Alternative 2 – Phase 2

Alternative 2 –
North Passenger Processing, South gates
57 gates

- People mover, on secure side
- Rental car storage / support
- Public parking / Rental car
- Intermodal Center ticket, baggage, security, ground transportation

Note: All concepts are preliminary, for discussion purposes only
Alternative 2 – Phase 3

**Alternative 2 –**
North Passenger Processing, South gates
61 gates

- People mover, on secure side
- Rental car storage / support
- Public parking / Rental car
- Intermodal Center
  - ticket, baggage, security, ground transportation

Note: All concepts are preliminary, for discussion purposes only
Alternative 3 – Phase 1

Alternative 3 –
North and South Passenger Processing, South gates
54 gates

Rental car storage / support
Public parking / Rental car
Intermodal Center ticket, baggage, ground transportation

South side passenger processing
People mover, on non-secure side

Note: All concepts are preliminary, for discussion purposes only
**Alternative 3 – Phase 2**

**Alternative 3 –**
North and South Passenger Processing, South gates

57 gates

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**Development Alternatives**

- Rental car storage / support
- Public parking / Rental car
- Intermodal Center ticket, baggage, ground transportation

**Note:** All concepts are preliminary, for discussion purposes only
Alternative 3 – Phase 3

Alternative 3 –
North and South Passenger Processing,
South gates
62 gates

Note: All concepts are preliminary, for discussion purposes only
Plan View

Location of Section View (below)

Intermodal Center
票务、行李、安全、地面运输

Rental car storage / support

Public parking / Rental car

Section View

Not to Scale

Note: All concepts are preliminary, for discussion purposes only
I-5 Access Considerations

- Preliminary I-5 access options to be presented by CALTRANS
Conclusions and Next Steps

- Project schedule
- Future Ad Hoc meeting subjects
- Next steps
## Schedule

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**Legend**
- Project Task
- Meeting
- Report

**Conclusions and Next Steps**
Future Ad Hoc Policy Committee Meetings

**Policy Committee Action**

**Meeting Subjects**

- Aug 28: Preliminary Development Alternatives, I-5 Interface Concepts
- Sep 18: Refined Alternatives, Draft Screening Matrix
- Oct 30: Refined Alternatives, Final Screening Matrix
- Nov 20: Full Alternative Definition, Phasing Plan
- Dec 11: Preliminary Financial Plan, Revised Phasing
- Jan 7: Draft Financial Plan
- Jan 29: Final Financial Plan & Virtual Model
- Feb 12: Final Concept

Note: Meeting subjects may change
Next Steps

- Further refine alternatives
- Develop preliminary evaluation matrix
- Initiate traffic analyses
Thank You!

- Questions
- Comments
- Discussion
Appendices

- Question regarding airfield capacity increase with taxiway improvements
- Methodology for evaluating surface traffic changes for each alternative
- Location of Intermodal Transit Station (SANDAG)
Question on 15% Capacity Increase with Taxiway Improvements
During the August 2 Workshop, a Committee member recalled previous estimates that proposed taxiway improvements would increase runway capacity by 15%

- Jacobs Consultancy representatives responded that 15% seems too high; the increase would be at most 2% to 3%
- For reference purposes, a second closely spaced parallel runway would increase capacity by only about 20%

There is one circumstance where a taxiway could make a 15% capacity difference

- If a substantial portion of the gates were located on the north side without a full-length north taxiway, runway capacity would be reduced by at least 15% due to crossings
- It is possible that the previous context associated a 15% capacity change (but not an increase) with potential taxiway improvements
Runway 9-27 is operated primarily in a “mixed-operations” mode (arrivals and departures)

- Controllers create 4- to 5-nautical mile gaps in the arrival stream to release a departure in between arrivals
- Arrival runway occupancy times govern only when arrival-arrival separations are less than 2.5 nm

- Therefore:
  - The occasional extension of arrival runway occupancy time to avoid head-to-head taxiing conflicts on Taxiway B has little or no effect on capacity
  - The occasional runway crossings by general aviation and air cargo aircraft going to the north side, and the double crossings by ADG-V aircraft, do not significantly affect runway capacity

- It should be noted that Jacobs Consultancy will make recommendations to optimize the airfield in terms of mixed operations capacity
Proposed Methodology for Evaluating Surface Traffic Changes
Purpose
• To understand the changes to surface traffic surrounding the Airport due to the alternatives under consideration
• The changes to surface traffic may result in reduced traffic on some roadway segments but may also increase traffic on other segments

Overall approach
• The analysis will compare traffic levels on key roadway and freeway segments around the airport for:
  • A base case, defined as the EIR alternative
  • Three Destination Lindbergh alternatives.
Planning Activity Level (PAL) 1 and PAL 2 passenger levels will be analyzed for each alternative.

EIR Alternative will serve as a “Base Case”
- Each alternative will be compared to base case and each other
- PAL 1 activity levels
- PAL 2 activity levels

Base data: SANDAG Regional Transportation Model
- Data has been post-processed to separate airport and “background” traffic
- Airport traffic estimates for each PAL will be calculated and combined with the background traffic for each Destination Lindbergh alternative
- Airport traffic estimates will account for:
  - Passengers (terminal curbsides, parking, rental car, ground transportation)
  - Employees
  - Cargo
  - General aviation
  - Support facilitates (e.g. control tower, fuel farm, commercial vehicle staging, etc.)
Each Destination Lindbergh alternative will take into account:

- New roadway facilities (e.g. direct freeway ramps)
- Intermodal Transit Center (ITC)/terminal/gate phasing
  - PAL 1 = Phase 1 of each alternative
  - PAL 2 = Phase 3 of each alternative
- Location of support facilities (cargo, general aviation)
- Mode split between private vehicles, transit and other commercial vehicles

Daily traffic analysis will be conducted to determine:

- Volume of traffic on roadways and freeways within the study area
- Level of service on roadways and freeways within the study area
- Increases or decreases in traffic volumes and level of service
- Percent of traffic associated with the airport on each roadway and freeway segment

Peak hour traffic analysis will be conducted to determine:

- Queue length at ITC/Terminal
- Queue length at parking and rental car facility entrance
- Effect of peak hour queue on I-5 operations
Traffic Analysis - Outputs

- Outputs for each alternative and base case:
  - Total daily traffic volumes on roadway and freeway segments within the study area
  - Percent of traffic associated with the Airport on each roadway and freeway segment
  - Level of Service on roadway and freeway segments within the study area

- Presentation Format
  - Graphics depicting level of service on roadways and freeways in the study area for each alternative
  - Tables listing total traffic volumes and percent of airport related traffic for each alternative
Intermodal Center Site Location Analysis (SANDAG)
A regional transportation intermodal center (ITC) has been proposed along the north side of San Diego International Airport (Lindbergh Field) in the Pacific Highway corridor, adjacent to a proposed relocation of the airport processing terminal from its present location along Harbor Drive. This white paper outlines the factors to be considered in locating an ITC near the airport.

The benefit of intermodal centers is in serving as an interface point for a number of modes, including rail and bus transit, intercity services (e.g. Amtrak), automobiles (e.g. park-and-ride facilities, rental cars), employer shuttles (e.g. UCSD) bicycles, and pedestrians. There are a number of intermodal centers in operation in the region today served by a range of modes; some examples of key regional intermodal centers are highlighted below:

- **Santa Fe Depot/Oceanside Transit Center** – regional transportation centers that serve intercity services (Amtrak, Greyhound), as well as commuter rail (COASTER), light rail (Trolley, SPRINTER), local and express public transit bus routes, taxis, and park and ride (Oceanside only).

- **Old Town Transit Center/Escondido Transit Center** – regional hubs for public transit, including commuter services (COASTER, future bus rapid transit), light rail (Trolley, SPRINTER), local and express transit routes, and UCSD medical center shuttles (Old Town), taxis, and park-and-ride facilities.

- **San Ysidro Transit Center** – regional access point for transit for the international port-of-entry to/from Mexico; served by trolley, local bus, and private shuttle and taxi services.

- Numerous other transit centers throughout the region (e.g. Fashion Valley, El Cajon, Chula Vista H Street) serve as important access and transfer locations for trolley and express/local public transit bus services, and have park-and-ride facilities.
While the SANDAG Regional Transportation Plan does not specifically designate the location for a new ITC near the airport, the proposed ITC along the Pacific Highway corridor creates a unique opportunity to establish a “gateway center” for the region given the access to a wide range of modes, including: air services at Lindbergh Field, regional transit services (commuter rail, light rail, bus rapid transit, local/express bus), intercity services (Amtrak, Greyhound), the proposed California High Speed Rail system, rental car facilities, and various private shuttles/taxis.

The interface of these various modes would enable the ITC to handle a number of key functions:

- **Lindbergh Field Access** – The ITC would enable direct access to a relocated Lindbergh Field north terminal for a wide-range of existing and planned public transportation services, including all three trolley lines, COASTER, future Bus Rapid Transit services, and local/express bus services. The result would allow public transit to play an important role in serving airport access needs given the fact there would be a one-seat transit ride to the ITC from all key regional travel corridors.

- **Regional Air-Rail Strategy** – The regional air-rail strategy, now under study by SANDAG, envisions meeting long-range air travel demand through a system of airports throughout the Southern California/Tijuana region interconnected by the proposed California High Speed Rail system. The ITC would serve as the connection point with Lindbergh Field for the air-rail strategy.

- **Inter-City Rail/Bus Services Access** – The main access point for the Amtrak and Greyhound in south San Diego County is in downtown San Diego. The ITC creates an opportunity for an improved access point for these services given the tie-in to a wider range of public transit services and the availability of park-and-ride facilities not currently available. By locating the High-Speed Rail station also at the ITC, a centralized access and transfer point is created for all existing and planned intercity rail and bus services.
Regional Transit Access for Central Area – Currently, parking at the Old Town Transit Center is constrained and there is a lack of terminal and storage track facilities for the trolley in the downtown/Old Town corridor. The ITC creates an opportunity for improved trolley track/station facilities, which would enhance trolley operational flexibility for both regular and special event trolley service. It would also allow for increased park-and-ride capabilities that would relieve Old Town Transit Center and improve access to transit in the central area for trolley, COASTER, and express bus/future Bus Rapid Transit services.

Cruise Ship Terminal Access - Access to the Cruise Ship Terminal is limited at present given limitations on parking and convenient walk access to public transit services. Assuming implementation of a direct shuttle link to the Cruise Ship Terminal, the ITC could serve as the central access point for local access to the terminal, access to regional transit services for visitors on arriving on cruise ships, and as an access link between air and cruise ship travel.

Gateway to Region for Visitors – Lindbergh Field is the main entry point for many visitors to the San Diego region. The ITC would compliment that role by creating gateway transportation center that provides visitors with a full array rail and bus transit, rental cars, and private shuttle/taxi services, all located within a short walk of the airport terminal.

In conclusion, while there are a number of intermodal centers located throughout the region that serve important roles in the region’s transportation network, the ITC is uniquely positioned geographically to create a main transportation hub for the San Diego region, one that brings together a wide range of modes that serve local, regional, intercity, and international travel demand.