Comprehensive Multimodal Corridor Plan Overview
Why Comprehensive Multimodal Corridor Plans?

• Integrated multimodal transportation corridor planning, aligned with state goals and funding

• Comprehensive Multimodal Corridor Plans suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding

• Near-term and Mid-term improvement **focus** (bridge to long term vision of Regional Plan)

Comprehensive Multimodal Corridor Plan Process

1. Define Corridor Characteristics
   WHAT
   - Understand where and how people and goods are traveling in or through the corridor

2. Analyze Performance Gaps and Opportunities
   WHAT
   - Identify transportation opportunities for optimizing system operations

3. Identify Solution Strategies and Apply 5 Big Moves
   WHAT
   - Identify transportation projects, programs, and policies to improve mobility using public feedback, policy objectives, and the five key strategies for mobility

4. Develop Implementation Blueprint
   WHAT
   - Develop a suite of projects, programs, services, and an implementation strategy that align with 2021 Regional Plan objectives

- At each stage, public feedback will be incorporated to create solutions for the community
What is a Comprehensive Multimodal Corridor Plan?

Future Phases Corridors
Corridor Study Subareas

- Sorrento Valley
- Kearny Mesa
- Mission Valley - Mid-City
- SE San Diego - National City
- Chula Vista - Otay
- Coronado - Imperial Beach
- U.S. - Mexico Border
a) Low-income: People age 16 and over earning less than $25,000 per year. SANDAG has found that low incomes are correlated with unemployment, limited education, limited English proficiency, and many other indicators of disadvantage.
**Minority Residents**

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Existing Minority Pop. (2016)</th>
<th>Forecasted Minority Pop. (2035)</th>
<th>% Change (2016-2035)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sorrento Valley</td>
<td>24,561</td>
<td>36,166</td>
<td>47%</td>
</tr>
<tr>
<td>Kearny Mesa</td>
<td>30,555</td>
<td>72,907</td>
<td>142%</td>
</tr>
<tr>
<td>Mission Valley/Mid-City</td>
<td>104,621</td>
<td>127,103</td>
<td>21%</td>
</tr>
<tr>
<td>SE San Diego/National City</td>
<td>113,263</td>
<td>118,827</td>
<td>5%</td>
</tr>
<tr>
<td>Coronado/Imperial Beach</td>
<td>53,210</td>
<td>64,107</td>
<td>20%</td>
</tr>
<tr>
<td>Chula Vista/Otay</td>
<td>176,101</td>
<td>208,390</td>
<td>14%</td>
</tr>
<tr>
<td>U.S.-Mexico Border</td>
<td>31,428</td>
<td>30,554</td>
<td>-3%</td>
</tr>
<tr>
<td>Study Area Total</td>
<td>541,742</td>
<td>650,054</td>
<td>20%</td>
</tr>
</tbody>
</table>

**Minority:** The SANDAG model uses the census definition for Minority. Minority means a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

**Senior Residents**

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Existing Senior Pop. (2016)</th>
<th>Forecasted Senior Pop. (2035)</th>
<th>% Change (2016-2035)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sorrento Valley</td>
<td>2,407</td>
<td>4,688</td>
<td>95%</td>
</tr>
<tr>
<td>Kearny Mesa</td>
<td>4,656</td>
<td>10,403</td>
<td>123%</td>
</tr>
<tr>
<td>Mission Valley/Mid-City</td>
<td>7,149</td>
<td>17,912</td>
<td>151%</td>
</tr>
<tr>
<td>SE San Diego/National City</td>
<td>5,136</td>
<td>9,464</td>
<td>84%</td>
</tr>
<tr>
<td>Coronado/Imperial Beach</td>
<td>4,281</td>
<td>8,031</td>
<td>88%</td>
</tr>
<tr>
<td>Chula Vista/Otay</td>
<td>11,217</td>
<td>17,978</td>
<td>60%</td>
</tr>
<tr>
<td>U.S.-Mexico Border</td>
<td>1,359</td>
<td>2,408</td>
<td>77%</td>
</tr>
<tr>
<td>Study Area Total</td>
<td>36,205</td>
<td>70,884</td>
<td>96%</td>
</tr>
</tbody>
</table>

**Seniors:** People age 75 and over. SANDAG stakeholders have identified 75 as an age at which seniors may become transit-dependent but are still mobile.
SB2S CMCP Transit Border Projects

Transit Leap – Initial Network

- Commuter Rail
- Light Rail
- Next-Gen Rapid
- Transit Priority Measures
- Ferry
- Skyway
- Zero Emission Vehicles
- Local Bus
San Ysidro/ U.S. Mexico Border Mobility Hub

Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities.

Reference Number: 630
Problem it addresses: Support pedestrian, micromobility, and multimodal ecosystem and connectivity across barriers as major transportation facilities divide the community into four areas with a limited number of existing pedestrian connections.
Related to: Transit Leap Services (Commuter Rail, Light Rail, Next-Gen Rapid)

Relevant modes: Transit Leap, Active Transportation, Goods Movement, Borders

Potential realties: N/A
Rapid Route 950

Add route from Otay Mesa POE to Imperial Beach via 950

Reference Number: 056
Problem it addresses: Provides additional transit options, improved travel time, and reduce greenhouse gas emissions.
Related to: CC-16.10.19
Relevant modes: Next 03, Active Transportation, Complete Corridors, Flexible Fixelts - MultiHubs
Cost: High
Project readiness: Medium-Term
Regional significance: Medium
Jurisdiction: SANDAG/MTS
Source: Regional Vision 2021
Notes:

Rapid Route 640

Add route from San Ysidro to Central Mobility Hub via I-5 and City College

Reference Number: 045
Problem it addresses: Provides additional transit options, improved travel time, and reduce greenhouse gas emissions.
Related to:
Relevant modes: Next 03, Active Transportation, Complete Corridors, Flexible Fixelts - MultiHubs
Cost: High
Project readiness: Medium-Term
Regional significance: Medium
Jurisdiction: SANDAG/MTS
Source: Regional Vision 2021
Notes:
SB2S CMCP Goods Movement
Border Projects

OME POE Pilot Programs

Strategy ID: SB2S2502-001

OME POE Pilot Programs
Pilot programs for streamlining commercial vehicle operations for reducing wait times at Otay Mesa East Port of Entry

Reference Number: 404
Problem it addresses: Border crossing capacity and throughput constraints for commercial vehicles
Related to:
Relevant modes: Goods Movement
Cost: Medium
Project readiness: Near-Term
Regional significance:
Jurisdiction:
Source:
Notes:
Otay Mesa POE Truck Bridge to CVEF

Strategy ID: SB2S0502-004
Otay Mesa POE Ped Bridge
Otay Mesa Port of Entry Bridge between POE and Commercial Vehicle Enforcement Facility (CVEF) to coincide with improvements at both facilities

Reference Number: 409
Problem it addresses: Border crossing safety, efficiency, and capacity for commercial vehicles
Related to:
Relevant modes: Goods Movement
Cost: Medium
Project readiness: Near-Term
Regional significance:
Jurisdiction: SANDAG, Caltrans
Source:
Notes:

OME Overweight Program

Strategy ID: SB2S0502-002
OME Overweight Program
Appointment system and truck excess weight program at Otay Mesa East Port of Entry

Reference Number: 405
Problem it addresses: Infrastructure and maintenance impacts from overweight trucks; Delays and long crossing times for commercial vehicles with excess GVW
Related to:
Relevant modes: Goods Movement
Cost: Low
Project readiness: Near-Term
Regional significance:
Jurisdiction: SANDAG, Caltrans
Source:
Notes:
Feedback

San Ysidro has bad air quality, due to the long waits at the border. That has not gone down even through the pandemic shutdown.

Bike paths should be developed in Otay Mesa for workers crossing from Tijuana and going to the different job centers in Otay Mesa.

Goods movement in San Diego is extremely important and the vast majority in our region is intertwined between Otay Mesa and the LA Maritime Ports. You should consider developing a separate project for trade corridors that is fluid with how trade flows.

SB2S CMCP Schedule and Call to Action
High Level Schedule

**PUBLIC OUTREACH**

- **2020**
  - Complete
  - Develop Project Workplan

- **Winter 2021**
  - Complete
  - Initial Stakeholder & Public Engagement

- **Spring 2021**
  - In Progress
  - Transportation Solution Assessments

- **Summer 2021**
  - Performance Measures/Refinement

- **Fall 2021**
  - Transportation Solutions Recommendations

**Virtual Public Engagement**

- Presentations and Office Hours
- Early May to July 12

**Stay Engaged**

**South Bay to Sorrento Virtual Engagement Hub**

- [https://sandag.mysocialpinpoint.com/southbaytosorrento](https://sandag.mysocialpinpoint.com/southbaytosorrento)
- [https://sandag.mysocialpinpoint.com/southbaytosorrentospanish](https://sandag.mysocialpinpoint.com/southbaytosorrentospanish)

- Watch Project Update Videos
- Sign up for Office Hours
- Complete Surveys and Provide Input
- Share with Friends and Colleagues

**Public Meeting #1:** January 28, 2021

**Early May to July 12**

**South Bay to Sorrento CMCP**

- Stakeholder Advisory Group Meeting
Stay Engaged and Provide Comments

- **Share this information** with your constituents and encourage them to participate in the virtual engagement period May 10 – July 12, 2021
- **Request a presentation**
  - Email CMCP@sandag.org to submit a formal request (include organization name and meeting frequency)

SANDAG and Caltrans are committed to keeping communities informed

**Jennifer Williamson,**
**SANDAG**
Comments and Questions