



**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S **GO.**

# Airport Transit Plan

Transit Alternatives

April 2015



# Today's Objectives

1. Review Key Corridors
2. Agree on Alternatives for Future Study
3. Identify Benchmarks for Realistic Transit Mode Share



Short Trips, I-5 corridor are Key

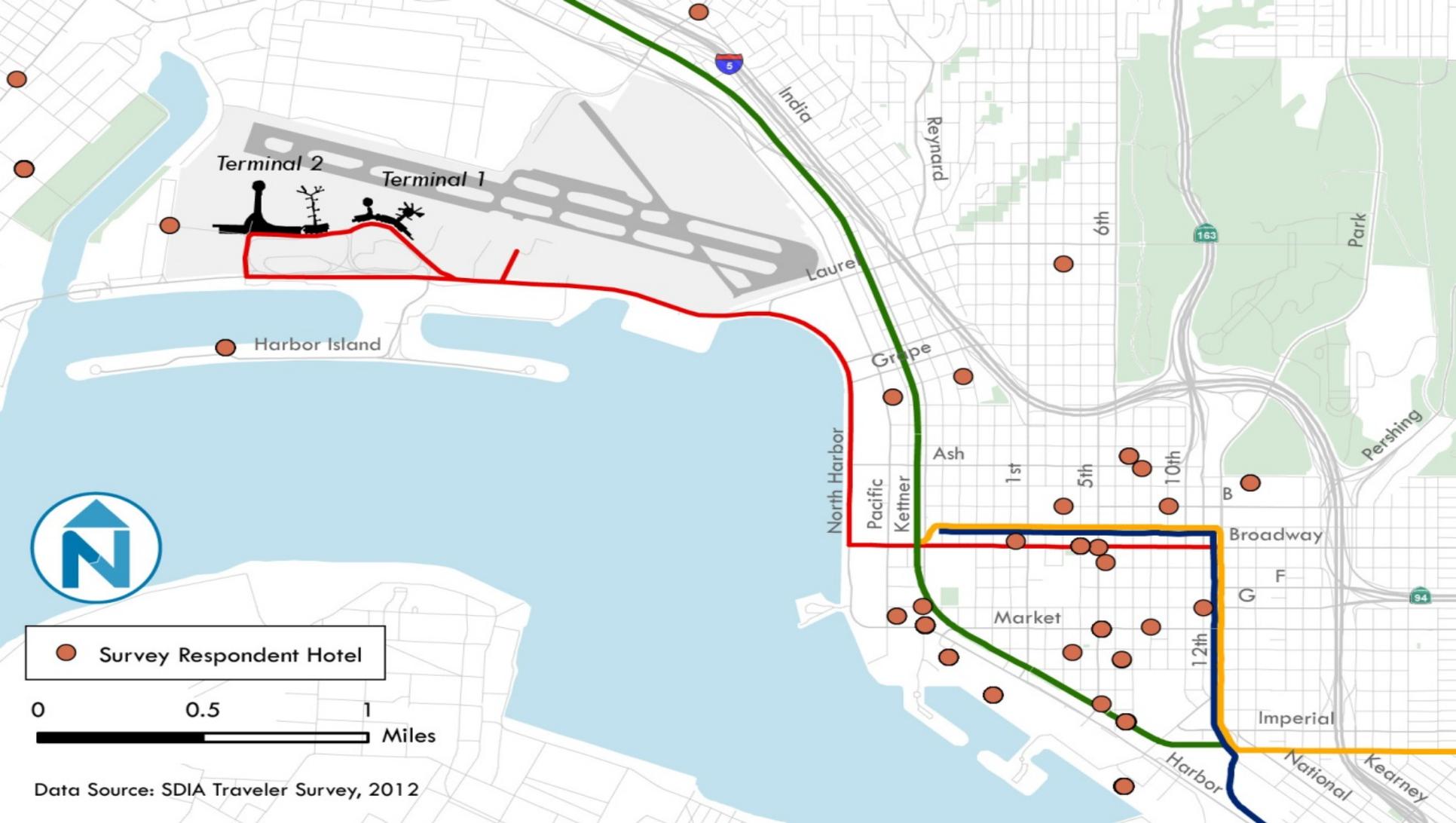
Trolley/Coaster Connections Critical to Extend Transit Reach in Other Corridors

Trip Origins and Destinations – all traveler trips combined.

# Visitor Trips are Particularly Short-Distance Focused

Yet, many trips are difficult to make on transit today.





● Survey Respondent Hotel

0 0.5 1 Miles

Data Source: SDIA Traveler Survey, 2012



# Not Every Airport Trip is a Potential Transit\* Trip

\*Transit = Fixed route service including public transit and fixed route shuttles.

# Different Markets Behave Differently



## Residents

Transit competes with driving and parking. For short trips, parking at SAN can be inexpensive, especially off-airport.

Travel time, convenience, and reliability are key.



## Visitors

Transit competes with TNCs, taxis and rental cars. Mode choice dependant on visitors need for a car during their visit.

Ease of understanding and confidence in service are key.



## Employees

Transit competes with driving and parking. Transit works best as part of an overall demand management strategy.

Shift work, travel time, frequency, reliability, and cost are key.

# Improving Information is Key



## Enhance Route 992 to Create a Rapid Service

Improve the existing service first:

1. 15-minute service 7 days/week.
2. Reduce travel times and increase reliability by stopping once at Terminals 1 and 2, eliminate Commuter Terminal stop, and eliminate Harbor Drive stops. Stop only at Rapid stops on Broadway.
3. Upgrade amenities at airport stops including real-time information and off-vehicle fare payment.
4. Rebrand service with the MTS Rapid Brand.



## Other Potential Improvements to Route 992

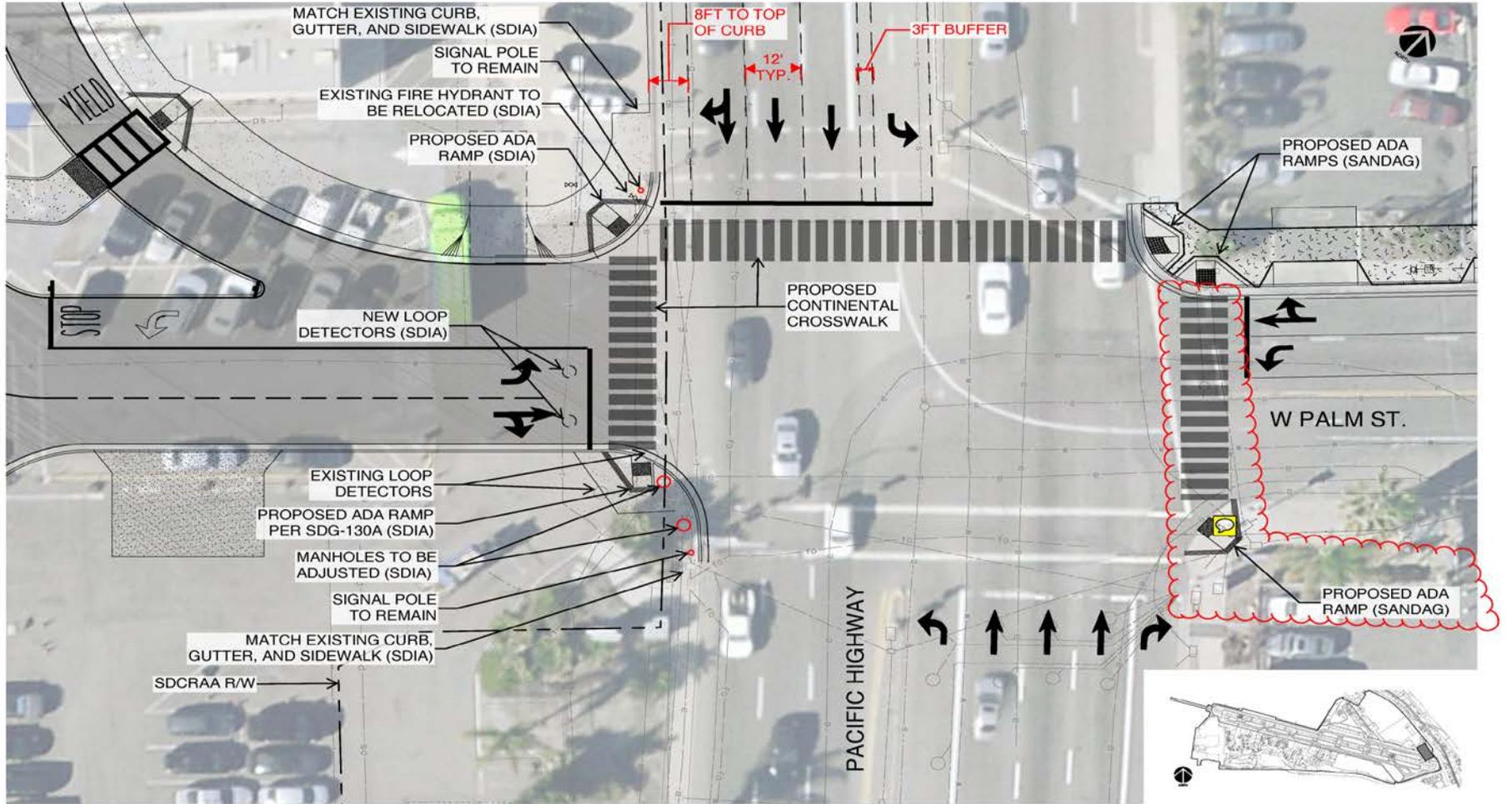
1. Slightly longer spans to match shift times; ideally with longer trolley hours. First arrival at airport by 5 AM, last departure about midnight.
2. Combine with Rapid Route 215 or 235 to provide a one-seat ride from El Cajon Boulevard or I-15 corridor.
3. Consider a unique “train to the plane” branding.
4. Market “car free visits” to San Diego on airport and MTS websites.



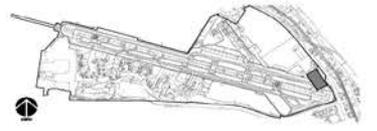
# A Quality Trolley Connection Creates a Sense of Arrival

1. Improve the plan developed by SANDAG to enhance the pedestrian experience.
2. Provide clear information and pedestrian signage along connection route.
3. Consider rebranding the station as “Airport/Middletown” and enhance the sense of arrival at the station.
4. Consider adding flight information or boarding pass kiosks at the station.
5. Add connection information to MTS web and map info.





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## Improving the SANDAG Proposed Design

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



## Other Ways to Enhance the Connection

1. Enhanced branding/sense of arrival.
2. Maximize wayfinding in the station and in the airport.
3. Consider a “stencil” or other indicator in the sidewalk marking the path to the shuttle and to the station.
4. Ensure that shuttles run at least every 10 minutes throughout the trolley day.
5. Provide real-time arrival information for trolley and shuttle.



## As COASTER Improves, an Old Town Connection Will Be Important

1. Connects to COASTER and 11 bus routes including good service to UCSD, SDSU and USD.
2. Short connection for shuttle.
3. Requires further study of parking management at this location.



# Extend/Expand Big Bay Shuttle

1. Lack of transit connectivity to Harbor area is a significant gap.
2. Current Big Bay Shuttle does not serve airport and does not encourage airport connections.
3. Planned extension to Kona Kai Resort and Marina on Shelter Island brings shuttle very close to the airport.
4. Add a stop to serve Gas Lamp District hotels and provide additional connectivity.
5. Currently seasonal – could be expanded to year-round and extended to serve airport.



# Regional Express Services - FlyAway



# LAX FlyAway Key Attributes

\$8-10

## Fares

Fares are designed to cover operating costs. Some routes are more successful than others.

2,500

## Parking

2,500 spaces at Van Nuys, the most successful FlyAway other than Union Station.

\$4-6

## Priced Parking

Cost of parking at current Van Nuys and Union Station respectively. Paid parking requires additional parking management.

750

## Parking

Even the largest Caltrans parking lot in the I-5 corridor (150 spaces) would not provide adequate parking to justify frequent FlyAway style service. A minimum of 750 spaces would be needed.

TDM

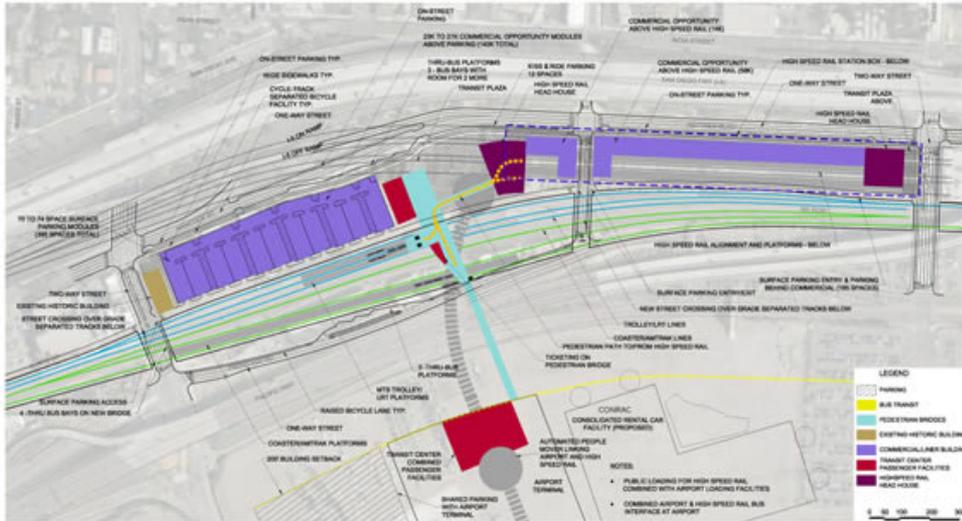
## Employees

Employees are eligible for subsidies for frequent use.

# Longer 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



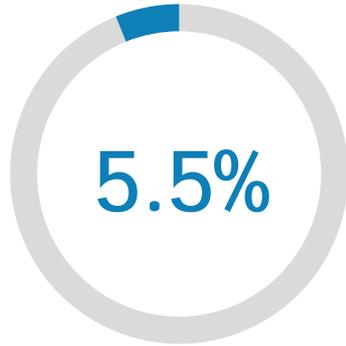
- Intermodal Hub

IBI Group  
SANDAG ITC  
August 12, 2010

SANDAG SITEPLAN



# What is a Reasonable Mode Share\* Goal?



## Current

While only about 2% of airport trips are made on the 992 service today, over 5% of all trips are made on a fixed route shared ride service of some kind.



## Short Term

Improving the existing service, including branding and marketing and upgrading the 992, could increase the fixed route shared ride mode share to about 9%.



## Longer Term

A more fully integrated and enhanced program could nearly double the number of fixed route trips to over 10% of airport trips.



## Adding an Employee Demand Management Program

Adding an employee TDM program including transit subsidies could further increase the fixed route mode share.

# Policy Questions Remain

Before we can refine the alternatives, policy questions should be resolved:

 Roles and Partnerships

 Funding

 Control and Management

# Next Steps



We continue to refine the alternatives to determine which options provide the biggest return (RIDERSHIP) for the investment (CAPITAL AND OPERATING COSTS).



## Refine

Work with staff and the Airport Transit Committee to refine alternatives.



## Ridership

Develop realistic ridership estimates for improvement packages with an understanding of airport markets.



## Cost Benefits

Evaluate one-time and on-going costs against ridership benefits.



## Implementation

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

# Timeline

