



DESTINATION LINDBERGH

THE ULTIMATE BUILD-OUT

Briefing for:

Ad Hoc Airport Regional Policy Committee – Meeting 11

November 20, 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



**JACOBS
CONSULTANCY**

About this Document

- 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 decision regarding the implementation of these concepts has been made.

Agenda

- ① **Continuation of Discussion of Intermodal Transportation Center (ITC) activity levels, including:**
 - Forecast Change in Regional Transit Use with ITC
 - Forecast Change in Airport-related Transit Use without ITC (Airport Transit Plan)
- ② **Traffic analysis and results**
- ③ **Relationship of goals and objectives to the alternatives evaluation**
- ④ **Conclusions and next steps**

Today's Workshop Objectives

- **Discuss Intermodal Transportation Center activity forecasts**
- **Review traffic analyses**
- **Discuss alternatives analysis methods in relationship to the goals of the community**

Continuation of Discussion of Intermodal Transportation Center (ITC) activity levels, including:

- **Forecast change in Regional Transit Use with ITC**
- **Forecast Change in Airport-related Transit Use without ITC (Airport Transit Plan)**

Follow-up from November 8

1. What is transit ridership without an ITC facility?
2. What is the increase in “new riders” with the ITC?



Airport Transit Plan and ITC Mode Shares

	<u>Current Percent</u>	<u>Airport Transit Plan* Percent</u>		<u>ITC Percent</u>	
		<u>Min</u>	<u>Max</u>	<u>Min</u>	<u>Max</u>
Trolley				5.0%	7.0%
COASTER/Amtrak				1.0%	2.0%
BRT/Fly Away				2.0%	3.0%
Local Bus				0.5%	1.0%
	1.3%	4.0%	6.0%		
Sub-Total Transit Trips	1.3%	4.0%	6.0%	8.5%	13.0%
Shared Ride Van	8.0%	8.0%	8.0%	6.0%	6.0%
Total Non-Auto Trips	9.3%	12.5%	14.0%	14.5%	19.0%
HSR Potential	0.0%	1.0%	2.0%	1.0%	2.0%
Sub-Total with HSR	9.3%	13.5%	16.0%	15.5%	21.0%

* - Airport Transit Plan capital cost estimates: \$28.9 – \$78.8 million



Daily Transit Ridership With and Without ITC – Airport Passengers

No ITC		ITC		Change	
2030 Daily Trips		2030 Daily Trips		Change	
Min	Max	Min	Max	Min	Max

Transit
(Trolley/Coaster, Amtrak
BRT/Flyaway, Local Bus)

[to be filled in]

Airport Employees

Sub-Total

HSR Potential
Shared Ride Van

Total Airport Trips



ITC New Ridership Non-Airport Passengers

2030 ITC Transit Trips

Trolley	9,900
Coaster	1,500
BRT/Bus	3,800
Total Trips	15,200
Total New Trips	7,200

2030 ITC Transit Access to HSR

Trolley (3-5%)	600 - 1,000
BRT/Flyaway (1-1.5%)	200 - 300
Local Bus (.5-1%)	100 - 200
Total New Trips	900 – 1,500

Total New Transit Trips 8,100- 8,700



ITC 2030 New Transit Trips – Summary

Airport Passengers	[to be filled in]
Non-Airport Passengers	7,200
Total w/o HSR	[to be filled in]
Airport Passengers (HSR)	800 – 1,600
High Speed Rail Passengers	19,300
Transit Access to HSR	900 – 1,500
Total with HSR	[to be filled in]





Traffic analysis and results

- **Traffic impact analyses for the four development alternatives**

Traffic Analysis Assumptions

■ Traffic Analysis Assumptions

- Airport traffic increases relative to passenger, cargo and general aviation growth
- Airport traffic was redistributed to roadway links corresponding to the location of terminal processing, parking, rental car, cargo and general aviation facilities in each alternative
- “Regional” background (non-airport) traffic growth was based on SANDAG regional transportation forecast model
- Terminal traffic vehicle mode share and volumes adjusted in accordance with SANDAG’s airport transit ridership forecasts
 - Alternatives A2 and B1: PAL 2 Transit Ridership = 19% (includes shared-ride vans)
 - Alternatives A-3 and A-8: PAL 2 Transit Ridership = 11% (includes shared-ride vans)

Traffic Analysis Findings

- Alternatives A2 and B1 result in the best average LOS* for all roadway segments analyzed
- Alternative A3 results in the worst average LOS for all roadway segments analyzed due to 30% of terminal processing remaining on North Harbor Drive
- Alternatives A2 and B1 result in an acceptable LOS on North Harbor Drive
- Pacific Highway remains at an acceptable LOS in all alternatives
- India Street remains at an unacceptable LOS F in all alternatives due to the high volume of background (non-airport) traffic

*Acceptable Level of Service (LOS) defined as C or better

Alternative A2 – PAL 2

2 Traffic Analysis

