Briefing for:

**Ad Hoc Airport Regional Policy Committee – Meeting 4**

*June 26, 2008*

San Diego County Regional Airport Authority  
City of San Diego  
San Diego Association of Governments  
Port of San Diego  
County of San Diego  
Metropolitan Transit System  
North County Transit District  
United States Department of Defense
This presentation has been prepared in advance of a meeting of the Ad Hoc Airport Regional Policy Committee.

Minor changes to the information contained herein may be made prior to the meeting.

This document contains concepts and analyses for consideration and discussion which will be used as context during the meeting. No decisions regarding the implementation of these concepts has been made.
Agenda

1. Summary of interviews with Ad Hoc Committee – Part II
2. Physical planning considerations for development – Part II
3. Initial discussion of existing traffic patterns
4. Conclusions and next steps
Summary of interviews with Ad Hoc Committee – Part II

- Goals/objectives/metrics process
- Guiding principle and common themes
- Committee member additional statements
Goals Process Leads to Metrics

1. Ad Hoc Committee input
2. Preliminary goals
3. Objectives for each goal
4. Metrics for use in concept evaluation

Summary of Interviews Part II
Goals and Objectives  
Process and Schedule  

Outreach meetings

Consultant team generates preliminary goals

Committee workshop to develop goals

Discuss preliminary goals

Conduct workshop—generate goals

Completed

Develop common themes

Discusses common themes

Present additional statements

Committee Decision

Today

June 2-9
June 9-11
June 12
June 26
July 17
Date TBD

June 12

Consultant team generates preliminary goals

Discuss preliminary goals

Committee workshop to develop goals

A.

B.

Today

Completed

June 26

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Guiding Principle

Ensure continued safe, efficient operations and the economic viability of the airport
| Consensus Vision | Develop a plan built on consensus  
| | • Bridge jurisdictional boundaries  
| | • Maximize transparency and support for implementation  
| Plan for Lindbergh | Lindbergh is our Airport  
| | • Develop a regional vision for the Airport as an integrated transportation hub  
| | • Investments in Lindbergh should have long-term legacy value  
| Logical Plan | Create a Logical, Integrated, and Efficient Long-Range Plan  
| | • Develop an implementable phasing plan  
| | • Ensure short-term improvements complement the long-term plan  
| | • Allow for future changes  
| Wide Range Analysis | Explore a wide range of reasonable possibilities in search of a solution  
| | • Think outside the box  
| | • Ensure that reasonable, innovative thinking and opportunities are considered  
| Intermodal Center | Create an intermodal transportation center with associated access considerations  
| | • Improve access by all modes to reduce congestion and improve convenience  
| | • Plan for seamless inter-regional connections between air, land, and sea  
| | • Provide best transportation options for San Diego region residents and visitors  
| | • Link to population centers in the broader regional community  
| Community/Airport Integration | Further integrate Lindbergh into the fabric of community development patterns  
| | • Coordinate with plans for downtown, N/S Embarcadero, and the evolving waterfront  
| | • Consider plan for other regional airports  

Summary of Interviews Part II
Committee Member Additional Statements

General Statements

- Take a “Big Vision” look at the airport as a transportation hub
- Create an overall “programmatic” approach and look at all transportation modes
- Serve the core competencies (economic functions) within the city and region through the long range plan for airport
- Expand and make the most of the finite resources
- Create a legacy value for future investments beyond the horizon of Lindbergh
- Make Lindbergh work better than what we have now
- Create a “wow-factor” plan
- Ensure safety is a top priority
Committee Member Additional Statements

Planning and Process

- Maintain an open, inclusive and transparent process and work continuously to build consensus
- Ensure that solutions that include transit work technically and financially
- Provide, in the first phase, information that will allow an understanding of the transportation component...the movement infrastructure
- Deliver a “policy driven” plan
- Take a regional approach to airport plan and its intermodal transportation opportunities
- Look at property immediately west of I-5
- Keep focus on the aesthetics of the airport
- Lead small group sessions and workshops to work through the complex issues of development
Committee Member Additional Statements

Ground Transportation

- Integrate roads, access, parking and transit
- Reduce traffic and avoid additional congestion on Harbor Drive (avoid “LOS-F”)
- Plan the parking garage as part of the intermodal center to serve the airport, convention center, cruise port, downtown, and the marina area
- Integrate parking to other, broader issues of airport development
- Expand parking facilities
- Improve and make access more convenient from I-5
- Reduce traffic along Harbor Drive by developing alternative plans to south side access
- Reduce traffic by increasing transit use
- North side parking must avoid creating more congestion on Pacific Highway
- Maximize the utilization of space by using transit rather than using needed land for parking
Committee Member Additional Statements

Intermodal (page 1)

- Incorporate alternative solutions such as “people movers” between cruise terminal and air terminal
- Develop opportunities for an airport transportation “node” or a larger regional transportation hub
- Build the foundation for the development of intermodal transportation that will be used far into the future
- The Intermodal center at Lindbergh should be part of the way people move around the region
- Connect the region by transit to provide easy and dependable access to Southern California airports to augment service at Lindbergh
- Connect the already available transit infrastructure in the airport area to the airport and optimize getting people into and out of the airport by transit
Intermodal (page 2)

- Include luggage and check-in as a single integrated event in the transit journey
- Ensure that the Airport is fully intermodal and create strong north, south and central countywide connections
- Provide intermodal access to the airport on the north side, close to the existing tracks
- Avoid spurs, which do not work well with transit
- Include fully integrated satellite hubs with passenger, rental car, check-in and luggage handling capabilities
- Increase service frequency to adequately serve passenger demand from the north
- Keep the Oceanside to downtown trip to less than one hour even with an airport stop
Regional Development

Greater San Diego County/ Southern California

- Leverage Lindbergh as a key driver of the regional economy
- Address through the plan issues surrounding quality of life, economics, convention and tourism
- Position the benefits of the Airport as a key component in the region’s future, including its economy, tourism and technology
- Develop a strong transit connection to Lindbergh as a factor in overcoming the north / south divide in San Diego County created by the traffic congestion in the “Golden Triangle” area
- Create a system of satellite hubs with a major hub in Oceanside to anchor the north county development pattern and more strongly connect to SAN
- Plan for a transit system to move people more effectively from north to south and from south to north
Regional Development

Downtown, Convention Center, Adjacent Communities, and Cruise Terminal

- Provide support for the continued growth of downtown
- Establish the link between the airport, and the future success of the entire downtown, waterfront, convention center and harbor area development
- Develop a more efficient and integrated plan that could create a new potential for development along Harbor Drive
- Integrate the airport into the North Embarcadero plan
- Determine what the airport can be and how it can fit and interface with the city, the military, etc.
Committee Member Additional Statements

**Environment**

- Incorporate principles of environmental stewardship
- Mitigate noise and other environmental effects on MCRD
- Improve auto access and movement about the airport to reduce air pollution
- Provide alternatives that incorporate proactive solutions to climate change concerns
- Create a green and energy efficient solution
Committee Member Additional Statements

Airfield/Airspace

- Avoid negatively impacting military airspace
- Provide for more Remain Overnight aircraft parking
- Provide benchmarking criteria
- Understand and address the issues of fuel storage, cargo, general aviation facilities/services, etc.
Terminals

- Consider separating passengers by type: low cost carriers – legacy carriers
- Consider satellite check-in to avoid long lines in security and reduce stress in the airport experience
- Integrate the service needs and timing issues of the 10-gate expansion plan
Financial

- Ensure a strong ROI for any new investment
- Understand the cost implications of an intermodal type of facility, realizing that from a long term perspective, the stage is being set for future generations
- Evaluate cost/benefits for proposed alternatives
- Make the investment needed to maximize the potential of the airport
- Ensure plans and funding mechanisms are available to provide transit access for people from North County
- Provide for economical transit service offerings by lowering costs thereby enhancing north county access
- Consider use of airport funds for off-site parking locations used by transit riders destined for the airport
Request for Committee Decision

**Goals and Objectives**

Process and Schedule

**Consultant team generates preliminary goals**

- **A.**
  - Present additional statements
  - Committee workshop to develop goals

**Discuss preliminary goals**

- **B.**

**Completed**

- Outreach meetings
- Develop common themes
- Discuss common themes

**Today**

- June 2-9
- June 9-11
- June 12
- June 26

**Committee Decision**

- July 17
- Date TBD

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**Summary of Interviews Part II**
Physical planning considerations for development – Part II

- Central I-5 Corridor Study, CALTRANS
- Review of Regional Transportation Plan – 2030 network, SANDAG
Ground Access Study

- Full impact analysis of future airport traffic on regional freeway facilities

- SANDAG’s Regional Transportation Plan as a guide to address the Airport’s future traffic impacts

- Potential improvements to Interstate 5 based on 2003 Central I-5 Corridor Study

- Intermodal transportation solutions including freeway, local roadway and transit improvements fully considered

- Identification of transportation project costs and potential funding sources provided
Overview of Lindbergh Field Access
Regional Transportation Plan (RTP)

Long Range “Blue Print” for Transportation in San Diego Region
Central Interstate 5 Corridor Study

Recommended Plan

LEGEND
- Freeway Widening (10 Lanes*)
- Freeway Widening (12 Lanes*)
- New Auxiliary Lanes
- Interchange Improvements
- Central City Collection/Distributor System
- Parallel Arterial Signal/Intersec./Ramp Improvements
- HOV/Lanes
- New Freeway-to-Freeway Connections
- New Access Ramp Improvements

*Refined to include HOV lanes in the Mobility 2030 RTP pending further analysis.

RECOMMENDED PLAN*

* As approved by the Central I-5 Corridor Policy Committee in November 2002.

FIGURE E-3

Central Interstate 5 Corridor Study

SANDAG
Potential Street Improvements

Study Potential New Access/Circulation Routes
Potential Transit Improvements

- Upgraded Bus Service
- New Bus Line
- Shuttle Connection

Locations:
- OLD TOWN TRANSIT CENTER
- WASHINGTON ST. TROLLEY STATION
- MIDDLETOWN TROLLEY STATION

Map by Caltrans.
Intermodal Approach
2030 Transit Network

- Commuter rail
- Light rail
- BRT
- Arterial rapid
Initial discussion of existing traffic patterns

- Access modes and routes
- Traffic patterns and conditions
- Levels of service
Existing Passenger and Vehicle Access

Passenger Mode Share, 2004 Peak Hour

- Private Vehicle, 55.0%
- Rental Car, 19.1%
- Hotel/Motel Shuttle, 5.8%
- Shared Ride Van, 9.5%
- Limousine, 1.3%
- Taxi, 7.3%
- Charter Bus, 1.0%
- Public Transit, 1.0%

Curbside, 25.5%
- On-Airport Short Term Parking, 17.0%
- On-Airport Long Term Parking, 2.5%
- Off-Airport Parking, 10.0%
Existing Passenger and Vehicle Access

Vehicle Mode Share, 2004 Peak Hour

- Private Vehicles, 50.8%
- Rental Car, 15.8%
- Off-Airport Parking Shuttle, 6.4%
- Taxi, 5.6%
- Rental Car Shuttle, 14.7%
- Hotel/Motel Shuttle, 2.6%
- Shared Ride Van, 2.7%
- Limousine, 1.0%
- Public Transit, 0.3%
- Charter Bus, 0.1%

Existing Surface Traffic

- Curbside, 24.5%
- On-Airport Short Term Parking, 15.1%
- On-Airport Long Term Parking, 2.3%
- Off-Airport Parking, 8.9%
Definition - Roadway Level of Service

LOS A – Free-flow operations.

LOS B – Reasonably free-flow. Ability to maneuver within the traffic stream is slightly restricted.

LOS C – Freedom to maneuver within the traffic stream is noticeably restricted.

LOS D – Speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited.

LOS E – Operations at capacity. No useable gaps in the traffic stream.

LOS F – Breakdowns in vehicular flow. Recurring points of congestion.

Primary Airport Access Routes

LEGEND:
- Blue: Primary Outbound Access Routes
- Green: Primary Inbound Access Routes

Note: I-8 is not shown but was included in the study

2005 Airport Traffic Patterns

2005 Airport Related Daily Street Traffic

2005 Airport Related Intersection Traffic

2005 Street and Intersection Levels of Service

2005 Freeway Levels of Service

Forecast airport related traffic and passenger mode splits

Review potential changes to traffic patterns associated with intermodal center / terminal concepts

Identification of potential impacts and benefits to surface streets, intersections, and freeway infrastructure
Conclusions and Next Steps

- Project schedule
- Next steps
Next Steps

- Act on Committee decision regarding goals and objectives
- Prepare draft aviation activity forecast
- Define intermodal demand analysis methodology
- Continue intermodal analysis
- Initiate terminal analysis
Thank You!

- Questions
- Comments
- Discussion