From RJ Kuynz

Please see **Attachment #1:**

In my opinion, I think proposing a Pedestrian- Bicycle Bridge at the illustrated desired location makes overall traffic-management sense, for these benefit-reasons:

1)  Location ties into use of current, non-vehicular infrastructure paths (egs. Mission Bay Park pathway and fairly  new bridge across Rose Creek inlet.

2)  It allows integration into the De Anza Cove Redevelopment Plan.

3)  Location allows utilization of established parking lots and will not cause car drop-off traffic jam on streets.

4)  It provides a free-flow of pedestrian-bicycle, without signalization needs, east-west,  from Morena Blvd. and across 5 freeway.

5)  Location will tie into improvements currently being made on Morena Blvd.

6)  It will ease and reduce traffic, at Balboa-Mission Bay Dr. and Clairemont Dr.- 5 Freeway intersections,  with direct east to west access from Bay Park-Clairemont Mesa areas.

Please see **Attachment #2 (Figure 3-4 City Plan):**

1)  This undesirable plan assumes Pedestrian-Bicycle high-traffic volume use of old Rose Creek inlet pathway, which is not true, since completion use of new bridge.

2)  This undesirable plan will cause dangerous, cars, pedestrians, bicycles and  scooters bottleneck traffic jams on Balboa Ave. under 5 Freeway to access Balboa Station.

Please see **Attachment #3 (Figure 3-3 City Plan):**

1)  This undesirable plan illustrates again, as in #2,  in how it will cause dangerous, cars, pedestrians, bicycles and scooters bottleneck traffic jams on Balboa Ave. under 5 Freeway to access Balboa Station.

In conclusion,  if we cannot get the city to agree to  benefits of  the location  in Attachment #1, we should strive to get them to prioritize  their proposed development of the dotted line "Shared-Use Pedestrian and Bicycle Connection" in Attachments #2 & #3,  preferably into Bunker Hill St.