



MEMORANDUM

To: Ted Anasis, San Diego Airport
From: Bonnie Nelson
Date: January 14, 2015
Subject: Transit/Roadway Committee Meeting Summary January 14, 2015

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. Transit/Roadway Committee Role

The Transit/Roadway Committee will provide review and support for the airport's Transit Master Plan process.

3. Study Goals and Committee Involvement

See attached

4. Existing Transit Conditions (presentation available on web page)

Bonnie Nelson presented findings from the Existing Conditions Report. Key findings include:

- a. Currently about 2% of all trips to or from the airport for all purposes are made on public transit. Looking at all fixed route transit services, including fixed route vans operated by private operators and specific developments, about 4% of all

trips are on transit. Including non-scheduled shared ride services increases that total to 9% of all trips.

- b. A large share of passengers come from homes or hotels within a short ride to the airport. Short trips, especially connectivity to the trolley system is the largest market that could be served by transit, regardless of the type of trip.
- c. The next largest share of riders comes from the I-5 corridor.
- d. Existing transit services are relatively poorly situated at the airport, are difficult to find and navigate and do not offer quality information, marketing or amenities to maximize ridership.
- e. Plans to provide connecting service to the Palm Ave. trolley station and improvements to the COASTER service have the potential to improve transit access over time.

5. Airport Peer Review (presentation available on web)

Bonnie Nelson presented the Airport Peer Review. Key findings include:

- a. There is no consistent data base of transit ridership or definition of “transit” among airport peers.
- b. Peer airports did not include those with rail service to the terminal, as this major investment is a very different transit environment than those with connecting shuttle or bus service.
- c. SAN’s transit mode share (all fixed route services) of 4% and total shared ride mode share of 9% is consistent with the peer group.
- d. Airport employees are most influenced by transportation demand management programs including parking charges, transit subsidies and the cost, frequency and the availability of transit service over a long service day.
- e. Airport passengers are much less price sensitive, and are influenced primarily by convenience, frequency and directness of service.
- f. Connecting shuttle services are successful if they can provide a sense of arrival at the airport where the connection is made.
- g. Peer airports with the highest transit ridership rely on a combination of both public transit and private services. LAX FlyAway and Indianapolis’ Go Shuttles are examples of private fixed route services that are considered successful models.
- h. Peer airports with the highest transit ridership are located in places where visitors can complete their visit without a car.
- i. Consider impacts of the airport’s developing TNC policies on transit demand/ridership.

6. Discussion of Key Corridors and Potential Service Models

The group identified a number of short and longer term improvements to be further analyzed. At this point, these are simply concepts for consideration.

Short Term Improvements

- a. Consider adjustments to the current 992, including converting the 992 to a Rapid route, reducing and relocating stops at the airport, improving stop amenities and information, provide real time information and off board ticket sales.
- b. Improve wayfinding as part of overall airport wayfinding project.
- c. Consider a direct connection between the airport and the Old Town Station either as a supplement or alternative to the 992. This would require parking management for State Park's parking.
- d. Consider connections to the Little Italy Trolley stop.
- e. Consider extending and expanding the Harbor Area shuttle which currently operates in summer only and does not serve the airport.

Longer Term Improvements

- a. RCC opening will create opportunities for connections to Palm Station. Consider renaming the station to include Airport in the name, as well as maximizing sense of arrival and information available for arriving at that station. This will be critical, since there will be a walk of about a block required to catch the shuttle.
- b. Consider ways to increase capacity/frequency on that shuttle connection. Consider the impacts on 992 and other connections when that option comes on line.
- c. Consider FlyAway style service in I-5 corridor, with potential to extend to other corridors. Look at potential parking locations. New multimodal center to be built by Caltrans at Manchester opening in 2018 may be ideal location because of direct freeway access. Work with Caltrans to identify appropriate parking locations.
- d. Consider other potential shuttles for shorter distance trips especially to hotel clusters that are not well served by current routes.
- e. Consider additional long term improvements that could be associated with a fully developed Intermodal Center (Very Long Term).
- f. Consider long term potential alignments for direct rail service to airport, if feasible (Very Long Term)