Potential Transportation Concepts and Evaluation Criteria

Airport Connectivity Subcommittee
May 22, 2019

Concept Options – April 2019
Critical Connections

- Project Locations
- Mobility Hubs
- Grand Central Station
Interagency Goals

- Create multi-modal hub with regional connections to the Airport
- New direct transit connection to/from the Airport
- More direct path for auto traffic to/from the Airport
- Laurel Street to serve as primary airport access
- Harbor Drive to be converted into next great waterfront street with dedicated transit lanes
- Reduce airport traffic on Grape and Hawthorn Streets
- Maintain Pacific Highway for local auto traffic and active transportation solutions

The Concepts

1. Grand Central Station at SPAWAR with high speed people mover in tunnel
2. Grand Central Station at SPAWAR with at-grade/elevated high speed people mover
3. Grand Central Station at ITC with at-grade/elevated people mover
4. Trolley connection from existing tracks

All concepts include set assumptions for potential roadway and freeway access modifications
3. Grand Central Station at ITC Concept
- L: convert Laurel St. to primary Airport entrance/exit roadway
- D: dedicated transit lanes on Harbor Drive
- S: modifications to Laurel St. including
  Pacific Highway Interchange
- N: new freeway ramps
- A: Airport transfer-ready area
- G: Grand Central and no-fare people mover connection to Airport (at-grade and elevated)
- P: passenger pick-up/drop-off location
- F: freeway connection to Grand Central
- I: freeway interchange modifications (Washington St.)
- M: Modeling analysis year 2050 assumptions: variable price tolling of airport shunways, arterials, transit connection to airport, drop-off/vehicle to use airport, door-to-door transfers, railroads, grade separations potential, needed from Washington Street to Gut Street.

4. Trolley Concept
- C: convert Laurel St. to primary Airport entrance/exit roadway
- M: modifications to Laurel St. including
  Pacific Highway Interchange
- N: new freeway ramps
- A: Airport transfer-ready area
- T: New Trolley tracks (sub-grade tunnel)
- D: New Trolley tracks (at-grade and elevated)
- P: passenger pick-up/drop-off location
- M: Modeling analysis year 2050 assumptions: variable price tolling of airport shunways, arterials, transit connection to airport, drop-off/vehicle to use airport, door-to-door transfers, railroads, grade separations potential, needed from Washington Street to Gut Street.
Evaluation Criteria

• Improve transit access to/from the airport
• Minimize travel time to/from the airport
• Reduce congestion related to airport access
• Reduce GHG and Vehicle Miles Traveled
• Feasibility and Constructability
• Cost effectiveness
• User Experience and Convenience

Next Steps

• Modeling and analysis (4 to 6 week)
• Present results analysis
• Recommend concept for further study and consideration in the Regional Plan