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# Meeting Notice and Agenda

## Airport Connectivity Subcommittee

The Airport Connectivity Subcommittee may take action on any item appearing on this agenda.

### MEMBER AGENCIES

Cities of  
 Carlsbad  
 Chula Vista  
 Coronado  
 Del Mar  
 El Cajon  
 Encinitas  
 Escondido  
 Imperial Beach  
 La Mesa  
 Lemon Grove  
 National City  
 Oceanside  
 Poway  
 San Diego  
 San Marcos  
 Santee  
 Solana Beach  
 Vista  
 and  
 County of San Diego

### ADVISORY MEMBERS

Imperial County  
 California Department  
 of Transportation  
 Metropolitan  
 Transit System  
 North County  
 Transit District  
 United States  
 Department of Defense  
 Port of San Diego  
 San Diego County  
 Water Authority  
 Southern California  
 Tribal Chairmen's Association  
 Mexico

Thursday, January 3, 2019

1 to 2 p.m.

SANDAG, Board Room  
 401 B Street, Suite 800  
 San Diego, CA 92101

***Please take the elevator to the 8th floor to access the meeting room.***

Staff Contact: Coleen Clementson  
 (619) 699-1944  
 coleen.clementson@sandag.org

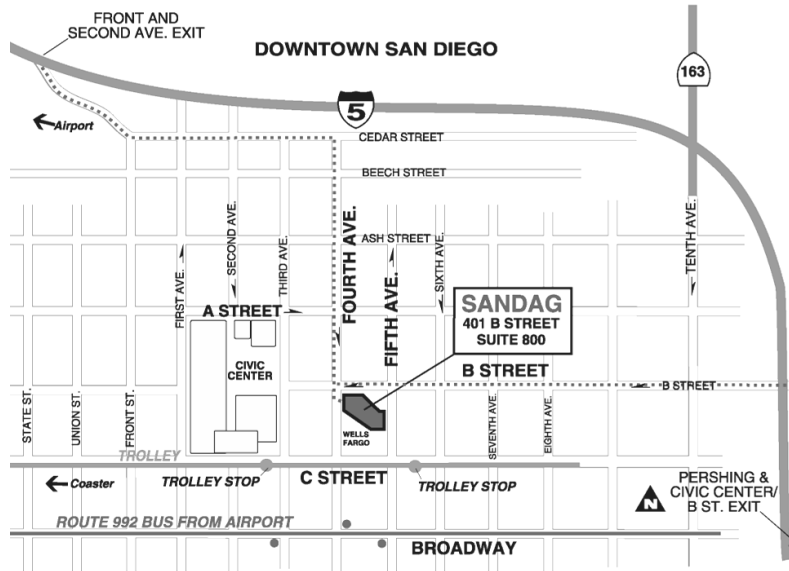
**Please silence all electronic devices during the meeting**

### Mission Statement

*The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.*



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# Airport Connectivity Subcommittee

January 3, 2019

<b>Item No.</b>		<b>Recommendation</b>
1.	<b>Welcome and Introductions</b>	
+ 2.	<b>Review of Subcommittee Membership List and Charter</b> Airport Connectivity Subcommittee (Subcommittee) members are asked to review the membership list and charter. Each member is asked to provide a brief statement of what success would look like.	Information
3.	<b>Review of Combined Schedules (Muggs Stoll)</b> SANDAG staff, with input from Port of San Diego and San Diego County Regional Airport Authority staff, will review and discuss deadlines from San Diego Forward: The Regional Plan, Airport Environmental Impact Report, and Port Master Plan.	Discussion
4.	<b>Staff Working Groups Update (Coleen Clementson and Ryan Kohut)</b> SANDAG staff, with input from Port of San Diego, San Diego County Regional Airport Authority, Metropolitan Transit System, and City of San Diego staff, will highlight collaboration efforts relating to government relations, planning, communications, and legal matters made to date.	Discussion
+ 5.	<b>Review of Studies to Date (Coleen Clementson)</b> SANDAG staff, with input from member agencies, will present a compiled summary of planning efforts that have been conducted within the last ten years that consider improved transportation connections to the San Diego International Airport.	Information
+6.	<b>New Possibilities (Hasan Ikhata; Cory Binns, Caltrans)</b> With multiple planning efforts underway within the same timeline, there is an opportunity to work together toward innovative solutions. SANDAG is working to bring on consultant assistance to support work efforts of the Subcommittee and plans to issue a Request for Information to solicit innovative ideas from external entities that may contribute to improving connectivity to the airport.	Discussion
7.	<b>Upcoming Meetings</b> The next meeting of the Subcommittee is scheduled for Tuesday, February 5, 2019, 2 to 4 p.m.	Information
8.	<b>Adjournment</b>	

+ next to an item indicates an attachment



Updated December 26, 2018

# ***Airport Connectivity Subcommittee***

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## **Membership**

The Airport Connectivity Subcommittee will lead discussions and identify transportation solutions to improve connectivity to the San Diego International Airport.

The Chair of the SANDAG Board shall serve as the Chair of the Airport Connectivity Subcommittee.

Staff contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org

### **Members**

**Steve Vaus, Chair**  
Mayor, City of Poway

**Mary Salas**  
Mayor, City of Chula Vista  
(Representing SANDAG)

**Kevin Faulconer**  
Mayor, City of San Diego

**Georgette Gomez**  
Council President, City of San Diego

**Ron Roberts**  
Supervisor, County of San Diego

**Mona Rios**  
Vice Chair, Metropolitan Transit System

**Rebecca Jones**  
Chair, North County Transit District

**April Boling**  
Chair, San Diego County Regional Airport Authority

**Garry Bonelli**  
Chair, Port of San Diego

**Cory Binns**  
Director, Caltrans District 11

**Joe Stuyvesant**  
Navy Region Southwest Executive Director, U.S. Department of Defense



**CHARTER**  
**Airport Connectivity Subcommittee**

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**PURPOSE**

The purpose of the Airport Connectivity Subcommittee is to lead discussions and identify transportation solutions to improve connectivity to the San Diego International Airport (Airport).

**LINE OF REPORTING**

The Airport Connectivity Subcommittee is a subcommittee of the SANDAG Board of Directors and will act in an advisory capacity to the SANDAG Board. The Airport Connectivity Subcommittee has no decision-making authority. The SANDAG Board will make all preliminary and final decisions on transportation solutions to improve connectivity to the Airport.

**RESPONSIBILITIES**

The Airport Connectivity Subcommittee will review and provide input and guidance on potential transportation solutions. To develop its recommendation to the Board of Directors, the Airport Connectivity Subcommittee will explore options for how best to build consensus around transportation solutions that best meet the needs of the region for generations to come.

**MEMBERSHIP**

The membership of the Airport Connectivity Subcommittee will include Board members from primary stakeholder jurisdictions and agencies with interests in improving ground access to the Airport.

**MEETING TIME AND LOCATION**

The Airport Connectivity Subcommittee will meet at SANDAG as frequently as needed to achieve its responsibilities as determined by the Subcommittee Chair.

**SELECTION OF THE CHAIR**

The Chair of the SANDAG Board shall serve as the Chair of the Airport Connectivity Subcommittee. The Subcommittee may appoint a Vice Chair as needed to help manage the group's workload and responsibilities.

**DURATION OF EXISTENCE**

The work of the Airport Connectivity Subcommittee will conclude upon adoption of a preferred transportation solution by the Board of Directors.

## Compilation of Completed Studies

### Port of San Diego – North Harbor Drive Study (2018)

- People Mover
- Short Term Shuttle
- Upgrade Airport Flyer to Rapid Service
- I-5 Ramp Improvements

### SANDAG – Downtown to Airport SkyWay Study (2018)

- SkyWay connecting the Convention Center to Downtown via Santa Fe Depot.

### Draft EIR – Airport Development Plan Terminal 1 Expansion (2018)

- Increase Transit Ridership from Palm to Airport via Shuttle Option
- Upgrade Airport Flyer to Rapid Service
- Work with transit operators on improved transit connections
- Roadway Expansion/Improvements along Harbor Drive, Pacific Highway, Hawthorn, and others

### Port of San Diego – Harbor Drive Multimodal Corridor Study (2018)

- Roadway Improvements

### Port of San Diego – Port Master Plan Update (2017)

- Strategies for natural resource protection, climate change resilience, storm water compliance including “green infrastructure”, and other “Alternative Compliance” measures.
- Focus on mobility strategies with an emphasis on multi-modal systems and land use integration to improve public access for all.
- Economic development strategies that include a streamlined planning and permitting resulting in greater certainty in the approval process.

### City of San Diego Midway, Pacific Highway, and Old Town Communities Mobility Report (2017)

- Improve at-grade rail crossings at Washington and Middletown Trolley stations for pedestrian access to and from Pacific Highway
- Implement transit priority measures (TSP, queue jumpers) along Pacific Highway, Rosecrans Street, and on new proposed roadway connections
- Pedestrian and roadway improvements

### SANDAG (with Caltrans Oversight) - Draft PSR-PDS) for Connector Ramps between I-5 to Provide Access to SDIA and the Proposed ITC

- Alternative 1 Option 1: Viaduct ramps connecting to Pacific Highway at Sassafras St.
- Alternative 1 Option 3: Viaduct ramps connecting to Pacific Highway at Sassafras Street with NB entrance along Pacific Hwy median.

Underlined projects common across studies.

# Compilation of Completed Studies

## City of San Diego Downtown Mobility Plan (2016)

- Smart Technologies along Harbor Drive
- Bike and Roadway Improvements along Pacific Coast Highway and Harbor Drive.

## San Diego County Regional Airport Authority -San Diego International Airport Transit Plan (2016)

- Maximize marketing and passenger information utilizing airport and non-airport information channels
- Optimize trolley to terminal connection via Middletown Station utilizing the new exclusive airport roadway and shuttle stop. Improvements include adding amenities, wayfinding, and security.
- Convert existing MTS Route 992 between airport and downtown to a high frequency, limited stop Rapid.
- Partner with transit operators to enhance regional airport access by considering a transit line from Old Town Transit Center to Santa Fe Depot and Airport.

## SANDAG - San Diego Airport Multimodal Accessibility Plan (AMAP) – 2012

- Identify local and BRT services to support ITC
- Plan for access to High Speed Rail
- Three express bus service routes to Airport recommended (I-5 express - McClellan-Palomar Airport to Airport ITC), I-15 Corridor express (Escondido Transit Center - Mira Mesa Transit Center - Airport ITC), CBF express (Airport ITC to CBF via I-5, SR-94, I-805)

## SANDAG - Airport Intermodal Transit Center (ITC) Study: Phase 1 Final Report – 2010

- Ultimate ITC design: Flexibility to accommodate improvements for trolley, COASTER, Amtrak, local transit, and future High Speed Rail, as well as freeway connectors to I-5 and pedestrian connections to northside of airport.
- Six preliminary alternatives developed with variations in grade separation, traffic circulation, transit access points, and presence of High Speed Rail.
- Potential support of 100 acres ft of commercial development opportunity west of ITC.

## SD County Regional Airport Authority (SDCRAA) – Destination Lindberg – 2009

- Long range planning guide to build-out SD Airport. Proposes potential ground access improvements including High Speed Train (HST) terminus, new I-5 direct connectors, and the Airport Intermodal Transit Center (ITC).

## SD County Regional Airport Authority (SDCRAA) – Airport Master Plan – 2008

- Roadway Improvements focused on Harbor Drive, Pacific Highway and supporting cross streets.

Underlined projects common across studies.

						Cost		Recommendations/Findings (+ cost)	
Agency	Consultant	Study Name	Year	Summary	Cost by Report Year (not current FY)			Transit	Other
Port of SD	Chen Ryan	North Harbor Drive Multimodal Study	2018	Comprehensively examine transportation facilities, operations, and access along North Harbor Dr between Shelter Island Dr and Park Boulevard near the San Diego Convention Center. The study considers potential transportation related operations associated with the long-term growth contemplated by the District's Port Master Plan Update (PMPU), the San Diego International Airport (SDIA), and the City of San Diego.				<u>Section 2 (McCain Rd to Grape St) Transit Recommendations:</u> <ul style="list-style-type: none"> <li>• People mover to connect Airport terminals to Consolidated Car Rental Facility, Economy Parking Lot, and Washington St Trolley Station (and future ITC)</li> <li>• Busway along center of North Harbor Dr between Airport and Santa Fe Depot</li> <li>• Support BRT, potential future streetcar connection between airport and Santa Fe Depot (pending rider demand)</li> </ul> <u>Section 3 (Grape St to Pacific Highway):</u> <ul style="list-style-type: none"> <li>• Busway along center of North Harbor Dr between Airport and Santa Fe Depot</li> <li>• Support BRT, potential future streetcar connection between airport and Santa Fe Depot (pending rider demand)</li> </ul> <u>Section 4 (Pacific Highway to Park Boulevard):</u> <ul style="list-style-type: none"> <li>• Support expansion of COASTER to Convention Center / Petco Park</li> <li>• Implement mobility hub at Seaport Village Trolley Station</li> </ul>	(Including but not limited to) Reconfigure the intersection of Laurel and Harbor <u>Section 1 (Rosecrans St to McCain Rd):</u> <ul style="list-style-type: none"> <li>• Bike and Pedestrian - Class I Multi-Use Path connection Shelter Island and Spanish Landing</li> <li>• Roadway - Scott St road diet from 4 lanes to 2</li> </ul> <u>Section 2 (McCain Rd to Grape St):</u> <ul style="list-style-type: none"> <li>• Bike and Pedestrian - additional, wider Class I Multi-Use Path along southside of North Harbor Dr; Class IV Cycle Track along Pacific Highway between Washington St and Laurel St</li> <li>• Roadway - road diet on Harbor Dr from 6 to 4 lanes with center running busway between Harbor Island and Grape St</li> <li>• Remove Laurel Dr/North Harbor Dr intersection</li> <li>• Support implementation of I-5 NB on-ramp and SB off-ramp at Pacific Highway</li> </ul> <u>Section 3 (Grape St to Pacific Highway):</u> <ul style="list-style-type: none"> <li>• Bike and Pedestrian - Class IV Cycle Track along Pacific Highway between Laurel St and Harbor Dr</li> <li>• Roadway - road diet on Harbor Dr from 6 to 4 lanes with center running busway between Harbor Island and Grape St</li> </ul> <u>Section 4 (Pacific Highway to Park Boulevard):</u> <ul style="list-style-type: none"> <li>• Bike and Pedestrian - Class I Multi-Use Path along SW side of Harbor Dr between Pacific Highway and Market St</li> <li>• Roadway - close eastern leg of Market St / North Harbor Dr intersection to traffic</li> <li>• Support proposed extension of Park Boulevard to Harbor Dr</li> </ul> Other Improvements: <ul style="list-style-type: none"> <li>• Implement mobility hubs at key locations throughout corridor</li> <li>• Expand FRED to Harbor Island and Airport</li> <li>• Expand Ferry/Water Taxi Service to include Shelter Island, Harbor Island, Chula Vista, and along Silver Strand</li> <li>• Support Gondola between Airport and Convention Center, if feasible</li> </ul>
SANDAG	WSP	Downtown to Airport Skyway Feasibility Study	2018	Evaluated the feasibility of aerial cableway connection between SD Airport and Downtown with possible connections between Santa Fe Depot, Seaport Village, Embarcadero, Convention Center.	<ul style="list-style-type: none"> <li>• Capital Cost: \$230-300m.</li> <li>• Annualized O&amp;M: \$11m-12m</li> </ul>	<ul style="list-style-type: none"> <li>• Can provide efficient/effective connection between downtown and Airport, with link to transit at Santa Fe Depot</li> <li>• Opportunity to integrate Skyway into design of new Airport Terminal 1</li> </ul>	<ul style="list-style-type: none"> <li>• Can build with existing cableway tech</li> <li>• Low footprint/impacts on existing land use, lower cost than LRT to Airport</li> <li>• Community and environmental issues need more analysis</li> </ul>		
SD County Regional Airport Authority	CDM Smith	Airport Development Plan Draft EIR	2018	The Airport Development Plan (Phase 1) includes the replacement of Terminal 1 and related improvements to vehicle circulation (including a new on-airport, free-flow inbound roadway).  Section 3.1 of the Draft EIR analyzes project's proposed impacts related to traffic and circulation, including from both construction and operational activities. The second also identifies proposed mitigation to reduce significant traffic impacts.		<ul style="list-style-type: none"> <li>• Complete the on-airport transitway (closed-loop) linking the Airport's north and south sides</li> <li>• Continue to preserve area on northside for connection to ITC</li> <li>• Increase transit ridership via Palm Street Light Rail Station for airport workers and travelers</li> <li>• Upgrade MTS 992 to BRT.</li> <li>• Partner with transit operators to consider transit connection between Old Town Transit Center and Amtrak Station to Airport.</li> </ul>	<u>Roadway Improvements (Onsite):</u> <ul style="list-style-type: none"> <li>• Complete the on-airport transitway (closed-loop) linking the Airport's north and south sides</li> <li>• Construct a new on-airport, free-flow inbound roadway starting at Laurel St &amp; N. Harbor Drive</li> </ul> <u>Roadway Improvements (Offsite):</u> <ul style="list-style-type: none"> <li>• Improve intersection at Hawthorn St and North Harbor Dr (restripe, add lanes)</li> <li>• Improve Kettner Boulevard from Vine St to Sassafras St (add 1 lane)</li> <li>• Improve Sassafras St from Pacific Highway to Kettner Boulevard (add 1 lane)</li> <li>• Improve Hawthorn St from Harbor Dr to Pacific Highway (add 1 lane)</li> <li>• Improve Hawthorn St from Pacific Highway to India St (add 1 lane)</li> <li>• Improve Hawthorn St from India St to State St (add 1 lane)</li> <li>• Improve Grape St from Harbor Dr to Pacific Highway (add 1 lane)</li> <li>• Improve Grape St from Pacific Highway to India St (add 1 lane)</li> <li>• Improve Grape St from India St to State St (add 1 lane)</li> <li>• Improve North Harbor Drive from Laurel St to Hawthorn St (add 1 lane)</li> </ul> <u>Freeways:</u> <ul style="list-style-type: none"> <li>• Improve I-5 including north of Pershing Dr, SR-163 Junction, north from Washington St</li> <li>• Improve SR-163 including north of Washington St and north of the I-5 Junction</li> <li>• Improve I-8 including from east of SR-163 junction and east of Hotel Circle</li> </ul> Other: <ul style="list-style-type: none"> <li>• Implement TDM measures related to TNCs to help reduce VMT</li> <li>• Construct a new multi-use path along the northside of North Harbor Drive</li> </ul>		
Port of SD		Port Master Plan Update	2017	The Port Master Plan Update builds upon already completed documents including the Port's Vision Statement, Guiding Principles and Assessment Report, and Framework Report. The Update considers Smart Mobility, regional economic engines, and strategies for sustainable planning and healthy communities.			<u>Harbor Island / Lindbergh Field Planning District 2 Project List:</u> <ul style="list-style-type: none"> <li>• New access road on Washington St, along north periphery of the Airport, to the west side of new West Terminal. Most of this land is occupied by MCRD. Not intended to serve as shortcut or bypass between Point Loma and Hillcrest.</li> <li>• Widen Laurel St between Harbor Dr and Pacific Highway</li> <li>• Construct interim employee parking lot</li> <li>• Fuel facility expansion to north side of airport</li> </ul> <u>Centre City/Embarcadero Planning District 3:</u> <ul style="list-style-type: none"> <li>• Pedestrian bridge over Harbor drive to parking garage on 8th Ave</li> <li>• At grade pedestrian crossing at 8th Ave with pedestrian bridge</li> </ul>		



Agency	Consultant	Study Name	Year	Summary	Cost Cost by Report Year (not current FY)	Recommendations/Findings (+ cost)	
						Transit	Other
SD County Regional Airport Authority	KHA	Harbor Drive Mobility Study	2017	(Appendix J of Airport Development Plan Draft EIR) Documents how the Airport Roadway Access Concept, proposed as part of the modernization of Terminal 1, will impact the North Harbor Drive boundary area. The study compiled a cumulative list of short term (0-12 yrs) capital projects and long term capital projects (12-30yrs) planned to be implemented within the North Harbor Drive Study Area.			<p><u>Short Term Projects compiled:</u>            Improve on-airport entry roadway access by</p> <ul style="list-style-type: none"> <li>• reducing traffic on North Harbor Dr</li> <li>• improving bike/pedestrian environment in and around airport and improve transit and private shuttle access to airport</li> <li>• improve parking and loading spaces</li> </ul> <p><u>Long Term Projects compiled:</u></p> <ul style="list-style-type: none"> <li>• Port of San Diego traffic analysis (2018)</li> <li>• Midway Specific Preferred Plan, Downtown San Diego Mobility Plan, 2050 Regional Transportation Plan</li> <li>• Destination Lindbergh</li> <li>• Downtown San Diego Skyway Study (2018)</li> <li>• Intermodal Transit Center (ITC)</li> <li>• Direct I-5 Connectors (SANDAG)</li> </ul>
City of San Diego	Chen Ryan	Midway-Pacific Highway and Old Town Communities Mobility Report (Draft)	2017	Update to Midway-Pacific Highway Corridor Community Plan (1991) and Old Town San Diego Community Plan (1987)		<ul style="list-style-type: none"> <li>• Improve at-grade rail crossings at Washington and Middletown Trolley stations for pedestrian access to and from Pacific Highway</li> <li>• Implement transit priority measures (TSP, queue jumpers) along Pacific Highway, Rosecrans Street, and on new proposed roadway connections</li> </ul>	<ul style="list-style-type: none"> <li>• Downgrade Pacific Highway between Barnett Ave and Witherby St from expressway to 6-lane arterial (feasibility not included in Preferred Plan)</li> <li>• Roadway Segment improvements to Rosecrans St and Hancock Street</li> <li>• Pedestrian improvements including on Barnett Avenue and Pacific Highway (multi-use urban path)</li> <li>• Widen roadway at Taylor Street between Morena Blvd and I-8 ramps</li> </ul>
City of San Diego		Uptown Community Plan	2016			<ul style="list-style-type: none"> <li>• Coordinate with SANDAG to provide public transit connections to Downtown and San Diego Airport from Uptown community</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian improvements to India St, Laurel St, Hawthorn St</li> <li>• Bicycle improvements including to Laurel St and India St (Class II) and W Washington St (Class IV)</li> <li>• ITS improvements along Washington St</li> <li>• Roadway segment mitigations including to India St and Laurel St (widening and restriping)</li> </ul>
City of San Diego, Civic San Diego		Downtown San Diego Mobility Plan	2016	Document emphasizes development of multimodal transportation networks, particularly active transportation and pedestrian improvements to make a safer, healthier, greener, and economically vibrant city center.	Greenways: \$25m Ped Improvements: \$7.22m Bicycle Improvements: \$10.5m Roadway Improvements: \$19.32m <hr/> Active Transportation Improvement costs for Pacific Highway, Harbor Dr, Laurel St Corridor: \$577,200	<ul style="list-style-type: none"> <li>• Propose ITS strategies (smart parking, TSP, real time mobility information)</li> </ul>	<ul style="list-style-type: none"> <li>• Propose Class III and IV bike facilities on streets connecting to the airport (Harbor, Laurel, Pacific Highway)</li> <li>• Propose Road Diets on segments of Pacific Highway, Kettner, and Columbia Street</li> <li>• Propose TDM strategies (subsidized vanpool, etc.)</li> <li>• Policy: implement a demand responsive shuttle system to connect key downtown destinations including the Airport</li> <li>• Policy: Forge new connections and view corridors as large sites are developed, opening rights-of-way to waterfront. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects</li> </ul>

Agency	Consultant	Study Name	Year	Summary	Cost Cost by Report Year (not current FY)	Recommendations/Findings (+ cost)	
						Transit	Other
SD County Regional Airport Authority	Nelson Nygaard	San Diego International Airport Transit Plan	2016	This plan makes recommendations for increasing public transit ridership on services to and from the Airport. Recommendations focus on four alternatives developed from eight potential concepts and meet special conditions required by the CA Coastal Commission.	Total capital / operating cost (if applicable):  (1) \$200,000 / NA (2) \$2-4m / NA (3) \$5.5m / \$700,000 (4) \$2m / \$1.2m (5) \$23-32m / \$2- 3m (6) \$150,000- 200,000 / \$500,000 (7) Unknown / Unknown (8) \$6-9m / \$300,000-500,000	<u>Recommendations:</u> (1) Maximize marketing and passenger information utilizing airport and non airport information channels (2) Optimize trolley to terminal connection via Middletown Station utilizing the new exclusive airport roadway and shuttle stop. Improvements include adding amenities, wayfinding, and security. (3) Convert existing MTS Route 992 between airport and downtown to a high frequency, limited stop <i>Rapid</i> . (4) Partner with transit operators to enhance regional airport access by considering a transit line from Old Town Transit Center to Santa Fe Depot and Airport.  <u>Alternatives studied, but not recommended for implementation at this time:</u> (5) Regional express "FlyAway" style bus service in I-5 and I-15 corridors. Conditions to make this successful are not yet met in San Diego region. (6) Expansion of the Big Bay Shuttle to serve the Airport (7) Consolidate private shuttle services (e.g. hotels) to create unified service for a broader market. (8) Combine upgraded 992 service with other routes to increase single seat access to Airport	
		I-5 Ramps SANDAG (with Caltrans Oversight)	2016	Draft Project Study Report-Project Development Support (PSR-PDS) for Connector Ramps between Interstate 5 to Provide Access to SDIA and the ITC	Alternative 1 Option 1 - Viaduct ramps connecting to Pacific Highway at Sassafras St. (\$140M) Alternative 1 Option 3 - Viaduct ramps connecting to Pacific Highway at Sassafras St. with NB entrance along Pacific Highway media (\$130M) No Build.		Connector ramps from I-5 to Pacific Highway would provide direct access to Pacific Highway allowing users to bypass the grade-crossings at Washington Street and Sassafras Street. It would also provide improved access to other regional activity centers including the SDIA, the proposed ITC, Downtown San Diego and the North Embarcadero Area. The intent of this report is to study the ramp and lane configurations of the connector ramps for programming support for the Project Approval/Environmental Document (PA/ED) phase. This study is currently in draft form and is not considered complete.
SANDAG		San Diego Forward: The Regional Plan	2015	The Regional Plan conceptualizes comprehensive path forward for the San Diego region. It considers how land use, transportation, technology, infrastructure, open space, and the environment can evolve to meet the region's growing and changing needs.		<ul style="list-style-type: none"> <li>• Rapid 28 (2035) servicing Point Loma, Kearny Mesa, Old Town Transit Center and Rapid 90 from El Cajon Transit Center to Airport ITC (peak only)</li> <li>• Airport Express Routes (2020)</li> <li>• ITC (2035) - north end airport, south of I-5 between Washington and Sassafras Street - 360 new parking spaces, direct access to I-5 via Pacific Highway on/off ramps, grade separation of Washington Street/Sassafras at-grade rail crossings, raised bicycle lanes and cycle tracks on streets surrounding ITC, curb extensions and parking strips</li> <li>• Mid-Coast Trolley Extension (2020)</li> </ul>	<u>Active Transportation:</u> <ul style="list-style-type: none"> <li>• Coastal Rail Trail (2035) along Pacific Highway from Washington St to Santa Fe Depot</li> <li>• North Harbor Drive Class I Bike Path extension to Nimitz Boulevard (2035)</li> <li>• Ocean Beach to Mission Bay Nimitz Boulevard Cycle Track (2035)</li> <li>• Old Town to Hillcrest Washington Street Cycle Track (2020)</li> </ul> <u>Freeway:</u> <ul style="list-style-type: none"> <li>• Operational improvements on I-5 from I-15 to I-8</li> <li>• Operational improvements on I-8 from I-5 to SR-125</li> </ul>

Agency	Consultant	Study Name	Year	Summary	Cost Cost by Report Year (not current FY)	Recommendations/Findings (+ cost)	
						Transit	Other
SANDAG		Mid-Coast Corridor Transportation Impacts and Mitigation Report	2014	This report identifies transportation impacts and corresponding mitigation measures associated with the planned Mid-Coast Trolley. The Mid-Coast Trolley will extend the Blue Line Trolley from the Santa Fe Depot to the UTC Transit Center in University City, providing continuous service from the San Ysidro Transit Center to University City.	Mid-coast project budget is \$1.7 billion.		<u>Intersection Mitigation:</u> <ul style="list-style-type: none"> <li>• Sassafras St and Pacific Highway</li> <li>• Sassafras St and Kettner Boulevard</li> <li>• Washington St at Pacific Highway and Hancock St</li> <li>• Taylor St / Rosecrans St and Pacific Highway</li> </ul>
City of San Diego	STC	City of San Diego Traffic Signal Communications Master Plan	2014	Document to guide the city's implementation of traffic signal communications and ITS improvements, including resource allocation, funding sources, and staffing levels.	Subarea 17 - Airport/Point Loma cost estimate: \$969,000 (Phase 1) \$2,112,000 (Phase 2) \$3,081,000 (Total)		<ul style="list-style-type: none"> <li>• Resolve communication deficiencies and implement Traffic Management Center</li> <li>• Traffic Signal communication gaps at India/Palm St; Kettner/Palm St; Pacific Highway/Sassafras St</li> <li>• Traffic Signal Repair Issue at North Harbor Dr/Laurel St</li> <li>• Implement Traffic Signal Communications Master Plan (TSCMP) communications architecture and ITS elements on peripheral network</li> </ul>
SANDAG	CH2MHill, HNTB	San Diego Airport Multimodal Accessibility Plan (AMAP)	2012	This report develops a multimodal strategy to improve surface transportation to the regional airport system. The goal of the AMAP is to maximize the efficiency and effectiveness of existing and planned aviation facilities by using all modal infrastructures. This matrix focuses on improvements related to the San Diego International Airport.	Preliminary Constrained Costs for Airport - \$1.6 billion (does not include High Speed Train and I-5 Direct Connectors)	<ul style="list-style-type: none"> <li>• Identify local and BRT services to support ITC</li> <li>• Estimate 8-25% of regional's aviation demand to northern CA would be diverted to High Speed rail</li> <li>• 3 Express bus service routes to Airport recommended (I-5 express - McClellan-Palomar Airport to Airport ITC), I-15 Corridor express (Escondido Transit Center - Mira Mesa Transit Center - Airport ITC), CBF express (Airport ITC to CBF via I-5, SR-94, I-805)</li> </ul>	<ul style="list-style-type: none"> <li>• Conceptualize routing access from all modes to SDIA through north terminal</li> <li>• AMAP was developed in alignment with the Airport Authority's Regional Aviation Strategic Plan (RASP)</li> </ul>
SANDAG	IBI	Airport Intermodal Transit Center (ITC) Study: Phase 1 Final Report	2010	Verifies feasibility of and refines concepts proposed by Destination Lindbergh (2009) for the Intermodal Transit Center (ITC), and develop phased alternatives for the site that connect the ITC to existing and planned airport facilities.	See Appendix for Cost Estimate breakdown of design elements.  Total ITC Facility:: \$163,971,105 Total LRT Grade Separation: %551,634,305	<ul style="list-style-type: none"> <li>• Ultimate ITC design: Flexibility to accommodate improvements for trolley, COASTER, Amtrak, local transit, and future High Speed Rail, as well as freeway connectors to I-5 and pedestrian connections to northside of airport.</li> <li>• Six preliminary alternatives developed with variations in grade separation, traffic circulation, transit access points, and presence of High Speed Rail.</li> <li>• Unique qualities of preferred alternative: HSR facilities not built, but station designed to accommodate HSR on land to the south. Plan provides 126K sqft of commercial development opportunity west of ITC.</li> </ul>	
SD County Regional Airport Authority	Jacobs Consultancy	Destination Lindbergh	2009	Long range planning guide to build-out SD Airport. Proposes potential ground access improvements including High Speed Train (HST) terminus, new I-5 direct connectors, and the Airport Intermodal Transit Center (ITC).		<ul style="list-style-type: none"> <li>• ITC (served by Coaster, LRT, express and local bus, Amtrak, planned High Speed Rail) at north end of airport - facilitates intermodal regional connections to the airport. Automated people mover would connect ITC/terminal complex to concourses south of the runway</li> </ul>	<ul style="list-style-type: none"> <li>• Propose improvements to local and regional transportation networks that access Airport</li> </ul>

Agency	Consultant	Study Name	Year	Summary	Cost Cost by Report Year (not current FY)	Recommendations/Findings (+ cost)	
						Transit	Other
SD County Regional Airport Authority	HNTB	Airport Master Plan	2008	Documents the San Diego County Regional Airport Authority's planning process for the San Diego International Airport and provides guidance for development of the airport to meet continued passenger, cargo, and operations growth. The Final EIR includes mitigation measures related to traffic and circulation within the Mobility and Access Study project area.			<u>Travel Lane Additions:</u> <ul style="list-style-type: none"> <li>• Sassafras St between Pacific Highway and Kettner Boulevard (1 EB)</li> <li>• Sassafras St between Kettner Boulevard and India St (1 EB)</li> <li>• Kettner Boulevard between Sassafras and Palm Sts (1 lane)</li> <li>• North Harbor Dr between Terminal One Access and Winship Lane (1 lane)</li> <li>• North Harbor Dr between Winship Lane and Rental Car Road (1 lane)</li> <li>• North Harbor Dr between Rental Car Road and Laurel St (1 lane)</li> <li>• North Harbor Dr between Laurel St and Hawthorn St (1 lane)</li> <li>• Grape St between North Harbor Dr and I-5 (1 lane, prohibit parking on one side)</li> <li>• Hawthorn St between North Harbor Dr and I-5 (1 lane, prohibit parking on one side)</li> <li>• Kettner Boulevard between Washington and Sassafras Sts (1 lane)</li> <li>• India St between Palm and Washington Sts (1 lane, prohibit on street parking)</li> </ul> <u>Other:</u> <ul style="list-style-type: none"> <li>• Hawthorn St and North Harbor Dr (restripe)</li> <li>• Grape St and Kettner Boulevard (exclusive SB left turn lane)</li> <li>• Sassafras St and Kettner Boulevard (change cycle length from 70 to 90 seconds)</li> <li>• Grape St and I-5 SB on-ramp (optimize signal timing)</li> </ul>
SANDAG	URS	Central Interstate 5 Corridor Study	2003	Identified short and long-range actions to reduce traffic congestion on freeways, interchanges, and arterials that provide regional access to downtown and other key destinations including the Airport, Old Town Transit Center, and 10th Avenue and National City marine terminals.	Costs included next to listed improvements.	<ul style="list-style-type: none"> <li>• Improved service frequencies along existing routes, new express bus/BRT route, improved station facilities</li> </ul>	<u>Proposed I-5 Corridor Improvements:</u> Route I-5 (11 segments including): <ul style="list-style-type: none"> <li>• Sea World Dr to I-8 - new EN and SW freeway connectors (\$200m)</li> <li>• I-8 to Washington - Reconfigure Old Town Ave and Washington St interchange (\$12m)</li> <li>• I-8 to Washington - Old Town Transit Center Access Improvements (\$30m)</li> <li>• Washington to Laurel - Airport Access improvements (\$125m)</li> <li>• Laurel to SR-163 - Reconfigure First Ave/Hawthorne St interchange (\$10m)</li> <li>• SR-163 to SR-94 - Center City Collector-Distributor System (\$177m)</li> <li>• SR-94 to Imperial - Center City Collector-Distributor System (\$173m)</li> </ul> <u>Improved Signalization and Intersection Geometry</u> <ul style="list-style-type: none"> <li>• Pacific Highway and Harbor Dr</li> <li>• Kettner Boulevard and India St</li> <li>• Metering of freeway on-ramps</li> <li>• Enhanced signal coordination</li> </ul>
MTDB	DKS Associates	Point Loma / Airport Trolley Extension Study	1982	This document reviewed alternatives for three sections of the proposed Point Loma/Airport Trolley extension.	<b>Costs for the preferred alignments:</b>  Section I - Alternative I-A • \$2.6 million (ROW) • \$7.8 million (Construction)  Section II - Alternative 2-A • \$3.1 million (ROW) • \$7.6 million (Construction)  Section III - Alternative 3 • \$7.3 million (ROW) • \$5.3 million (Construction)  Total capital cost for preferred alignment: • \$52 million	<b>Alternatives:</b>  Section I: C St station to Laurel St and Harbor Dr • Preferred alignment is Harbor Dr (Alternative I-A) • Santa Fe alignment is costly and poorly accessible  Section II: Harbor Dr from Laurel St to west end of Lindberg Field • Preferred alignment (2-A) is in median of Harbor Dr, crossing over WB traffic lanes near Winship Lane and entering airport in elevated section to conveniently connect terminals  Section III: West end of Lindberg Field to Rosecrans St or Barnett Ave • Alternative 3 is preferred alignment  <b>Fleet Size</b>  • Minimum additional six operating vehicles up to ten (dependent upon headway, travel time, alignment)	