



**SAN DIEGO**  
INTERNATIONAL AIRPORT

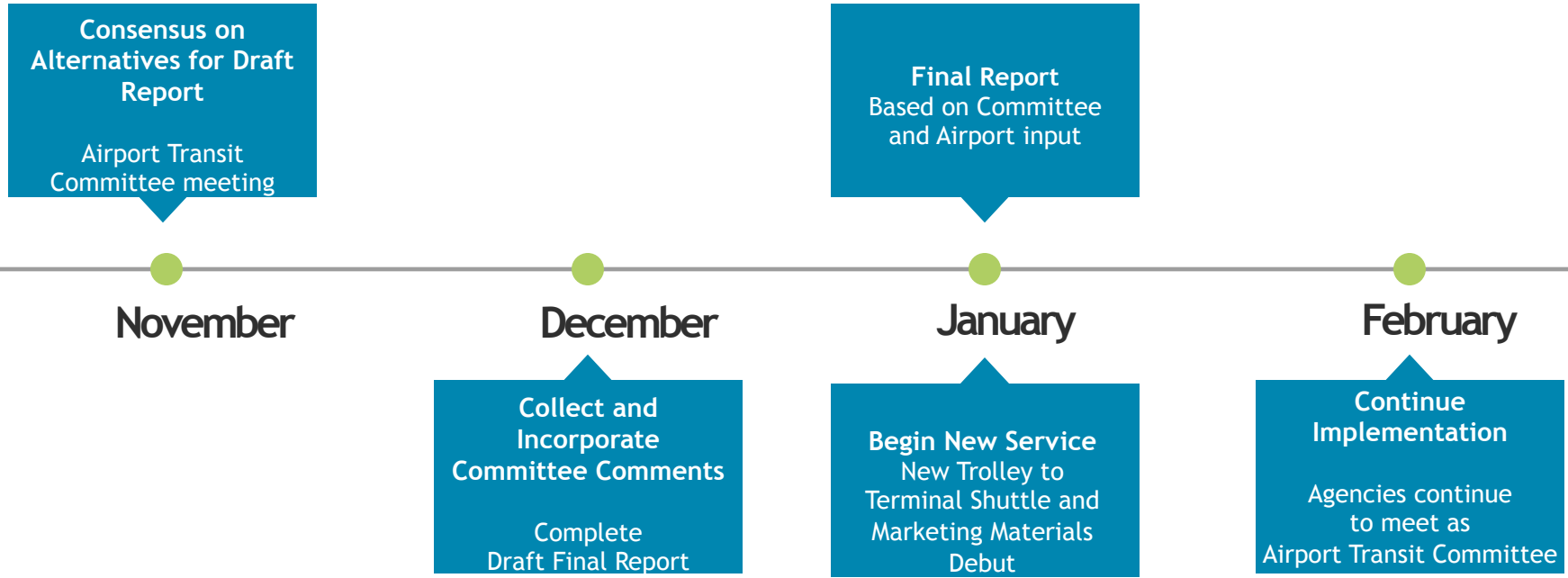
LET'S **GO.**

# Airport Transit Plan

Study  
Recommendations

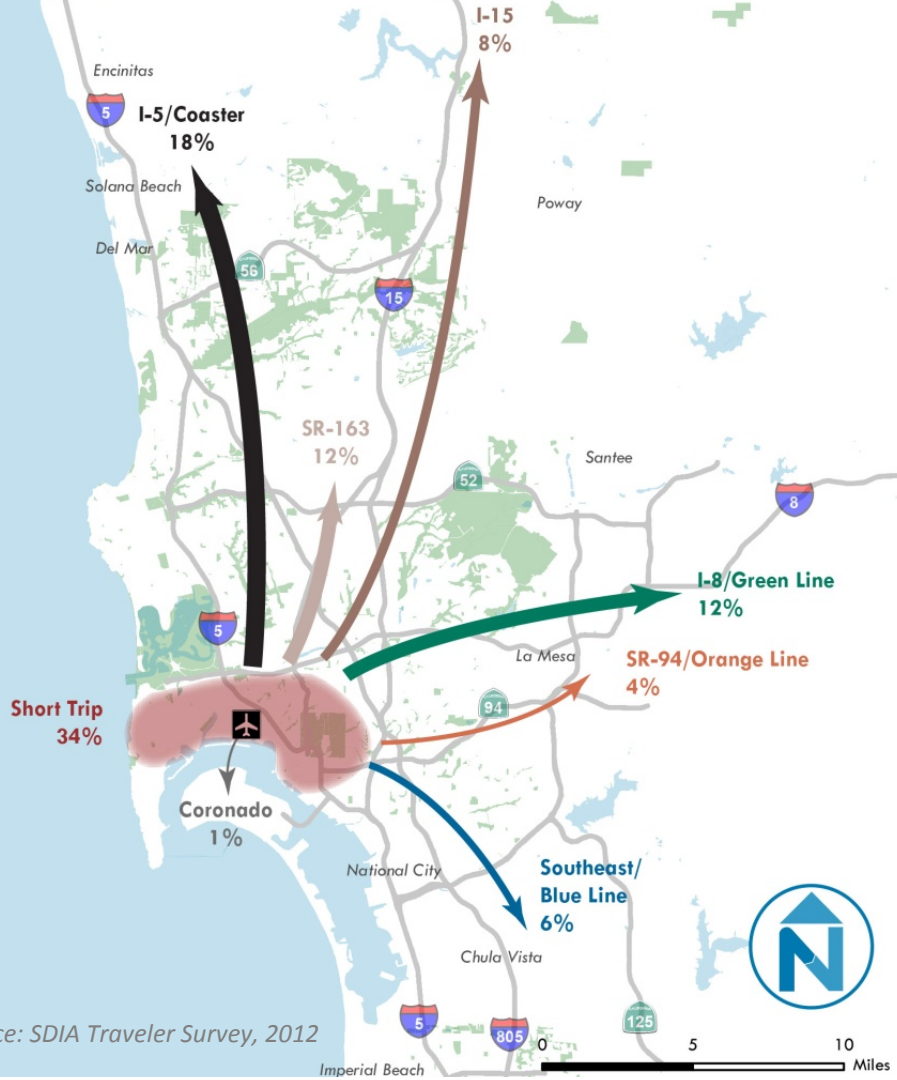
November 2015

# Timeline

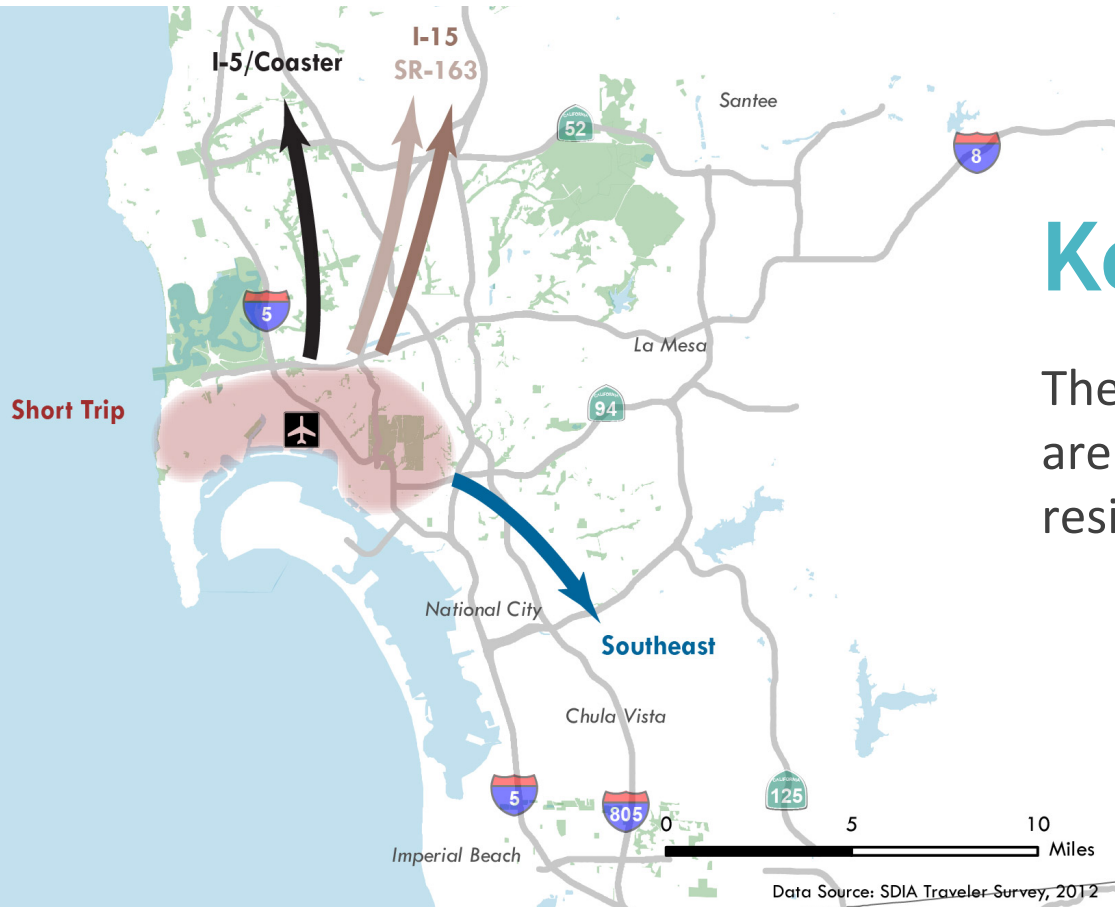


# Overall Travel Patterns

- More than 1/3 of trips within a short ride of airport
- Corridors with existing trolley service account for 20% of passenger home/hotel locations

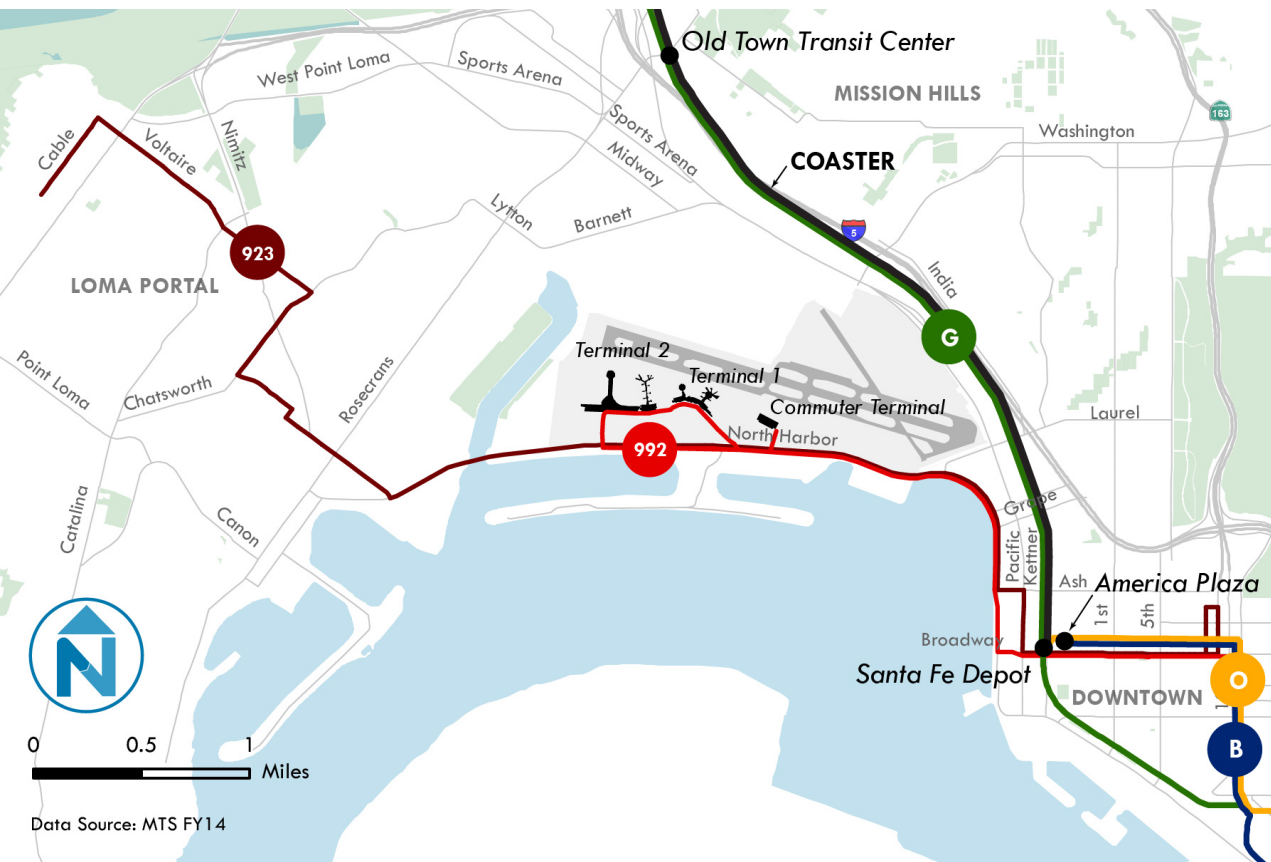


Source: SDIA Traveler Survey, 2012



# Key Corridors

The Short Trip and I-5 markets are the largest for visitors and residents respectively



# Current Service Provided by 992

Two-thirds of 992 passengers transfer; half of those transferring do so from the trolley system



# Airport to Operate New Transit Connection

The new exclusive roadway and transit stop will add an important connection from “train to plane”

# Future North County/I-5 Corridor Plans

## Mid-Coast Trolley



## COASTER Service Expansion

Year	Peak Service	Off-Peak Service
Current	~Every 45 minutes (peak direction)	~Every 120 minutes
2018 (Proposed)	Every 20 minutes (both directions)	No Change
2030 (Proposed)	Every 20 minutes (both directions)	Every 60 minutes

# Coastal Commission Conditions for Parking Plaza Implementation

## Condition 2: Transit Outreach by January 2016

- Transit info on airport website
- In-airport advertisement of transit options
- Coordinate marketing of Middletown/Airport shuttle with other agencies

## Condition 3: Progress Report on Transit Service, prior to opening parking plaza

- Coordinate with partner agencies to improve and evaluate transit linkages
- Coordinate with partner agencies in the development of the Intermodal Center
- Continue to work towards an Old Town Trolley connection



# Wide Range of Alternatives Studied



## Public Transit Enhancements

- Expanding and improving current Route 992
- Creating a 992 Rapid bus
- Creating a 992 Rapid and combining with other Rapid routes for expanded one seat rides to the airport
- Creating an Old Town Shuttle Route



## Middletown Trolley Connectivity

- Branding station "Airport"
- Improving pedestrian access beyond current SANDAG plan
- Creating a sense of arrival at station
- Branding and place making at shuttle stop
- Improving wayfinding along the route
- Enhancing service levels



## Other Transit Enhancements

- Extending and Expanding the Big Bay Shuttle
- Adding FlyAway style regional express buses with required remote parking

# Alternatives Studied and Rejected



- FlyAway style services would attract more riders than any other service in the I-5 and I-15 corridors, but would require major parking facilities; at least 500 (I-15) –750 (I-5) spaces to be successful.



- The Big Bay shuttle is a seasonal service that is not well equipped to serve the airport. It is designed as a waterfront connector and would compete poorly with hotel shuttles in the area.



- Major new Rapid Routes connecting the 992 route with either the 215 or 235 routes were studied. The 992-215 combination would be a high performing route, but implementation would be difficult due to the length of the route and complex funding arrangements.

# Recommendations

1. Improve marketing and wayfinding at the airport and through partner agencies
2. Maximize the opportunity for a quality connection at the Middletown Station
3. Improve existing 992 service both on and off the airport
4. Work with partners to encourage implementation of an Old Town Shuttle

# Limitations of Airport Funds

1. Can be used to fund improvements on airport for the benefit of airport passengers
2. All expenditures must be “directly and substantially related to the air transportation of passengers or property”
3. The airport can work with partner agencies to support grants or other funding for off airport transit improvements

# Improve Marketing and Airport Wayfinding



# Marketing Program Includes:

## Projects Under Airport Control

- Improve the airport's website to include enhanced descriptions of transit services, including the new trolley link, along with links to transit information, including the Google Trip Planner
- Provide information desks with quality information about transit services including schedules
- Add signage and wayfinding within the terminals, clarifying location of 992 bus and trolley connection stops
- Improve information at bus stops
- Tie the "Trolley to Terminal" marketing campaign to the January opening

## Projects to be Completed by Others

- Work with transit operators to include an "airplane" logo on key connection points on their maps, including Middletown Trolley Station and Santa Fe Depot
- Ensure that the new trolley to terminal connection is coded in Google Transit and is marketed by MTS along with the 992 bus connection

# Costs and Benefits of Marketing Program

- One time costs of about \$200K for signage and stop improvements on airport
- Partner agency costs for website enhancements and system map changes to be made at their expense as part of updating their public information
- Ridership increase from marketing alone expected to be approximately 12,500 annual riders; more if service improves



# A Quality Trolley Connection from Middletown is Essential

- Short term focus on providing clear information and pedestrian signage for January opening
- Consider rebranding the station as Airport/Middletown to enhance the sense of arrival at the airport
- Consider adding flight information kiosks at the station
- Improve the plan developed by SANDAG to enhance the pedestrian experience





# Enhancing the Connection— Short Term

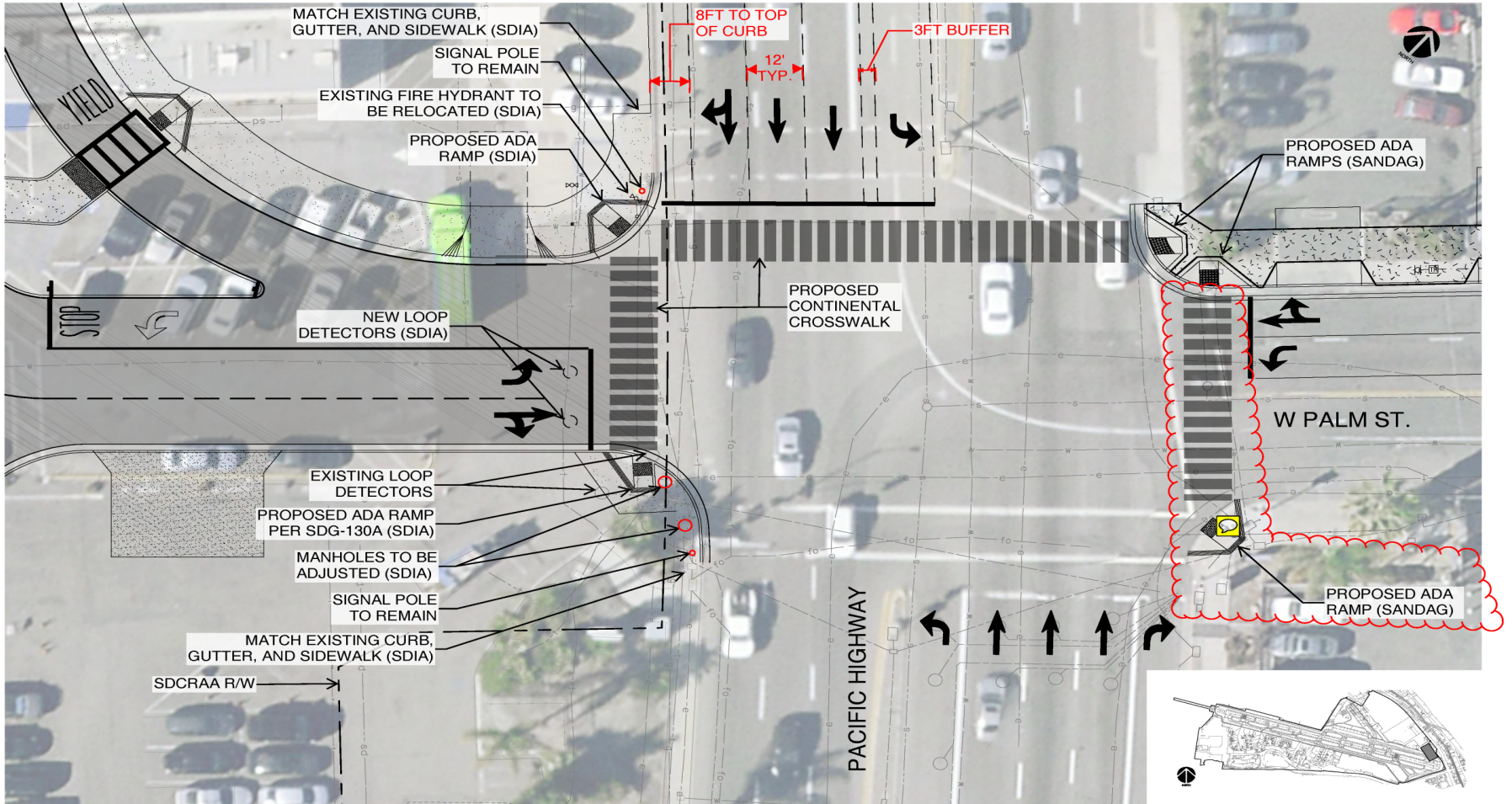
- Station branding (Airport/Middletown) and wayfinding pointing passengers to the airport
- Consider a “stencil” or other indicator in the sidewalk marking the path to the shuttle and to the station
- Ensure that shuttles run at least every 10 minutes throughout the trolley day
- Provide real-time arrival information for trolley and shuttle



# Potential Improvements to the SANDAG Design

- Modify the northwestern corner to include a sidewalk extension or “bulb-out” to reduce crossing length
- Reduce the radius of the corner from approximately 20 feet, to 10-15 feet, taking advantage of the multilane configuration of Pacific Highway and wide receiving lane on Palm for safe truck movements
- Provide ADA ramps on the northwestern corner, aligned to each crosswalk
- Create a pedestrian refuge or safety island
- Straighten the access road to avoid out of direction travel and improve sight lines





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# Costs and Benefits of an Enhanced Connection

- Short term costs of up to \$200,000 in signage and pathway improvements; majority of short term costs for rebranding the station
- Longer term costs of \$2M - \$4M in physical improvements to the SANDAG plan; highest costs include a pedestrian bridge across Pacific Highway intersection; costs would be largely partner agency responsibility
- Ridership increase of up to 300,000 annual transit trips to the airport





# Partner with MTS to Improve the 992

# Short term Improvements are Already Underway

In addition to enhanced marketing:

- Reduce travel times and increase reliability by stopping once at Terminals 1 and 2
- Upgrade amenities at airport stops including real-time information and off-vehicle fare payment



# Longer Term - 992 Rapid Service

- Improve reliability and reduce travel times by stopping only at Rapid Stops on Broadway and eliminating Harbor Drive stops
- Invest time savings in more frequent service
- Add service span to cover most airport hours
- Consider a unique “train to the plane” branding
- Longer term, consider combinations with other Rapids to create more one seat rides to the airport
- Market “car free visits” to San Diego on regional websites



# Costs and Benefits of Improving the 992



## 1. Short term:

- Up to \$225,000 on airport improvements in bus stops, installation of fare equipment, signage, and information
- Small ridership gain likely

## 2. Longer term:

- Up to \$5 M for new Rapid vehicles and improvements off airport; MTS to seek grants for off airport improvements
- Up to \$700K per year in MTS operating costs for improved frequency and service hours; partially offset by improved travel times and fares

- ## 3. Ridership gain of up to 75,000 per year (more if 992 is linked to another route)



# AN OLD TOWN SHUTTLE PROVIDES A CONVENIENT CONNECTION FOR COASTER AND MANY OTHERS

- Connects to Coaster and 11 bus routes including good service to UCSD, SDSU and USD
- Shortest trolley connection for shuttle, other than Middletown
- Specifically called out in Coastal Commission Condition 3
- Concerns about parking management, including overnight parking in the Old Town neighborhood



# Old Town Shuttle Considerations



## Parking

- Very sensitive issue with the neighborhood
- MTS operates a 600 car park and ride with mostly commuter parking; no current restriction on overnight parking
- AMTRAK requires some overnight parking



## Operator

- MTS has expressed interest in running an Airport route from here, but is concerned about parking and community relations
- Contract operator or airport could provide shuttle but parking issues remain



## Service

- Demand will increase with Coaster service increase
- Assume 15-30 minute all day service

# Costs and Benefits of an MTS/ Airport Shuttle at Old Town

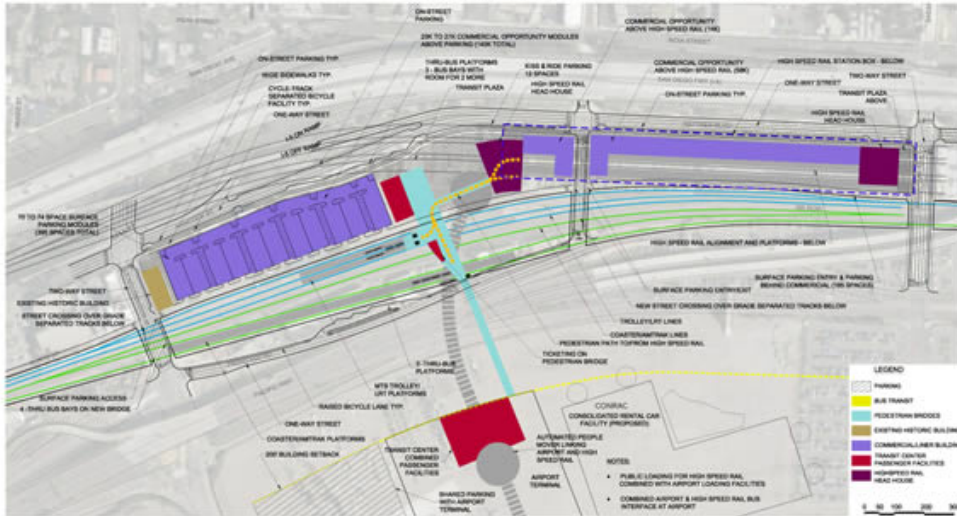
- About \$2M for new buses if additional coaches are needed; MTS would seek grant funds for vehicles
- On-going MTS operating costs of about \$1.2M/year offset by fares
- Parking management could add some capital and operating costs for MTS and City
- Added ridership of up to 150,000 per year, more if Coaster service is improved



# Long Term Potentials

## INTERMODAL TRANSPORTATION HUB - DRAFT With High Speed Rail Concept "B"

GRADE SEPARATION OF RAIL - ONE-WAY STREET SYSTEM - HIGH SPEED RAIL - COMBINED TRANSIT CENTER AT AIRPORT TERMINAL



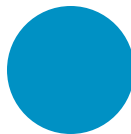
- Intermodal Hub
- FlyAway style service with parking

IBI Group  
SANDAG ITC  
August 12, 2010

**SANDAG** SITEPLAN



# Next Steps



## Refine

Work with staff and the Airport Transit Committee to refine alternatives acceptable to SAN



## Implementation

Develop a detailed implementation plan that gets SDIA and partner agencies for current conditions to fully implemented



## Funding Options

Identify potential funding opportunities for implementation including close coordination with agency partners



## Report

Prepare an annual update on progress towards implementation

# Timeline

