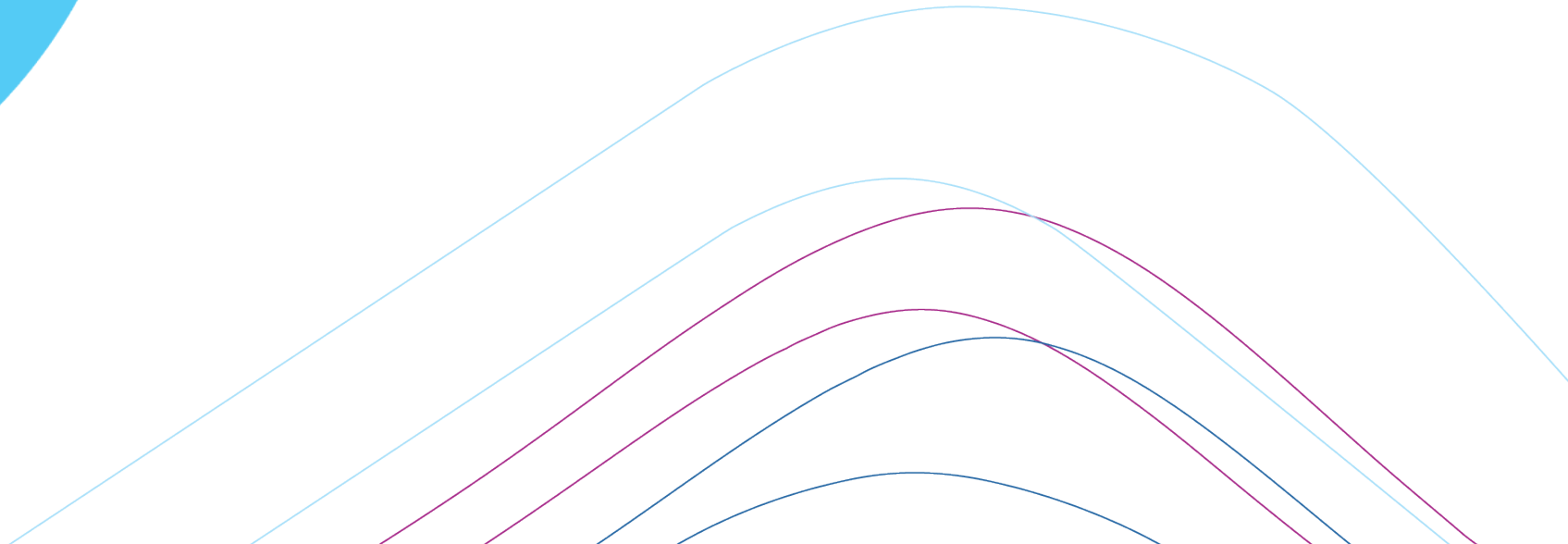




COMPREHENSIVE
MULTIMODAL
CORRIDOR PLAN

Community Roundtable

December 8, 2020



Virtual Meeting Guidelines

- This meeting will be recorded
- Please type your name and organization into the Zoom display
- Please mute yourself if you are not speaking
- To be called on to speak, use the "raise hand" function or type in the chat box
- You may share comments via the chat box, which also will be recorded

Purpose of Meeting

Purpose of Meeting

- Increase familiarity with Central Mobility Hub project
- Increase familiarity with Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan
- Learn about concurrent plans and development in your communities
- Discuss possible opportunities and concerns related to projects
- Gather input on what your communities would like to see
- Refine plan for upcoming public workshop

Agenda

- Central Mobility Hub project overview
- Community updates
- Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan presentation
- Open discussion and feedback
- Next steps

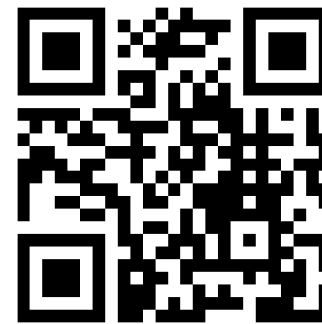
Interactive Input

- We will be using an interactive app to gather input
- Go to www.Menti.com and type in code:

82 71 20 2

or

use QR code below



Central Mobility Hub Project Overview

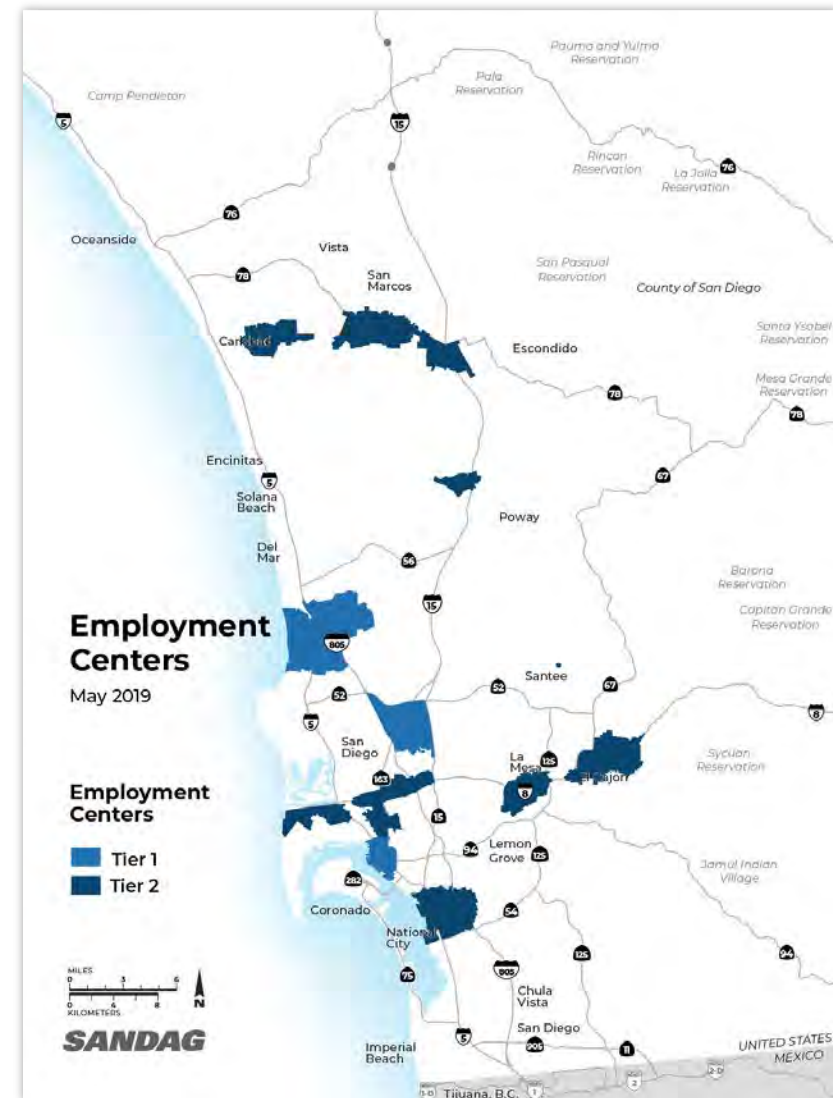


Central
Mobility
Hub
and connections



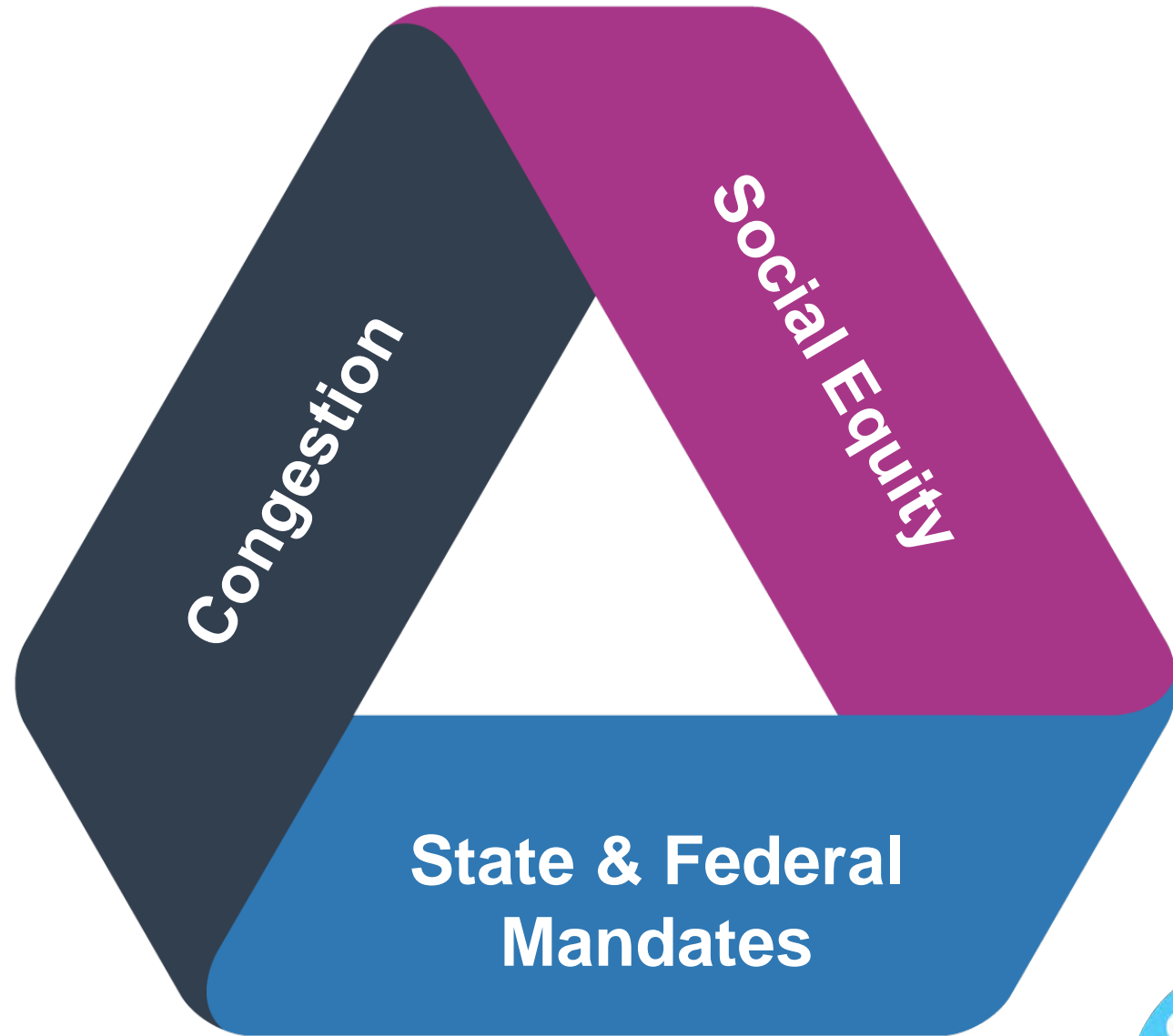
A Vision for the 2021 Regional Plan

Where people live and work



Three Challenges

Reduce congestion
Improve social equity
Meet state and federal mandates –
to be *faster, fairer,*
and *cleaner*



5 Big Moves

Next OS

Enabling
technology

Complete Corridors

Backbone of a
multimodal system

Flexible Fleets

First and
Last mile
options

Transit Leap

Quality transit
alternatives to
automobiles


Mobility Hubs

Connection and transfer points

SANDAG

Caltrans



An aerial photograph of a coastal region, likely in the Pacific Northwest, showing a proposed transit network. The network is highlighted with thick purple lines for the main corridor and thinner yellow and pink lines for branches. The network runs along the coast and into the inland areas. Two airport icons are visible: one near the coast and one further inland. The background is a detailed aerial view of the terrain, including mountains and forests.

A Bold New Vision

Fast, Fair, Clean

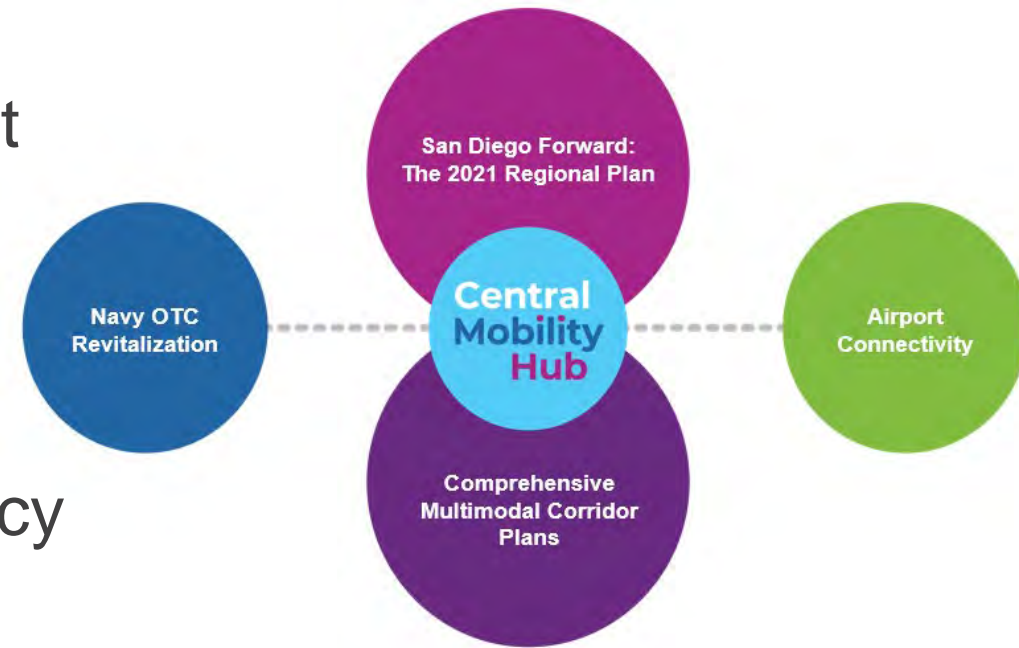
Central Mobility Hub Vision

- Improve public transportation access to San Diego International Airport
- Improve traffic flow within community
- Improve connections to public transportation for bicycles and pedestrians
- Create a safe, clean, and inviting space for the community to gather



Central Mobility Hub Project Background

- Airport Connectivity Subcommittee
 - Developed four concepts for improved airport connectivity
- Navy Old Town Campus Revitalization Project
 - SANDAG and Navy working together to explore redevelopment opportunities
 - Navy Old Town Campus one location in consideration for Central Mobility Hub
- Memorandum of Understanding for interagency collaboration
 - Signed by City of San Diego, Port of San Diego, San Diego County Regional Airport Authority, and SANDAG



Airport Connectivity Concepts

Concept 1: Central Mobility Hub at Navy Old Town Campus (tunnel)



Concept 2: Central Mobility Hub at Navy Old Town Campus (above grade)



Airport Connectivity Concepts

Concept 3: Central Mobility Hub at Intermodal Transit Center (above grade)



Concept 4a/4b: Trolley Extension



Community Updates

Community Updates

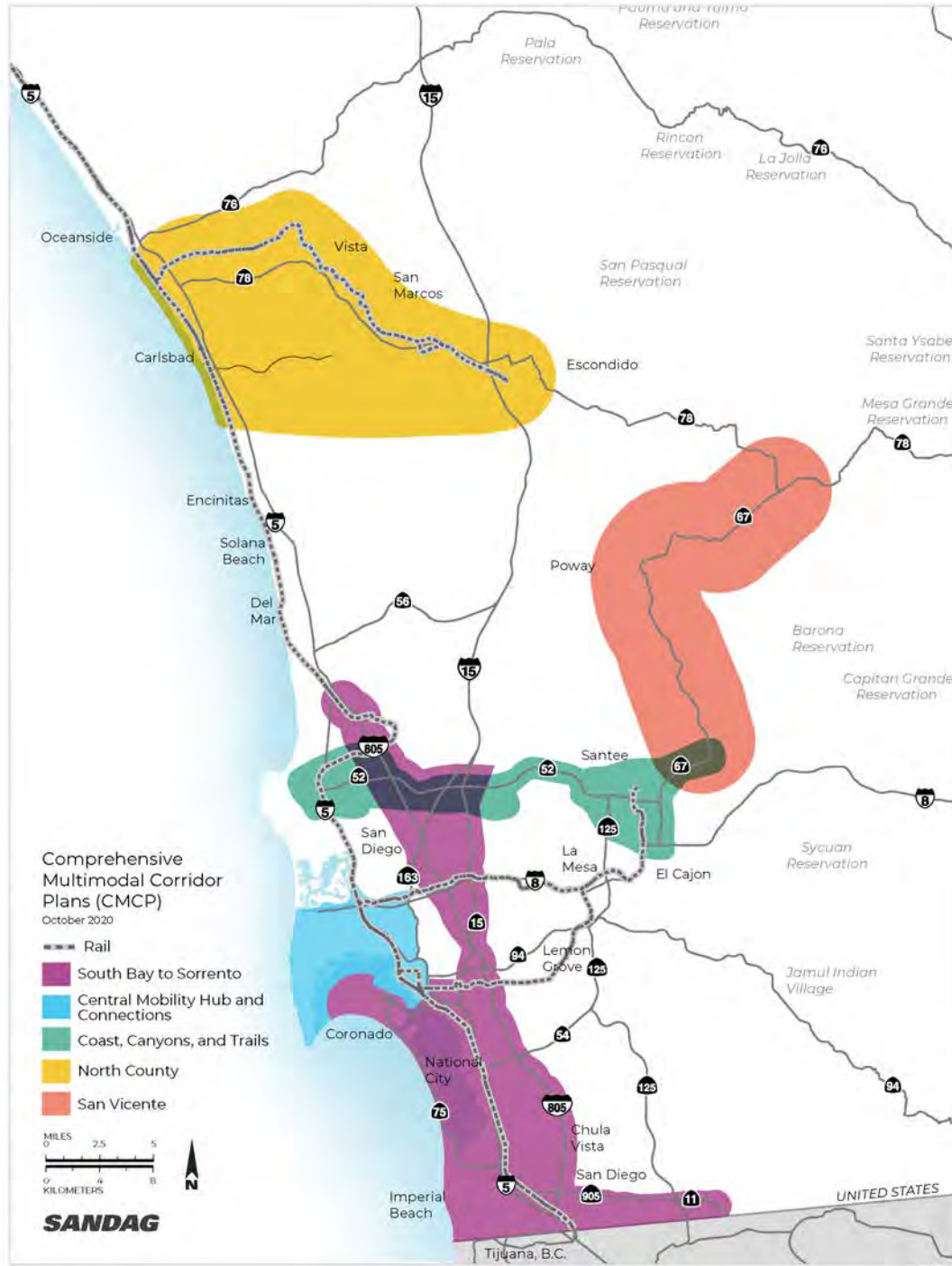
- San Diego City Council District 2
- Midway-Pacific Highway
- Old Town San Diego
- Uptown
- Peninsula Community
- Ocean Beach
- San Diego County Bicycle Coalition
- Circulate San Diego
- Naval Base Point Loma
- Brookfield Properties

Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan



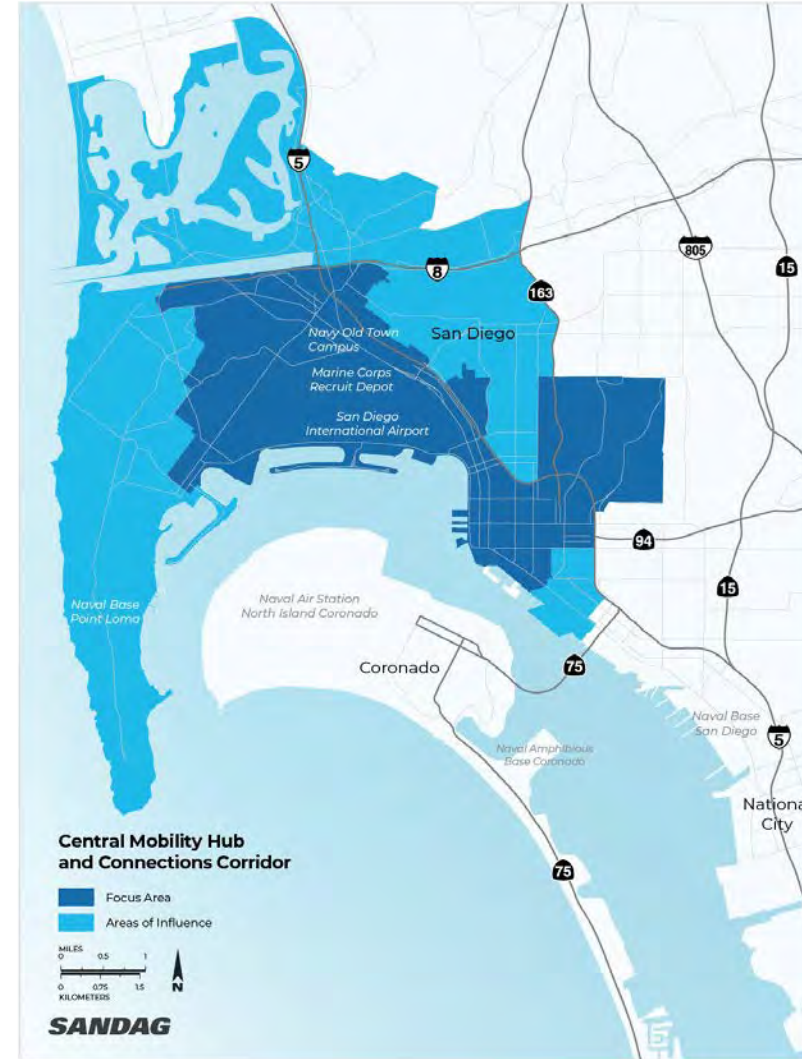
Central
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Comprehensive Multimodal Corridor Plans – Phase I



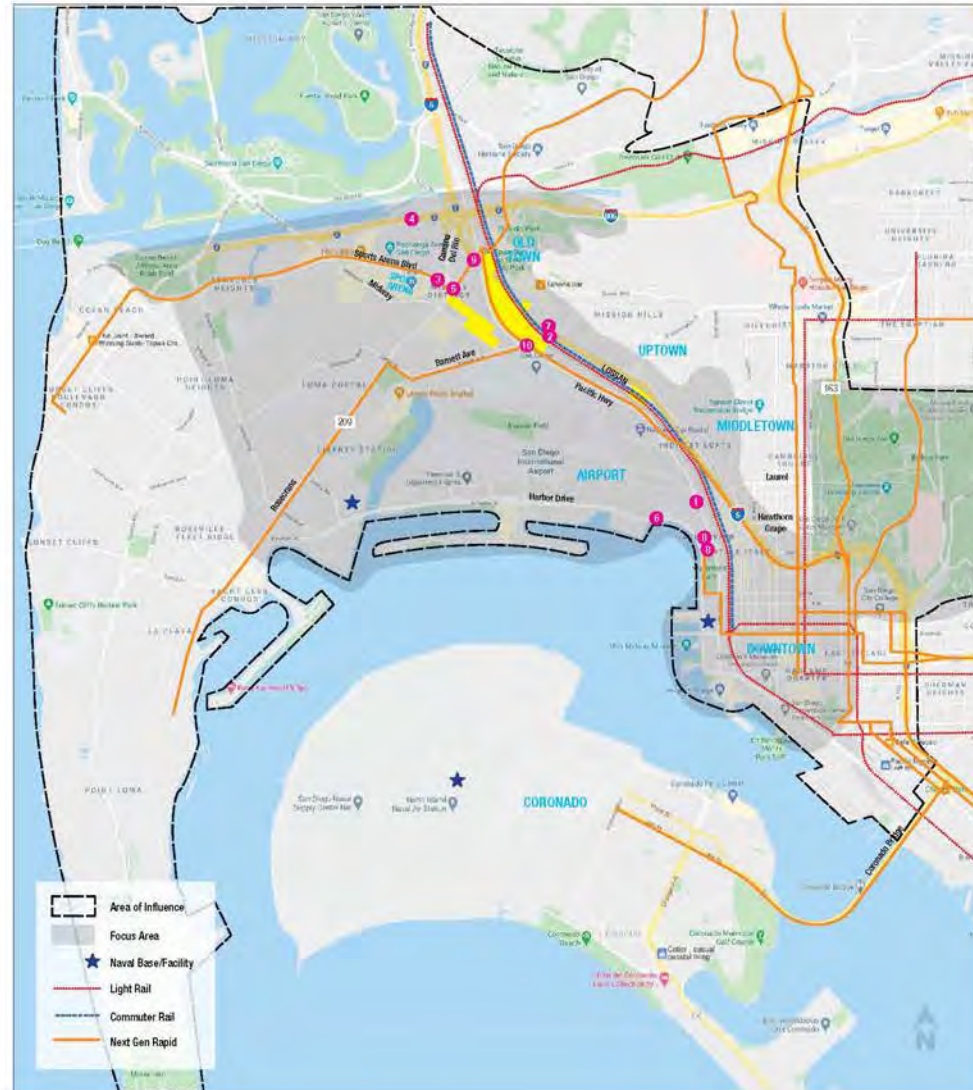
Central Mobility Hub and Connections Corridor

- Plan will focus on Central Mobility Hub project area and surrounding communities
 - Central Mobility Hub design concepts and potential locations
 - Multimodal connections linking Central Mobility Hub to surrounding communities
 - Transportation improvements
 - Environmental improvements



Study Area and Multimodal Connections

- 1 Pacific Highway/Laurel
- 2 I-5 North and South Ramps
- 3 Sports Arena/Pacific Highway
- 4 I-8 between Sports Arena and I-5
- 5 Rosecrans/Sports Arena/Camino Del Rio
- 6 Laurel/Harbor Drive
- 7 I-5/Hortensia Street
- 8 Grape/Hawthorne (between Pacific Highway and Harbor Drive)
- 9 Old Town Interchange
- 10 Barnett/Pacific Highway



Milestones and Timeline

Fall 2020 – Winter 2020/2021	• Develop Central Mobility Hub (CMH) alternatives
December 8, 2020	• Community Roundtable 1
January 14, 2021	• Public Workshop 1
Early 2021	• Evaluate multimodal connections to CMH alternatives
Spring 2021	• Community Roundtable 2
Spring 2021	• Public Workshop 2
May 2021	• Prepare CMH and Connections CMCP Draft Report
July 2021	• Submit CMH and Connections CMCP Final Report

References for the Planning Process

- Midway-Pacific Highway Community Plan (2018)
- Midway-Pacific Highway and Old Town Communities Mobility Report (2017)
- Midway-Pacific Highway and Old Town Mobility Element Updates TIS (2018)
- North Harbor Drive Mobility and Access Study (2018)
- San Diego Forward: The 2019 Federal Regional Transportation Plan (2019)
- Downtown San Diego Mobility Plan (2016)
- Airport Connectivity Analysis (2019)
- San Diego International Airport Master Plan (2020)
- Port Master Plan Update (2020)

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Central Mobility Hub Location

- Two locations in consideration:

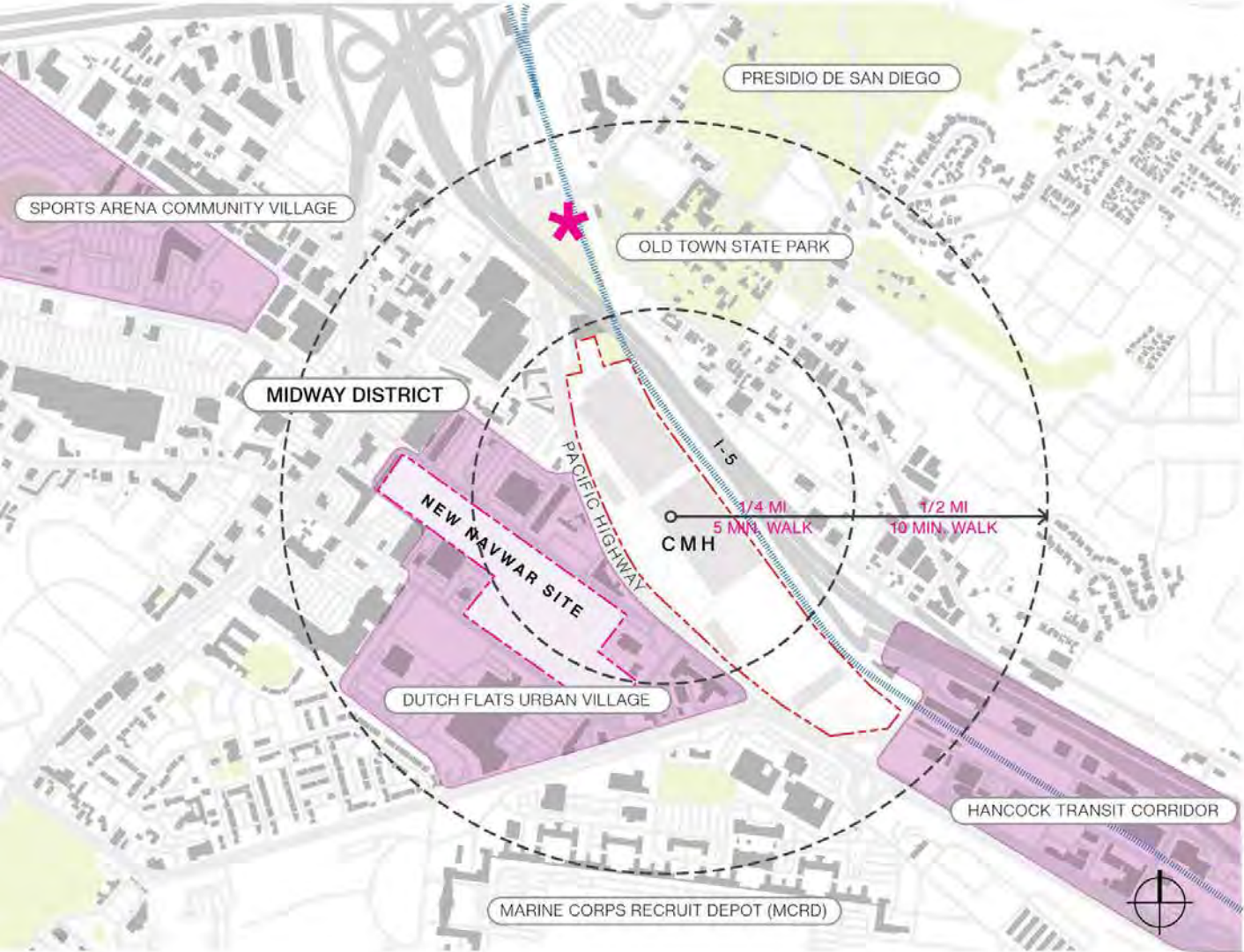
Navy Old Town Campus



Intermodal Transit Center



Existing Conditions Map



Context:

Located on the current (or former) NAVWAR Old Town Complex in San Diego, the site is approximately 48 acres for the primary property abutting the 5 fwy and 24 acres for the future NAVWAR facilities site located across PCH to the SE.

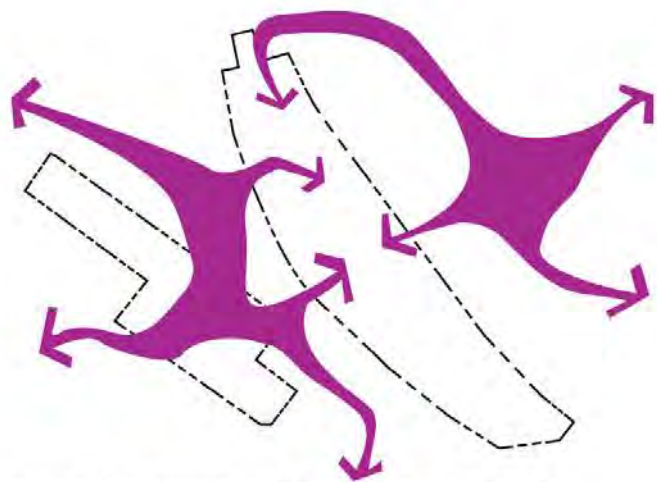
The Central Mobility Hub (CMH) has the potential to become a key connector between existing and future planned urban villages. The Midway Community Plan identifies three new urban villages within a 1/2 mile, or a ten minute walk to the CMH. The CMH site also is just 3 miles, or a six minute drive to the San Diego International Airport. The NE of the site touches the edge of the historic Old Town State Park and neighborhood.

While the CMH site is ideally situated within close proximity of established and new neighborhood districts and employment centers, it's former occupation as a secure government facility combined with a rail corridor and wide and heavily trafficked vehicular arterial along its edges creates an 'island' effect – essentially making limiting permeability into the site and creating connectivity challenges that need to be addressed.

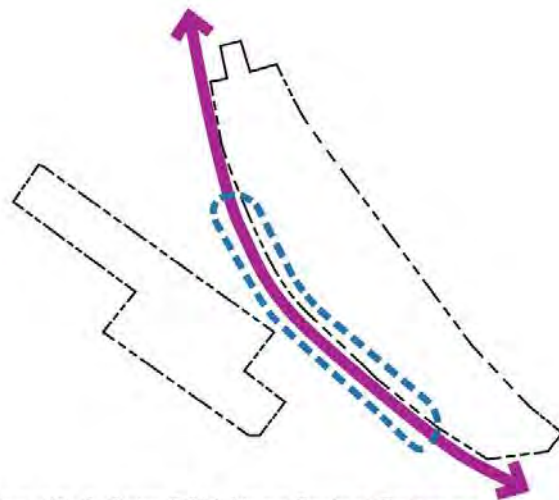
Legend:

- Project Site
- Old Town Transportation Center
- Rail Corridor
- Buildings
- Parks & Open Space
- Midway Community Plan Urban Villages

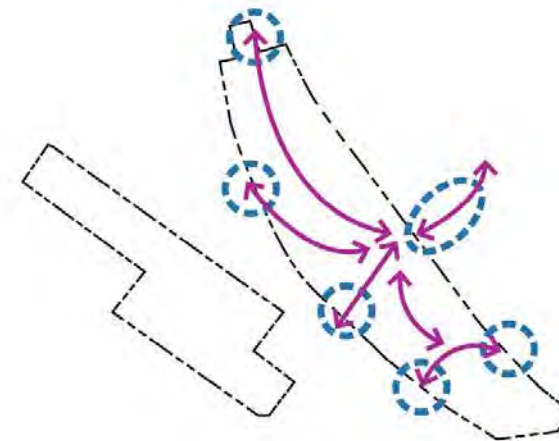
Urban Design and Placemaking Strategies



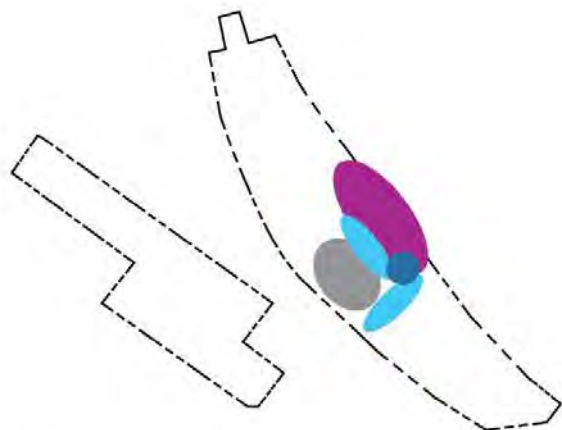
1. Connect CMH to (Current & Future) Neighborhoods



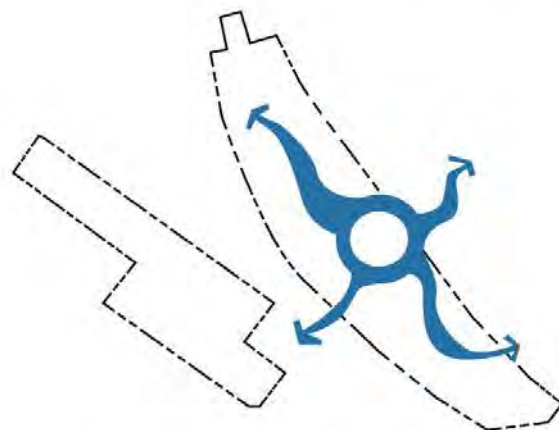
2. Beautify & Calm PCH Along Project Entrance



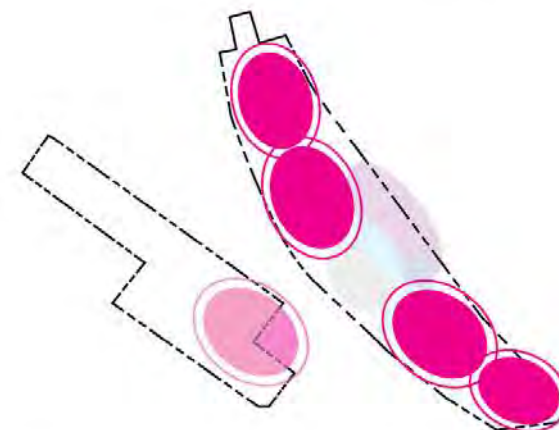
3. Confirm & Define Primary Movement Routes & Gateways



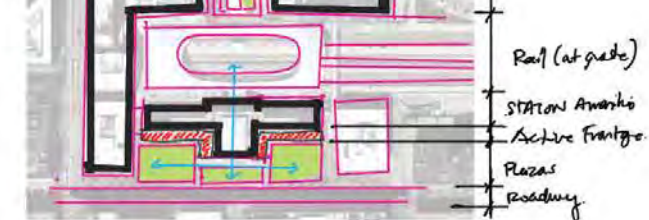
4. Maximize Synergistic Benefits



5. Establish a Public Open Space 'Heart' & 'Arteries'



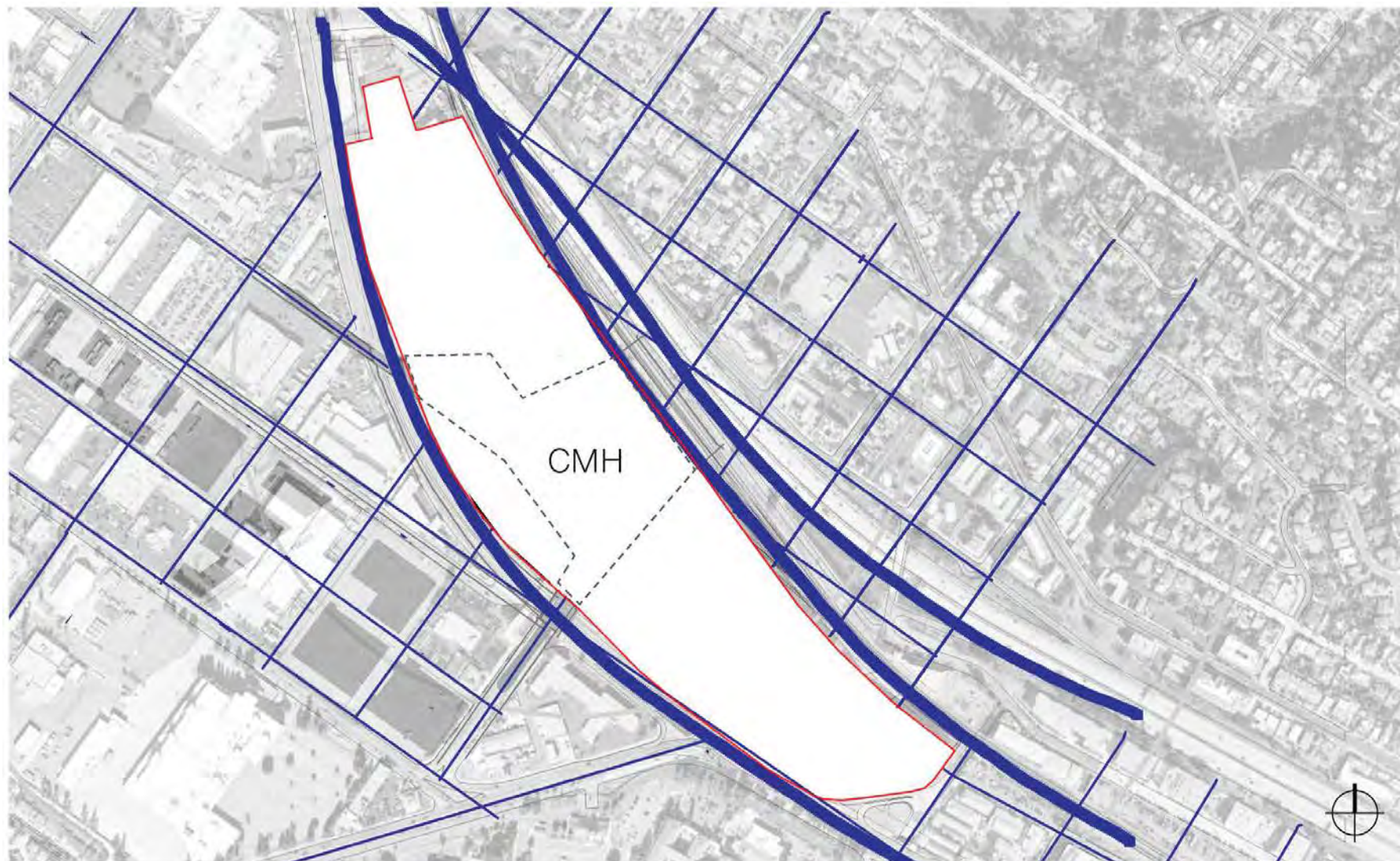
6. Ensure Compatible Adjacent Mixed-Use Development



Denver Union Station (DUS) makes an ideal case study because its planning and design strikes a harmonious balance between:

- integrating into its existing downtown urban fabric;
- preserving and adaptively re-using historic architecture;
- seamlessly combining and transferring between various modes of travel;
- supporting new mixed-use adjacent development;
- and creating public spaces people want to be (regardless of their transit needs).

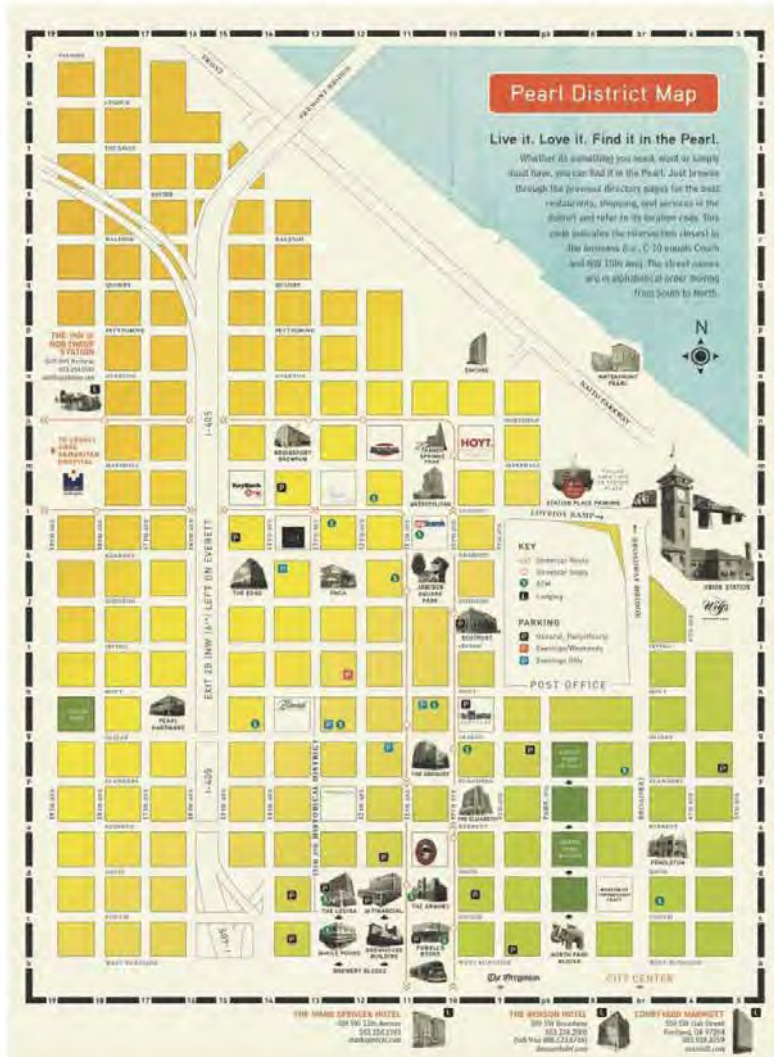
Existing Urban Grid and Transportation Centers



After highlighting and/or extending the existing grid, it's obvious where the key connections would occur on the site if it were not for the three (3) major transit barriers on either side – those being I-5, Rail ROW and PCH.

This presents an interesting challenge and opportunity for the entire site to function both as an internal 'island' development – fully acknowledging the constraints of its location and context – and at the same time, looking for ways to 'break' down those barriers (physically and metaphorically) in order to become the very glue that binds the Old Town and Midway communities together.

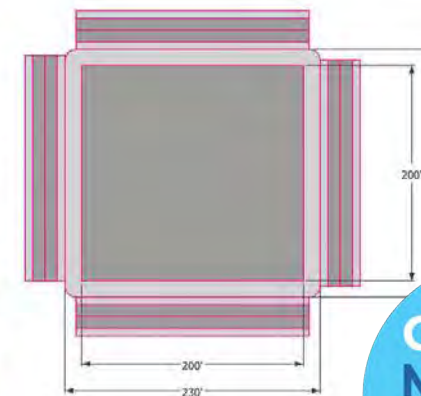
Case Study: Portland, Oregon



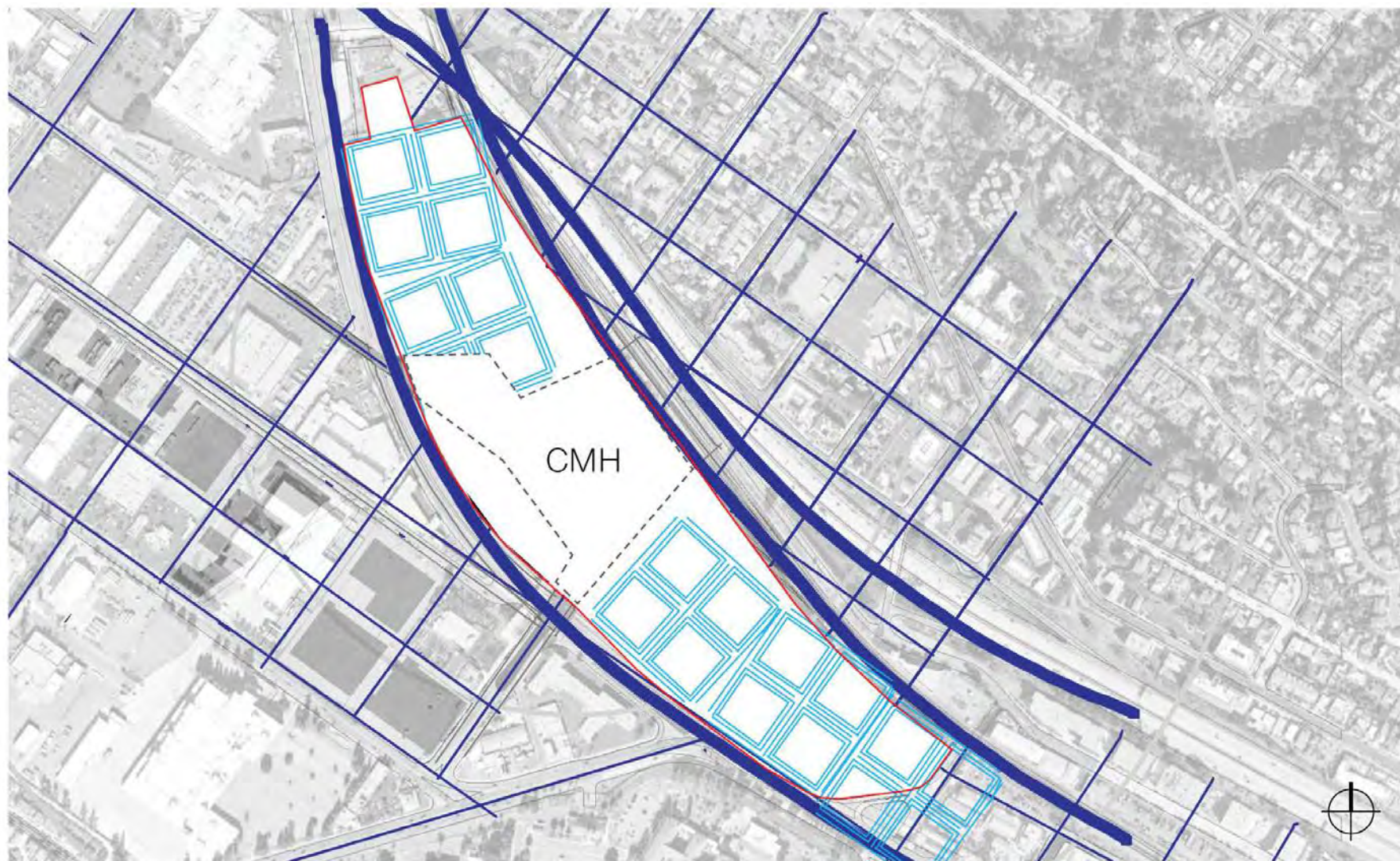
Human-Scaled & Walkable

Given the long N-S and narrow E-W orientation of the site, going with a smaller block footprint creates an opportunity for including an internal, pedestrian-oriented street. Shorter blocks also mean more places for pedestrians to cross and a smaller, more connected feeling for the walker, both of which encourage more pedestrian movement.

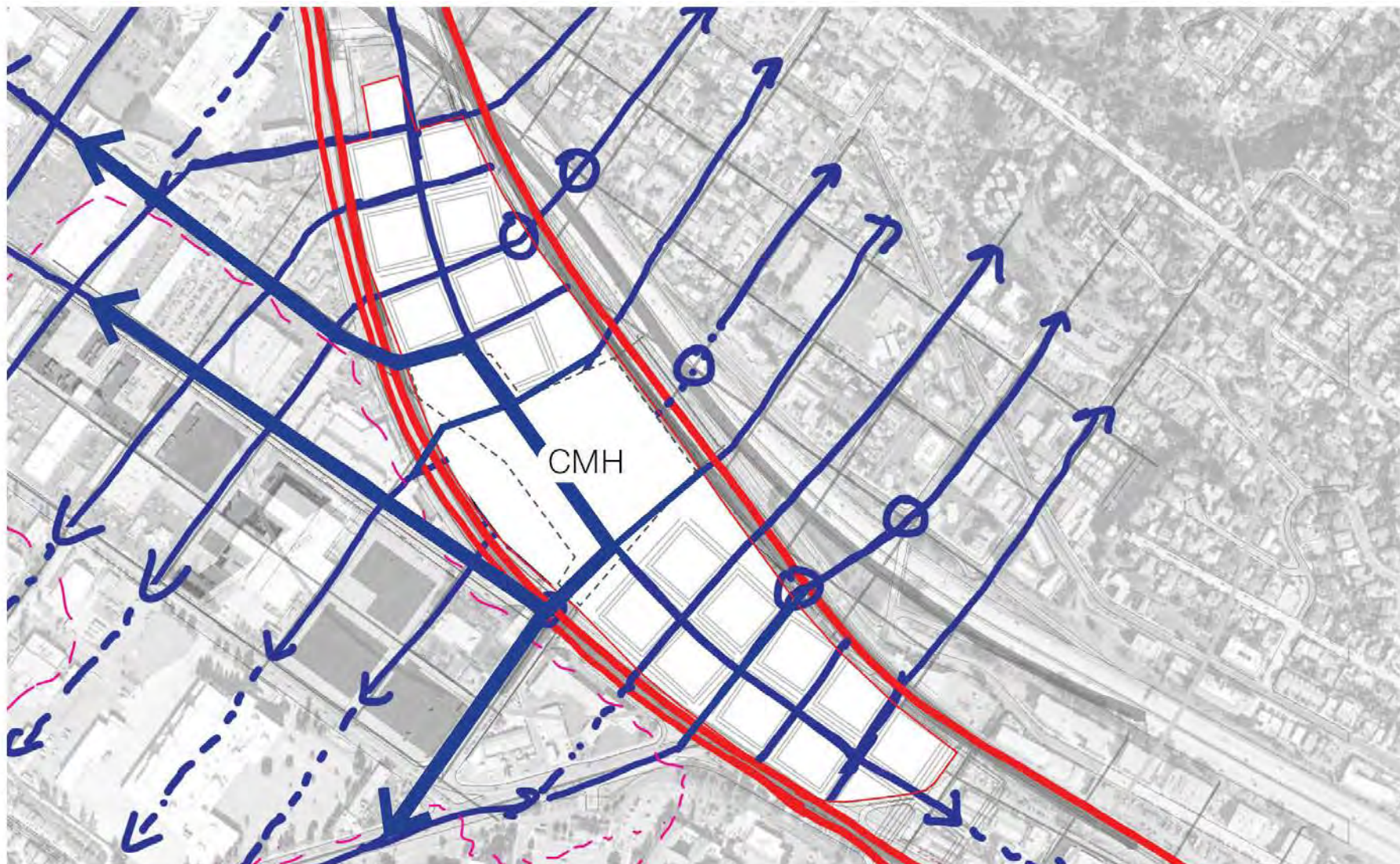
The block dimension shown below is based on Portland's famous 200x200. With streetscape factored in equals 230'x230'



Portland Block Overlay



Repairing the Urban Grid



When it comes to street connectivity, we have three (3) types to achieve:

1. Physical - streets connect for all users

2. Visual - No connection but sightlines and view corridors are enhanced or established to help guide users from a disconnected street to a connected one.

3. Aspirational - While the damage done by the interstate highway system cannot easily be undone, we can acknowledge the historic urban fabric that existed prior to the dominance of the automobile and orient our internal blocks and buildings to respond to the Old Town and Midway communities past, while simultaneously looking forward to its future.

Open Discussion and Feedback



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Discussion Questions

- What do you see as key priorities for your community as we develop the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan?
- How do you see the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan supporting your community plan? How can we work together to make sure the two are complementary to one another?

Public Engagement Opportunities



Central
Mobility
Hub
and connections

Public Engagement Opportunities

- Two virtual public workshops
 - Workshop 1: January 14, 2021
 - Focus on Central Mobility Hub concepts
 - Workshop 2: Spring 2021
 - Focus on multimodal connections to Central Mobility Hub
- Ideas to help increase participation
- Continued community engagement
- Virtual engagement hub

SANDAG **Caltrans**



SANDAG and Caltrans
are committed to keeping
communities informed

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Project Manager

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CMCP Project Hotline (888) 317-8976



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