
CHAPTER 10 – MEETING THE GOALS AND OBJECTIVES

The goals and objectives formulated by the Ad Hoc Airport Regional Policy Committee were of utmost importance throughout the planning process. The goals and objectives formed guiding principles for the planning process, informed the development of alternatives, and facilitated the selection of the recommended development plan. This chapter revisits the goals and objectives and provides the manner in which the recommended development plan would achieve them.

10.1 Ground Transportation

Even at PAL2, the large majority of airport passengers will continue to drive private vehicles to the Airport. Therefore, it is critical that the roadway and parking systems be designed to accommodate driving passengers. To address the issues of traffic congestion in the airport area, the plan provides for more direct access to SDIA by auto and transit and sufficient parking to accommodate demand.

Direct I-5 access to the passenger terminal and development of the ITC address the ground transportation and intermodal facility goals.

The new access pattern would provide a more effective use of existing roads and would include direct access from I-5 to the passenger terminal. This access pattern would be designed to minimize traffic congestion on local arterials such as Laurel, Grape, Hawthorn and North Harbor Drive. The new parking facilities would be easily accessible from primary access roads and would accommodate appropriate levels of short- and long-term parking.

10.2 Intermodal Facilities

The ITC would be designed to encourage increased transit ridership in an effort to reduce automobile traffic by providing a single location for currently available and future transit modes. The degree to which the ITC will increase transit ridership depends on the implementation by SANDAG of the projects included in the *2030 RTP*. The facility would accommodate the parking requirements of passengers and employees of the Airport, rental car companies, and non-airport transit users.

While transit use in San Diego County is lower when compared to other cities of its size, a more convenient and robust system would encourage ridership, thereby removing cars from the road, reducing emissions, and creating a more sustainable transportation system.

10.3 Passenger Terminal

To enhance passenger convenience and comfort, the terminal layout was designed to create a seamless and efficient travel experience. Destination Lindbergh provides for appropriate levels of service for the curbside, security checkpoints, concessions and passenger holdrooms. It also provides for a positive passenger experience from the airport entrance to the terminal, through security and to the aircraft gate. The plan provides passengers and service personnel with the most convenient, efficient and flexible terminal arrangement for gates, as well as baggage and freight handling.

10.4 Airfield/Airspace

SDIA's single runway will continue to be its primary constraint. Although Destination Lindbergh is designed to improve ground access to the Airport, it does not address this critical airport limitation. Once the capacity of the runway is reached (estimated to occur between years 2020 and 2025), SDIA's airfield congestion will be an increasing problem for the Airport's overall operation and will have to be addressed.

Until that time, however, the Destination Lindbergh plan would combine all airport terminal and airside functions (for example, movement of people and cargo) in a configuration that allows each function to be performed efficiently. It also provides flexibility to respond to future aircraft types, emerging technology and industry trends. Destination Lindbergh is designed to allow SDIA to continue operating safely.

10.5 Environment

Recognizing the importance of the environment, Destination Lindbergh incorporates best practices of environmental stewardship. In minimizing traffic congestion, the plan helps minimize greenhouse gas emissions. Sustainability best practices (e.g., recycling programs, encouragement of

While the recommended development program does not address the anticipated shortfall in airfield capacity expected to occur between 2020 and 2025, it does provide an ideal configuration for the remaining Airport functions to operate efficiently.

alternative-vehicle usage and energy conservation measures) should be employed in all future development projects. Each new project component envisioned within Destination Lindbergh, no matter the magnitude, should be subject to a sustainability review to minimize potential environmental impacts.

10.6 Financial

To make the plan financially viable in both the short-, intermediate-, and long-term, it is envisioned in three major phases. The phases leverage transportation assets existing at that time and maximize existing funding resources through appropriate facility planning. It is anticipated that some elements of the first phase could be operational by approximately 2015 to 2020, with later phases being developed as demand warrants and funding becomes available.

10.7 Regional Development – Greater San Diego County/Southern California

An important goal of Destination Lindbergh is to leverage SDIA to provide major direct and indirect social and economic benefits to San Diego County and the Southern California region by encouraging air service, in particular to international destinations, to support and grow the regional economy. Each part of the plan is intended to help fulfill this goal.

The implementation of the recommended development plan will increase the attractiveness of the San Diego region for tourists, which is critical as tourism is the third largest revenue generator for the San Diego County economy. By providing greater convenience, more transportation options and better regional connectivity, an ITC would enhance the San Diego County visitor experience, serve the visitor industry and add to the region's unique attractiveness. The ITC would also be instrumental in attracting more conventions to the region by providing an improved transportation system and increased capacity and convenience.

In addition, the ITC will provide improved surface transportation access to Southern California destinations and

The implementation of the ITC would provide improved surface transportation access to both the Airport and other Southern California destinations.

transportation facilities to support San Diego County's economy and quality of life.

10.8 Regional Development – Downtown/Convention Center/Adjacent

The planned improvements should use context sensitive architectural design and landscaping to soften any potential visual impacts associated with the recommended development program.

Destination Lindbergh recognizes that the Airport is an important part of the fabric of central San Diego. Therefore, the plan seeks to integrate the Airport, through context-sensitive urban design, into the central San Diego area, including downtown, Little Italy, the waterfront, the Convention Center, the Embarcadero and harbor areas. Recognizing the importance of scale between airport facilities and surrounding communities, future improvements should use architectural building design and landscaping to soften the visual impacts of airport facilities.

10.9 Conclusion

The analysis demonstrates that Destination Lindbergh meets the goals and objectives established by the Ad Hoc Policy Committee. Accordingly, the vision of Destination Lindbergh is to:

- Provide an opportunity for increased transit ridership, including access to SDIA and within the region, with a new intermodal station
- Assist in mitigating traffic impacts and reducing greenhouse gas emissions by shifting passenger access to the north side of the Airport
- Prepare for long-term Airport build-out, optimizing operational capability within the given airfield and property constraints

It is recommended that more detailed facility planning and financial analysis be conducted on the Destination Lindbergh recommended development program. During detailed planning, the actual facilities needed should be more closely evaluated, with the intent of minimizing development costs to improve affordability. In addition, it is expected that detailed planning could yield significant improvements to the concept, enhancing the customer experience and overall functionality.