho Bernardo transit station to the new Palomar College site via a shuttle or existing bus route to enable students to get to school via transit. 2. Provide a rapid bus route from Rancho Bernardo or Sabre Springs to a convenient trolley connection so users have multiple connection options. 3. Not everyone works in Downtown. That is why #2 is important.

1. Restroom facilities or at least porta potties at transit centers. I understand that there are problems and expenses associated with that, but the lack of facilities is a concern for me. 2. People camping out in bus shelters stand alone ones or at transit centers. I feel for those folks, but they often trash the place and mess up the seats. Furthermore they too need restroom facilities and must be taken care of it somewhere around. 3. I could not take the bus to this meeting. There was no bus scheduled after 7pm. I understand the dilemma, if you build it they will come if they come you will build it. I think more public awareness of the transit system may help get more riders, to that end it needs to be an effective campaign that includes how to use the system. 4. Cigarette smoking at the stops and transit centers even off the grounds can be a problem if there smokers are on a sidewalk. A few months ago there was a mulch fire from a discarded cigarette at Miramar College 921 stop and we the riders had to extinguish it. 5. **PLUSES:** The vast majority of drivers are very friendly and helpful. The buses and transit centers are almost always clean, there are occasional problems. Email contact people at SDMTS respond quickly and are helpful. **SUGGESTION:** Set up Compass Card issuing at street fairs and such. Make it easier for those of us who need to include photograph such as for my senior pass.

More service (daytime) 290 Sabre Springs to downtown (Not peak) Direct service Twin Peaks to Sabre Springs Transit Ctr-Poway. Plan for hi-speed transit (100 mph). Consider if new Trolley lines are best future. Poway mobility hub.

Route 944 Service= Please cover Garden Rd Floral Ave/v important. 2. Mobility on demand/ Service for seniors 3. Increase frequency of service (Sundays too!)/dependable. Please bring Route 944 bus up to Floral Ave. So many seniors totally depend on this service.

Mobility - Buses for Scripps. LNG conversions

Return of Poway MTS route that goes through Garden Rd. Ability to return home later than 6:45 p.m. weekend MTS access service. Extend MTS access so I can come home from SDSU @ nights 9-11pm. Better suspension on buses so I don't get bounced around in my wheelchair. I get whiplash when drivers turn or break to fast.

More park and rides, high quality like Sabre Springs. Interconnecting routes between park rides. Better digital technology - service alerts. Strategic bike lockers for the last mile. Hub and spoke integration of park ride, bus, trolley and bike parking. All buses should be able to carry 4 bicycles. AM Express Trolley Orange Line reduced stops.

Though it maybe difficult I would like the 944 buses to make a return to the Garden Road area, so that it could be accessible for anyone who lives around these parts of Poway.

Mobility on demand service for seniors - 67 to 85 yrs old. How much do you charge an older adult to pick from house to appointment. These seniors gather from their house to a facility and back on regular basis senior cannot walk to bus stops houses for from us route. My email is jbambalan@upacsd.com