I-805 BRT / 47th St. Trolley Station Area Planning Community Working Group

June 4, 2012
I-805 BRT/ 47th Street Station Area Planning

- Enhanced connectivity to Regional Transit Network
- Southeast San Diego access to Major Employment Centers
  - UCSD
  - UTC
  - Sorrento Mesa
  - Kearny Mesa
  - SDSU
  - South Bay

Light Rail Transit (LRT)
Future Mid-Coast Extension
Bus Rapid Transit (BRT)
Rapid Bus
Bus Rapid Transit (BRT)

- High-Frequency Services
- Peak Hour Skip-Stop Services
- High-Quality Buses with Amenities
- Transit Signal Priority & Dedicated Lanes
- Station Enhancements
This community working group will assist in developing and evaluating alternatives for how to provide access to the I-805 Bus Rapid Transit service at the 47th Street Trolley Station. This effort will also consider opportunities for bringing local bus service and commuter parking to the station and improving the surrounding pedestrian/bike access network. Lastly, community development opportunities will be considered in the development of station concepts.
Schedule


Planning

Environmental

Design

Construction
# Project Schedule

## I-805 / Orange Line Station Area Planning
### Proposed Schedule
#### June 1, 2012

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Legend:
- Green: Summary Task
- Orange: Monthly PDT Meeting
- Blue: Progress Report

**Timeline**

- January 1, 2012
- December 31, 2012

**Tasks**
- Project Management
- PDT Meetings
- Screening & Evaluation Criteria
- Invoices & Progress Reports
- Outreach Support
- Data Gathering & Analysis
- Freeway Engineering Analysis
- Rail Engineering Analysis
- Transit Service Analysis
- Existing & Planned Land Use
- Initial Alternatives and Screening
- Initial Station Alternatives
- Initial Screening & Shortlist of Alternatives
- Detailed Evaluation of Shortlisted Alternatives
- Facility and Operational Requirements
- Station Concepts
- Alternative Evaluation & Selection
- Draft and Final Study Report
- Draft Report
- Final Report
- Mobility Analysis
- Transit Oriented Development Analysis
- Market Conditions and TOD Opps

**I-BI Group**
Scope of Work

Task 1 – Project Management

1.1 – Project Development Team Meetings
1.2 – Screening and Evaluation Criteria
1.3 – Invoices and Progress Reports

Task 2 – Outreach Support

Task 3 – Data Gathering and Analysis

3.1 – Freeway Engineering Analysis
   Inline BRT Stations – Freeway and Mid-Level
   Offline BRT Stations - Existing 47th Street LRT Station or New Stations
   East or West of I-805

3.2 – Rail Engineering Analysis

3.3 – Transit Service Analysis – Rider Survey & Transit Service Analysis

3.4 – Existing and Planned Land Use
Scope of Work (cont.)

Task 4 – Initial Alternatives and Screening
   4.1 – Initial Station Alternatives
   4.2 – Initial Screening and Shortlist of Alternatives

Task 5 – Detailed Evaluation of Shortlisted Alternatives
   5.1 – Facility and Operational Requirements
   5.2 – Station Concepts
   5.3 – Alternative Evaluation and Selection of Alternatives for Further Study

Task 6 – Draft and Final Study Report

Task 7 – Mobility Analysis

Task 8 – Transit Oriented Development Analysis
   8.1 – Market Conditions and TOD Opportunities
Goals and Objectives

- SANDAG/MTS
- Caltrans
- City of San Diego
Goals, Objectives & Criteria

Goals
Broad Statements re Expected Outcomes

Objectives
Specific Actions or Attributes to Achieve Goals

Criteria
Measurable Factors to Determine How Well Objectives are Met
Example (Transportation)

• Community Goal
  – Improve regional mobility and travel opportunities

• Supporting Objective
  – Efficient connection between 805 BRT Service and Orange Line

• Detailed Criteria
  – Distance between BRT and Trolley Platforms
Example (Economic Development/Land Use)

• Community Goal
  – Enhance Transit Oriented Development opportunities

• Economic Development/Land Use
  – Expand mixed use adjacent to the station

• Detailed Criteria
  – No. of square feet of mixed use development
Example (Safety and Security)

• Community Goal
  – Create a secure environment, actual and perceived

• Supporting Objective
  – No screening of sightlines by landscaping or furniture

• Detailed Criteria
  – Length of obscured sightlines along access path
Initial Screening Criteria

- Ability to meet project goals and objectives
- Physical feasibility
- Effect on transit operations
- Order of magnitude capital cost
- Ability to support smart growth opportunities
Detailed Evaluation Criteria

- Effect on transit ridership
- Effect on passenger travel time
- Effect on transit operations
- Service to employment centers
- Nonmotorized access opportunities
- Community benefits and impacts
- Effect on pedestrian environment
- Ability to support local land use plans
- Ability to support smart growth
Detailed Evaluation Criteria (cont.)

- Effect on local traffic operations
- Effect on freeway operations
- Transit operating costs
- Capital costs
- Constructability
- Right of way impacts
- Potential environmental impacts
Evaluation Matrix

**SR 15 SCREENING MATRIX**
April 21, 2008
New Weights & Cost Criteria Removed

<table>
<thead>
<tr>
<th>Option No.</th>
<th>Description</th>
<th>Cost Effectiveness?</th>
<th>Raw Score</th>
<th>Weighted Score</th>
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<td>Median Station with Grade Separated Crossovers</td>
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<td>Median Station/ Tunnel Transit Lane</td>
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<td>Median Station with Offset Side Platforms</td>
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<td>Median Bridge Station/ Two Level Transit Lanes</td>
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**Weighting Factor**
- A: Consistency with RTP
- B: Consistency with City General Plan
- C: Consistency with Community Plan
- D: Ability to Meet the Intent of MOU & MOA

**Summary**
- Option 5 (Median Station/ Tunnel Transit Lane) has the highest weighted score of 2.
- Option 8 (Median Bridge Station with Bus Elevator) has the lowest weighted score of -10.
- The Median Station with Offset Side Platforms (Option 9) has the highest raw score of 26.
Next Steps

- Meeting schedule
- Initial results of technical analysis
- Preliminary alternatives
Questions?

Danielle Kochman
401 B St., Ste. 800
San Diego, CA 92101

(619)699-1921
dko@sandag.org