



## MEMORANDUM

To: Ted Anasis, San Diego Airport  
From: Bonnie Nelson  
Date: April 27, 2015  
Subject: Transit Committee Meeting Summary April 15, 2015

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### ATTENDANCE

Ted Anasis	SAN
Brett Caldwell	SAN
Angie Jamison	SAN
Margie Drilling	FAA Los Angeles Airport District
Mark Thomsen	MTS
Chris Schmidt	Caltrans
Johnny Dunning	NCTD
Vickie White	City of San Diego
Miriam Kirshner	SANDAG
Wileen Manois	Port of San Diego
Tinya Hoang	Coastal Commission
Kanani Brown	Coastal Commission

### MEETING SUMMARY

#### 1. Introductions

#### 2. Airport Transit Alternatives (presentation available on web page)

Bonnie Nelson presented findings from Airport Transit Alternatives Report. Key findings include:

- a. Currently more than 1/3 of all trips to SAN are short trips to/from the urban core. An additional portion of trips are to/from areas already well served by the trolley system, making short haul and trolley connections critical for increasing transit mode share.
- b. Improved connections at the Middletown/Airport station will significantly improve transit connectivity to the airport, but only if there is a quality connection and a sense of airport arrival at that station.
- c. The next largest share of riders comes from the I-5 corridor. Service in this corridor is important, but are dependent on park and ride, which is not currently

available at the numbers required to support a regional express (FlyAway) style service.

- d. Any effort to increase transit access to the airport should consider the fact that all trips and all travel markets are different. The goal is not to serve 100% of trips by transit. The goal is to increase access to the airport by all modes. It should also be noted that improving transit access will never be a substitute for parking or rental car access. There are travel markets that fill every modal choice.
- e. Rather than looking at a traditional alternatives analysis which is designed to reduce the number of alternatives being considered, a range of complementary alternatives are offered:
  - i. Improvements to marketing and wayfinding that enhance the existing service.
  - ii. Improvements to the current Route 992, including creation of a Rapid Route that would replace the local 992 and could potentially be combined with another Rapid route, giving a one seat airport ride to Rapid riders in either the I-15 or El Cajon corridor
  - iii. Improved access to the Middletown station, going beyond the improvements planned by SANDAG to enhance the connection to the airport and to provide a safe and clear pathway between the station and the airport shuttle.
  - iv. Implementation of an Old Town Shuttle which would connect Coaster, bus and trolley at the closest station to the airport with a short shuttle link. This alternative requires a parking management plan for parking in Old Town to ensure that it is not overwhelmed with airport passengers.
  - v. Expand on the Big Bay Shuttle to provide a single seat ride to Harbor Drive and Convention Center hotels.
  - vi. Development of an I-5 FlyAway style service provided adequate parking can be built or located.

### **3. Discussion of Key Corridors and Potential Service Models**

The group supported the continued analysis of the alternatives presented at the meeting. Specific comments included:

- Investigate the off airport parking facility built by Boston Logan as part of the Blue Line airport extension.
- Identify partnership opportunities with the Convention and Visitor's Bureau for marketing a "car free visit".
- Consider how the advent of TNCs changes recommendations and/or how they can be best integrated.
- Consider meeting with State Parks and City staff to discuss parking plan for Old Town area as part of an implementation plan. Determine whether there might be Caltrans grant funds available for such a study.

- Meet with the City of San Diego to better understand their plans for the Pacific Highway/Palm intersection and whether those plans can be improved to maximize mobility and access.
- Consider whether City of San Diego and other partner agencies will be able to have a presentation on final recommendations and whether they might be asked to formally accept or adopt recommendations.

#### **4. Next Steps**

1. Further analysis will be completed on the alternatives including estimates of ridership, capital and operating costs.
2. Potential funding sources will be identified including the limitations on funding, especially for airport funds. Airport legal council will be consulted to ensure that current information is available.
3. Greenhouse gas analysis will be completed and methodology will be shared with Caltrans.
4. Next meeting will be July 15, 2015.