SAN YSIDRO INTERMODAL TRANSPORTATION CENTER
STUDY DRAFT DESIGN CONCEPTS

Introduction

In October 2012, SANDAG and the City of San Diego, in collaboration with Caltrans, the Metropolitan Transit System (MTS), and the community, initiated a study to identify a multimodal concept for an Intermodal Transportation Center (ITC) in the vicinity of the San Ysidro Port of Entry (POE). The study also will include a financial feasibility analysis to identify strategies for creation of the San Ysidro Intermodal Transportation Center (SYITC).

The purpose of the study is to produce a mobility and economic/fiscal feasibility analysis for a SYITC concept for evaluation and consideration as part of the comprehensive San Ysidro Community Plan update process. The study includes a demand and supply analysis for off-street parking facilities associated with the ITC concept, and an analysis of complementary on-site retail, commercial, and institutional uses that could enhance the SYITC as a community amenity and generate revenue toward its construction. A team of consultants has been selected to help envision and provide the technical tools needed to develop a SYITC concept that will serve as a gateway to the world's busiest POE. The Borders Committee provided input on two design concepts at its July 28, 2013, meeting. This report highlights a third design concept (Attachment 1), which incorporates the strengths of concepts 1 and 2 and feedback from the community.

Discussion

The initial study efforts focused on reviewing past and ongoing studies; preparing a commercial and institutional market study; creating off-street parking projections; and gathering input on the needs and vision for a future SYITC from the community, local business leaders, property owners, transportation providers, border crossers, and other stakeholders, including representatives from Baja California, Mexico. The information gathered through these efforts was used to inform the development of three draft SYITC concepts. The study has included extensive public outreach efforts, which are described in a subsequent section of the report.

Draft Design Concepts

The draft concepts were crafted taking into account input gathered via public workshops, outreach to San Ysidro High School students, and surveys. Findings from the commercial market study, off-street parking projections, progress on the San Ysidro Community Plan Update, existing and projected transit ridership and border crossing data, and connectivity with the San Ysidro POE also
informed the development of the draft concepts. These concepts incorporate the Trolley, MTS buses, private buses, jitneys, taxis, bicycle and pedestrian pathways, personal vehicle drop-off and pick-up facilities, and paid parking, in conjunction with commercial development. Retail, office, hotel, and institutional/government space is included in line with the study’s market analysis, and additional opportunities for increased private development also are identified. All alternatives include a public plaza, landscaping, and public art, and look to develop a welcoming gateway to the region and link the ITC to the greater San Ysidro community to the north.

The transportation functions and commercial development square footage would be the same for the three alternatives; however, the siting of these various components would differ. As described in a previous report, Option 1 would keep the Trolley in approximately its current location, but would expand the facility to include a third platform and longer platforms to accommodate four-car trains. The transportation elements included in Option 1 are estimated to cost between $90 and $120 million. In Option 2, the Trolley would be moved further east and the private and MTS bus facilities would be located underground, below the Trolley station. Option 2 would include significant excavation and relocation of the Trolley and has an estimated cost of between $145 and $200 million. With the relocation of the Trolley tracks, Option 2 may allow for additional street-front retail development along San Ysidro Boulevard.

In Option 3, the Trolley remains in approximately its current location and is expanded to include a third platform, and all platforms are lengthened to accommodate four-car trains. The Trolley tracks are relocated further east in this option, which allows for grade separation of the Trolley tracks from bus and vehicular traffic, and may allow for additional street-front retail development on San Ysidro Boulevard. Option 3 has an estimated cost of between $125 and $170 million. All concepts identify locations where additional private commercial development could occur. The concepts could be constructed in phases and would likely require significant private investment.

Public Outreach

There have been three public workshops to date, which have been publicized by San Diego and Tijuana media, postcard mailings, email, SANDAG, and partner agency websites, social media, and local community organizations. Meeting information also was posted on MTS buses serving the San Ysidro POE and at ticket vending machines at the San Ysidro Trolley station. Simultaneous Spanish translation was provided and meeting materials were available in English and Spanish. A fourth public meeting where Option 3 will be shared with the public will be held on November 13, 2013. The project webpage (www.sandag.org/syitc) includes information on the study and outreach efforts, an online survey and comment tool, and materials from the public meetings.

SANDAG staff also has partnered with Casa Familiar to gather community input on the SYITC Study at three Sin Límites workshops. Additionally, SANDAG staff has met twice with members of the Border Transportation Council (BTC) and sought input and data regarding current and future facility needs to be incorporated into a future San Ysidro ITC facility. Staff will be seeking input on Option 3 from the BTC at the November 12, 2013, meeting. SANDAG staff also presented the two draft design concepts to the South County Economic Development Corporation at its August 6, 2013, meeting.
Project staff met with members of the San Ysidro Smart Border Coalition (SYSBC) in August 2013 to receive input on the first two draft design concepts. The SYSBC noted its preference for Option 2 and stated a need for additional facilities for private buses, jitneys, vans, pedicabs, taxis, bicycles, and personal vehicle pick-up/drop-offs. The SYSBC also voiced interest in additional widening of San Ysidro Boulevard between the current MTS bus drop-off area and Camino de la Plaza. The group also requested that elevating the Trolley to a second level in Option 2 be considered. Project staff met again with the SYSBC on October 30, 2013, to seek their input on Option 3. The new concept incorporates additional passenger pick-up and drop-off areas, a new pedicab station, a more accessible bike center, bicycle lanes on San Ysidro Boulevard, a revised Customs and Border Protection and Border Patrol emergency access route, and additional private operator bus bays with an area identified for potential future expansion. Project staff also did a high-level analysis of a potential elevated Trolley station, as per comments submitted by the SYSBC. It was determined that a second level Trolley station could potentially be included in an iteration of Option 2; however, it was noted that significant vertical circulation (stairs, escalators, and elevators) would be required to move people to and from the Trolley platform. A pedestrian bridge from the second floor of the ITC connecting to the U.S. General Services Administration (GSA) southbound pedestrian facility could aid in pedestrian circulation; however, the bridge would likely need to be partially constructed on federal property, would interface with the historic Customs House, and could have impacts on the future GSA pedestrian plaza. This concept would require additional study and is anticipated to add an additional $80 million to the cost estimate for Option 2.

In addition, the consultant team conducted an intercept survey of over 450 northbound pedestrian border crossers to gather demographic data, reasons for crossing, use of public transportation, and their input on elements preferred in a future SYITC. Survey respondents noted their desire for additional Trolley and bus services with longer hours of operation, greater service frequency, and additional seating capacity. Respondents also noted the desire for additional trees and green areas adjacent to the POE, the need for areas with shade, and waiting areas with seating and public restrooms.

Due to its location, adjacent to the San Ysidro POE that is undergoing a major reconfiguration and expansion project, staff maintains regular communication with the GSA, as well as with Mexican agencies, including the Secretariat of Infrastructure and Urban Development of the State of Baja California (SIDUE) and the City of Tijuana Metropolitan Planning Institute.

**Alternatives Analysis**

Project staff has conducted a technical analysis of the three ITC concepts. A summary matrix highlighting the strengths and challenges of each concept is included as Attachment 2. A comparison of all three concepts reveals that Option 3 incorporates the strengths of Options 1 and 2 and provides additional transit capacity and offers grade separation of the Trolley tracks from buses and automobiles. Option 3 also combines all buses into one larger expandable facility and provides for increased pedestrian and taxi pick-up and drop-off facilities adjacent to the POE. This concept also includes a dedicated intercity bus facility adjacent to the POE for secure passenger ticketing, waiting, and baggage handling and identifies locations for security and facilities operations. The relocation of the Trolley tracks in Option 3 allows for potential street-front commercial development along San Ysidro Boulevard. A bicycle station, bicycle lanes, and a pedicab station also are included in the concept.
Next Steps

Input from the Borders Committee will be relayed to the Transportation Committee. At its December meeting, the Transportation Committee will be asked to recommend that the ITC Option 3 be the one concept analyzed in the study implementation plan and funding strategy, in accordance with the scope of work for the study. The study is expected to conclude in spring 2014.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Draft San Ysidro Intermodal Transportation Center Study Design Option 3
2. San Ysidro Intermodal Transportation Center Study Evaluation Matrix

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OPTION 3

VIEW 4

01 Intercity Bus Facility - Waiting, Ticketing, Baggage
02 Retail Opportunity & Transit Services
03 Bike Storage, Rental and Service
04 Ticketing, Information & Duty Free Services
05 Large Retail Opportunity
06 Display and Small Retail Opportunities
07 Bike Lanes

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OPTION 3

VIEW 5

01  Intercity Buses
02  City Buses & Shuttles
03  Bus Center Platform, Seating, Shelters, Passenger Amenities
04  Parking Structure
05  Access To Rail Yards
OPTION 3

VIEW 9

01 Possible Future Expanded Mixed-Use Development
<table>
<thead>
<tr>
<th></th>
<th>OPTION 1</th>
<th>OPTION 2</th>
<th>OPTION 3</th>
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<tbody>
<tr>
<td><strong>Trolley Tracks Near Existing Location</strong></td>
<td>![Option 1]</td>
<td>![Option 2]</td>
<td>![Option 3]</td>
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<tr>
<td><strong>Transit Operations and Customer Experience</strong></td>
<td>![Option 1]</td>
<td>![Option 2]</td>
<td>![Option 3]</td>
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<tr>
<td>- Facilities for all transit modes expanded &quot;in place&quot;</td>
<td>![Option 1]</td>
<td>![Option 2]</td>
<td>![Option 3]</td>
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<tr>
<td>- Bus/rail/auto conflict at grade crossing remains</td>
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<td><strong>Access, Circulation and Parking</strong></td>
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<td>![Option 3]</td>
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<td>- Auto and taxi pick-up and drop-off (PPUDO) circulation is out-of-the-way</td>
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<td>![Option 2]</td>
<td>![Option 3]</td>
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<td>- Longer walk from PPUDO to Port of Entry</td>
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<td>![Option 2]</td>
<td>![Option 3]</td>
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<td><strong>Constructability</strong></td>
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<td>![Option 2]</td>
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<tr>
<td>- All at-grade construction</td>
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<td>![Option 2]</td>
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<tr>
<td>- Relocation of at-grade crossing could be a California Public Utilities Commission issue</td>
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<td>![Option 3]</td>
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<tr>
<td>- Leaves tracks along San Ysidro Boulevard - limits opportunities</td>
<td>![Option 1]</td>
<td>![Option 2]</td>
<td>![Option 3]</td>
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<tr>
<td><strong>Public Private Partnership Support</strong></td>
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<td>![Option 3]</td>
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<td>- Complicates &quot;deal&quot; by mixing all commercial and transportation uses in same space</td>
<td>![Option 1]</td>
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<td><strong>Capital Costs</strong></td>
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<td>$90-120M</td>
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<td>![Option 3]</td>
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**Common features to all Options:**
- Expanded facilities for all transit modes
- Dedicated taxi and auto pick-up and drop-off facilities
- Improved/expanded pedestrian plaza with public art and amenities
- Upgrades to San Ysidro Boulevard including landscaping and wider sidewalks
- Dedicated bike lanes on San Ysidro Blvd. leading to Bike Center and Pedicab Station
- Dedicated Intercity Bus facility - ticketing, waiting, and baggage handling
- Dedicated facilities for security and operations
- Ability to incorporate a private/paid parking structure, approximately 560 spaces