6.0 PREFERRED RECONFIGURATION CONCEPTUAL SITE DESIGN

To advance the preferred reconfiguration concept, a conceptual site design was developed to understand how the proposed elements can be arranged on the site to meet the project goals and principles.

6.1 SITE DESIGN TRANSPORTATION FACILITY AND CAPACITY NEEDS

The conceptual site design needs to accommodate the capacity needs and facility requirements for the Intermodal Transportation Center and site. **Table 13** identifies the existing transportation facilities located in the Focused Study Area and displays the goals for transportation facilities and capacity in the conceptual site design.

Table 13: Focused Study Area Transportation Facility and Capacity Needs

Transportation Facility	Existing	Need / Goal
San Diego Trolley		
# of tracks	2	3
Length of platform (ft)	330	330
Number of platforms	2	3
MTS Public Transit Buses		
# of routes	2 (Rts. 929, 932)	3 (Rts. 929, 932, 640 BRT)
# of bus bays	3	4 (including 1 articulated)
# of bus layover spaces	1	1
# of MTS maintenance/supervisor spaces	2-3	3
# of MTS paratransit spaces	1	1
Private Intercity Buses		
# of bus bays	10 (+3 in south end parking area)	15
Cross-Border/Shuttle Buses		
# of shuttle bays	1	2
Taxis		
# of stalls on site	3	3
# off-site staging stalls	25	25
Jitneys		
# of stalls on site	2	3
# of off-site staging stalls	0	10
Private Commercial Parking		
# parking spaces	450	0-25

Some highlights of the goals for the conceptual site design include:

- Adding a third Trolley track and passenger platform which would allow the Trolley to increase service frequency by providing additional terminal station capacity;
- Increasing the number of public transit bus bays from three to four, including one for longer articulated buses, to accommodate potential increases in bus service and the planned Route 640 bus rapid transit service;

- Increasing the number of intercity bus bays to accommodate the various operators and projected demand; and
- Increasing capacity for jitneys and shuttles.

In addition to facilities for public and private transportation, the ITC needs to provide access and space for emergency vehicles, including police, fire, and medical. The site plan goals do not include replacing the existing commercial parking on the site. The three existing commercial parking lots primarily serve people driving to the area and crossing the border on foot (although they also provide some short-term parking for customers of businesses at or near the site). They do not generally serve as parking access to the transportation services at the border. Providing sizable amounts of long-term parking on the site would result in a large number of auto trips to the area with occupants who do not have a final destination there (their destination is across the border). This would lead to unnecessary traffic and mobility conflicts on the site, which is inconsistent with the project principles to enhance pedestrian activity and revitalize the site. Parking for cross-border travelers and community businesses is better provided outside the Focused Study Area as discussed in Section 5.5.

6.2 PREFERRED CONCEPT SITE DESIGN

Guided by the preferred concept (Option 1), the transportation facility and capacity needs, and the project principles, a conceptual site plan was prepared for the Focused Study Area. The site plan, shown in **Figure 27**, portrays the relationships of the required physical facilities, vehicular and pedestrian access and circulation, incorporation of retail/commercial development, and connections to the community. Key features of the site plan include the following:

- **Freeway Ramps Relocation.** The site plan relocates the northbound I-5 freeway on- and off-ramps from the center of the site to connect with Camino de la Plaza. The ramp relocation eliminates through traffic from the center of the site, which eliminates major circulation conflicts and allows for the creation of a transit and pedestrian-friendly environment at the border. Shifting northbound freeway access to Camino de la Plaza provides a more direct route between the freeway and community, improving access to the commercial core and planned Pilot Village. The new circulation pattern provides an opportunity to create a symbolic vehicular entrance to the community at the intersection of Camino de la Plaza/East San Ysidro Boulevard/East Beyer Boulevard. It also greatly improves northbound freeway access to and from the community on the west side of I-5.
- **Trolley Platform.** The Trolley station platforms are placed along the eastern edge of the site, further expanding the space available for a pedestrian plaza and small-scale retail/commercial businesses. The Trolley platform would still be in close proximity to the northbound pedestrian border crossing egress and the southbound pedestrian crossing bridge access. The Trolley station would include three tracks (there are currently just two tracks) and loading platforms to accommodate the projected need for increased service frequencies to accommodate border crossing growth. Approaching tracks would also shift to the east, removing them from interference with other site features, and eliminating all of the at-grade street, driveway, and pedestrian crossing conflicts that exist today.
- **Multi-Modal Bus and Trolley Facility.** Public transit and intercity bus facilities would be provided on a second level deck directly above the Trolley platforms. The multi-level transit facility consolidates local bus, intercity bus, and trolley services and facilities into a single facility located in close proximity to the northbound pedestrian border crossing egress and

the southbound pedestrian crossing bridge access. It also opens up ground level space for other uses including the pedestrian plaza and retail/commercial businesses. The site plan demonstrates how retail and commercial facilities could be incorporated into the multi-level structure. Ticketing and waiting rooms for intercity bus passengers could also be part of the transit facility. Combining public and private uses into this facility provides opportunities for joint development and public-private partnerships in the development of the site. Bus access to the upper level would be from East Beyer Boulevard via an ascending ramp generally parallel to the trolley tracks. This approach removes bus circulation from the center of the site, which eliminates conflicts and enhances the pedestrian access, circulation, and ambience. It also splits the access to the site transportation facility by removing it from the taxi, jitney, shuttle, and kiss-and-ride access point. **Figure 28** provides a cross-section of the conceptual site plan that displays the potential layout of the multi-modal transit facility and its relationship to the pedestrian plaza, retail space, and border crossing facilities.

- **Pick-Up/Drop-Off Area.** The site plan includes creation of an at-grade facility or area for taxi, jitney, shuttle, and kiss-and-ride pick-up and drop-off. This area would provide sufficient space for access to these transportation modes away from street traffic and bus and Trolley conflicts, enhancing operational safety and the passenger environment. The location is in close proximity to the pedestrian plaza, the northbound pedestrian border crossing egress, and southbound pedestrian crossing bridge access. The site plan indicates that this area could incorporate retail/commercial business as part of a public-private partnership or joint development project which would activate the area. Parking serving the commercial and retail businesses could be incorporated into the area to provide for short-term customer parking and commercial loading zones.
- **Pedestrian Plaza and Pathways.** The site plan incorporates a pedestrian plaza at the heart of the site providing a central activity zone that extends to the multi-modal transit facility to the east, the pedestrian border crossings to the south and west, and the taxi/jitney/kiss-and-ride area to the north. Pedestrian pathways radiate out from the plaza linking to the various transportation services and extending to the community at Camino de la Plaza/East San Ysidro Boulevard. A pedestrian promenade extends the entire length of the site creating a view corridor that draws pedestrians to the community from the border area.
- **Retail and Commercial Space.** The site plan provides opportunities to fully integrate retail and commercial space into the site design. To create an active, pedestrian-friendly space, provide goods and services to thousands of border crossers traversing the area, create a link to the community, and support economic development, the site design allows for integration of retail and commercial space with the transit, taxi/jitney/kiss-and-ride area, and pedestrian promenade. Businesses could be incorporated into the transit facility, taxi area, and line the pedestrian promenade. Businesses could cater to the transitory clientele passing through the area similar to the way airport businesses serve traveling passengers. They could act as a catalyst for economic development in the adjacent community. Consistent with the community vision (see **Figure 12**), potential retail/commercial activity along the pedestrian and view corridor on the site could be extended north into the community along East San Ysidro Boulevard, creating a seamless connection between the border area and the community. In addition, a potential retail/commercial building on the north side of the taxi/jitney/kiss-and-ride area could be a two-story structure in which the lower floor opens onto the circle and the upper floor opens onto Camino de la Plaza. The upper floor access on Camino de la Plaza could be the first in a continuation of business storefronts located on a bridge deck over the freeway as proposed by the community.

- **Architectural Landmark/Gateway Potential.** The site plan presents an opportunity to create a gateway to the community and region which would further promote broader community revitalization and economic development. By creating an active, vibrant pedestrian place for people passing through, the site becomes a landmark in the region. This landmark can be reinforced through unique or iconic architectural and urban design incorporated into the multi-modal transit facility and entire site. **Figure 28** shows how an architectural feature such as a photovoltaic roof over the transit structure can generate a landmark and create a sense of place for the site and community. Incorporation of other urban design features throughout the site would integrate all components of the site into a multi-faceted Intermodal Transportation Center.
- **Access Road.** A perimeter access road from East Beyer Boulevard would provide access for emergency and transit maintenance vehicles and to GSA and railroad employee facilities at the south end of the site. The access road requires an at-grade crossing of the trolley tracks but since it is would not be open to the general public, it would have limited use.

6.3 Conceptual Site Design Mobility Assessment and Analysis

6.3.1 Traffic Volumes

Table 14 summarizes the total number of vehicles passing through each intersection during the peak-hours in Year 2030 with the preferred ITC concept compared to the Existing and Year 2030 baseline (without ITC) scenarios. The main difference between the preferred ITC concept and the baseline scenarios is the reconfiguration of the I-5 NB ramps. The preferred ITC concept contains the new on- and off-ramps with Camino de la Plaza, which results in redistributed traffic volumes within the study area. Peak-hour volumes at each intersection would increase under the preferred ITC concept except at East San Ysidro Boulevard/Camino de la Plaza/East Beyer Boulevard (volumes would decrease during both peak periods).

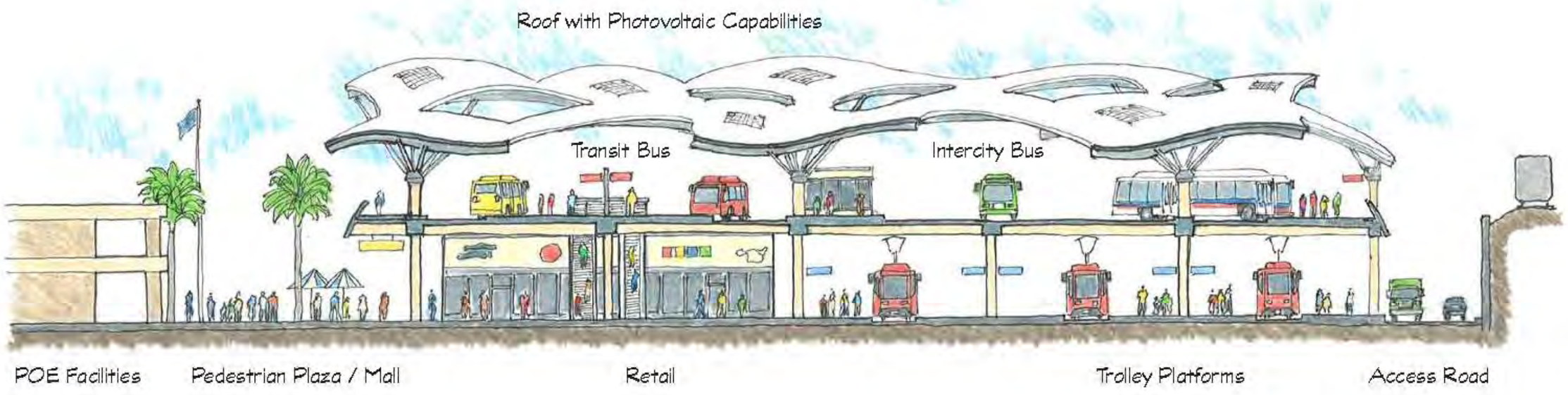
Table 14: Traffic Volume Summary at Study Area Intersections

		Peak-Hour	Existing	Year 2030 w/o ITC	Year 2030 with ITC
1	Camino de la Plaza & Virginia Ave	AM	454	1,079	1,197
		PM	1,457	3,263	3,629
2	Camino de la Plaza & I-5 SB Ramps	AM	979	1,498	1,732
		PM	2,701	4,144	4,804
3	East San Ysidro Blvd & Camino de la Plaza/ East Beyer Blvd	AM	950	1,701	1,363
		PM	1,952	3,656	2,924
4	East San Ysidro Blvd/I-5 NB Ramps/Rail Ct.	AM	817	1,460	N/A
		PM	1,083	2,049	N/A
5	Camino de la Plaza & I-5 NB Ramps[(a)]	AM	N/A	N/A	1,614
		PM	N/A	N/A	3,525

Note: Traffic volumes represent the total number of vehicles passing through an intersection during the peak hour.
(a) This intersection is a new intersection created as part of the Year 2030 with ITC scenario.

FIGURE 27: PREFERRED CONCEPT SITE PLAN

FIGURE 28: PREFERRED CONCEPT SITE DESIGN CROSS SECTION AT TRANSIT FACILITY (LOOKING NORTH)



Cross-Section Looking North

Intermodal Transit Center Concept
San Ysidro Land Port of Entry
Reconfiguration Mobility Study

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6.3.2 Traffic Operations

Intersections

Table 15 summarizes the LOS at the study intersections in the Year 2030 scenario with the preferred ITC concept and compares the results to the Existing and Year 2030 baseline scenario (without ITC). As part of the Year 2030 scenario with the preferred ITC concept, the following assumptions were included as part of the analysis:

- All cycle lengths and signal timings along Camino de la Plaza were optimized and assumed to be coordinated.
- All improvements associated with GSA's impacts resulting from the expansion at the border have been assumed to be constructed and in operation. At the Camino de la Plaza/Virginia Avenue intersection, improvements consisted of signalizing the intersection and adding a second westbound through lane. At the Camino de la Plaza/I-5 SB Ramps intersection, improvements consisted of restriping the southbound approach to include a left, through-right, and right-turn only lane and adding a second westbound through lane.
- Camino de la Plaza would be widened to accommodate two through lanes in each direction and the addition of dual eastbound left-turn lanes at the new I-5 NB Ramps/Camino de la Plaza intersection. Also, a third receiving lane along Camino de la Plaza in the westbound direction would be required to accommodate the queues at the downstream intersection (I-5 SB Ramps). See **Figure 29** for a conceptual sketch of the new I-5 NB Ramps/Camino de la Plaza intersection and the widening that would occur along Camino de la Plaza.

Table 15: LOS Summary at Study Area Intersections

		Peak-Hour	Delay (a)/LOS (b)		
			Existing	Year 2030 w/o ITC	Year 2030 with ITC
1	Camino de la Plaza & Virginia Ave	AM	11.7 / B	17.8 / B	18.8 / B
		PM	23.6 / C	26.5 / C	33.1 / C
2	Camino de la Plaza & I-5 SB Ramps	AM	23.6 / C	18.0 / B	15.9 / B
		PM	30.2 / C	**94.5 / F**	**59.9 / E**
3	East San Ysidro Blvd & Camino de la Plaza/ East Beyer Blvd	AM	16.4 / B	38.0 / D	18.3 / C
		PM	8.4 / A	**91.8 / F**	27.3 / C
4	East San Ysidro Blvd & I-5 NB Ramps	AM	21.3 / C	25.3 / C	N/A
		PM	19.5 / B	**65.0 / E**	N/A
5	Camino de la Plaza & I-5 NB Ramps	AM	N/A	N/A	10.4 / B
		PM	N/A	N/A	21.8 / C

Notes:
Bold and Shaded values indicate intersections operating at LOS E or F.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.9/8.0 (Existing Conditions) and using Synchro 7 (Year 2030 w/o ITC and Year 2030 with ITC).

As shown in the table, all intersections would operate at an acceptable LOS D or better in the Year 2030 with ITC scenario except at the following location:

- Camino de la Plaza & I-5 SB Ramps (LOS E – PM Peak)

FIGURE 29: CONCEPTUAL LAYOUT OF PROPOSED CAMINO DE LA PLAZA/I-5 NORTHBOUND RAMPS

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Although most of the intersections as a whole operate at an acceptable LOS, the following movements at each respective intersection would operate at LOS E or F with the deficient peak period shown in parenthesis:

- Camino de la Plaza & Virginia Avenue: EB LT (PM Peak) and NB LT (PM Peak)
- Camino de la Plaza & I-5 SB Ramps: EB LT (PM Peak), WB LT (PM Peak), WB TH (PM Peak), NB LT (PM Peak), SB LT (PM Peak), and SB TH (PM Peak)
- East San Ysidro Boulevard & Camino de la Plaza/East Beyer Boulevard: WB LT-TH (PM Peak), NB LT (AM Peak), SB LT (AM and PM Peak)

Appendix B contains the LOS worksheets (including traffic volumes, lane configurations, and other default values used for the analysis) and a conceptual sketch showing the improvements associated with GSA's impacts.

This analysis differs from the April 2009 KOA *San Ysidro Land Port of Entry Expansion Mobility Study*, which found that the Virginia Avenue and I-5 SB Ramps intersections along Camino de la Plaza would operate at an unacceptable LOS. The difference is that this Reconfiguration Mobility Study analysis assumes all proposed GSA roadway improvements are implemented as described in the bulleted list above and also shown in **Appendix B**.

In addition, the I-5 northbound freeway on- and off-ramps are relocated to Camino de la Plaza, resulting in a new intersection, which is assumed to be signalized and contain dual eastbound left-turn lanes to accommodate the projected high demand. With these improvements, the operations at the intersections along Camino de la Plaza and at the East San Ysidro Boulevard/I-5 NB Ramps/Rail Court intersection are improved when compared to the results shown in the KOA *San Ysidro Land Port of Entry Expansion Mobility Study.* Traffic operations are improved with the redistributed traffic volumes as a result of the new I-5 NB Ramps. If none of these assumptions occur, the LOS identified in **Table 15** will revert to those identified in the KOA report.

Queuing

As part of the preferred ITC concept plan, there would be four intersections along Camino de la Plaza between Virginia Avenue and East San Ysidro Boulevard in the study area. The addition of the new northbound I-5 ramp intersection with Camino de la Plaza results in closely spaced intersections and queuing could be an issue.

In order to assess the queuing along Camino de la Plaza, SimTraffic was the software that was selected for the analysis. SimTraffic is a traffic simulation software application that models and displays individual vehicles traversing through a network. In situations where there are closely spaced intersections, SimTraffic does a good job at producing more accurate results when compared to Synchro, since it takes into account the potential queue spillback into adjacent intersections.

Table 16 summarizes the queues at the intersections along Camino de la Plaza. As shown in the table, all intersections would experience several movements that would have queues exceeding the available storage length during the PM peak-hour only except at the Camino de la Plaza/I-5 NB Ramps intersection. These queues could potentially worsen the actual traffic operations along the corridor as queues could spill back into adjacent intersections and block through traffic in adjacent lanes. No queue lengths would exceed the available storage length during the AM peak-hour.

Table 16: Queuing Summary at Study Area Intersections Along Camino de la Plaza

		Movement[a]	Available Storage	95% Queue Length[b]	
				AM Peak	PM Peak
1	Camino de la Plaza & Virginia Ave	EB L	150 ft		0 ft
		EB T	900 ft	100 ft	325 ft
		EB TR	900 ft	100 ft	400 ft
		WB L	125 ft	125 ft	125 ft
		WB T	475 ft	150 ft	500 ft
		WB TR	475 ft	125 ft	475 ft
		NB L	125 ft	50 ft	100 ft
		NB TR	125 ft	50 ft	100 ft
		SB LR	375 ft	25 ft	25 ft
2	Camino de la Plaza & I-5 SB On/Off-Ramps	EB L	150 ft	100 ft	200 ft
		EB T	475 ft	75 ft	525 ft
		EB TR	475 ft	50 ft	475 ft
		WB L	175 ft	25 ft	175 ft
		WB T	800 ft	50 ft	725 ft
		WB T	800 ft	75 ft	700 ft
		WB R	800 ft		475 ft
		NB L	100 ft	25 ft	125 ft
		NB TR	1,050 ft	25 ft	175 ft
		NB R	100 ft	50 ft	100 ft
		SB L	600 ft	425 ft	1,150 ft
		SB TR	600 ft	300 ft	1,150 ft
		SB R	175 ft	75 ft	225 ft
3	East San Ysidro Blvd & Camino de la Plaza/East Beyer Blvd	EB L	675 ft	100 ft	175 ft
		EB LT	675 ft	150 ft	225 ft
		EB R	150 ft	125 ft	75 ft
		WB LT	500 ft	100 ft	250 ft
		NB L	100 ft	50 ft	125 ft
		NB T	500 ft	25 ft	100 ft
		NB TR	50 ft	25 ft	50 ft
		SB L	150 ft	50 ft	75 ft
		SB T	850 ft	25 ft	250 ft
		SB T	850 ft	50 ft	1,150 ft
		SB R	850 ft	75 ft	1,100 ft
		SB R	850 ft	50 ft	1,025 ft
5	Camino de la Plaza & I-5 NB Ramps	EB L	500 ft	100 ft	200 ft
		EB L	500 ft	100 ft	225 ft
		EB T	700 ft	25 ft	75 ft
		EB T	700 ft	75 ft	100 ft
		WB T	500 ft	75 ft	300 ft
		WB T	500 ft	100 ft	400 ft
		WB R	500 ft	50 ft	175 ft
		NB L	300 ft	75 ft	125 ft
		NB R	300 ft	125 ft	125 ft

Notes:
Bold and Shaded values indicate where queues would exceed the available capacity.
(a) EB: Eastbound, WB: Westbound, NB: Northbound, SB: Southbound, L: Left, T: Through, R: Right, LT: Left-Through, TR: Through-Right
(b) The 95th percentile queue lengths are the average of three SimTraffic simulation runs and rounded up to the nearest 25 feet.

Figure 29 depicts the proposed layout of the new Camino de la Plaza & I-5 NB Ramps intersection. As shown in the figure, the proposed new intersection would consist of dual left-turn lanes from Camino de la Plaza to I-5 northbound, and consist of two through lanes in each direction along Camino de la Plaza. Assuming that the sidewalks would be widened to approximately eight feet on both sides of Camino de la Plaza to accommodate the increased pedestrian demands, the bridge would need to be widened to the north by approximately 26 feet.

6.3.3 Non-Auto Mobility and Circulation

The preferred concept site design changes non-auto circulation mobility and circulation from both the existing condition and the 2030 context. In the case of both pedestrians and transit, the preferred concept site design improves circulation and mobility.

6.3.3.1 Pedestrian Circulation

Daily pedestrian border crossings are projected to grow from approximately 54,000 today to 88,000 by 2030. The conceptual site plan was developed to provide sufficient pedestrian space to accommodate the projected increase in pedestrian demand, to address the pedestrian circulation and access needs to transportation and the community, and to eliminate pedestrian and vehicular conflicts throughout the site. The site plan incorporates a pedestrian plaza at the heart of the site providing a central activity zone that extends to the multi-modal transit facility to the east, the pedestrian border crossings to the south and west, and the taxi circle to the north. In particular, the site plan provides an enhanced pedestrian pathway from the plaza to the new southbound border pedestrian crossing that will be located on the east side of I-5 under Phase 1 of the GSA expansion plans. Pedestrian pathways also radiate out from the plaza linking to the various transportation services and extending to the community at Camino de la Plaza/East San Ysidro Boulevard. A pedestrian promenade extends the entire length of the site creating a view corridor that draws pedestrians to the community from the border area.

6.3.3.2 Public and Private Transit Circulation

Under the 2030 conditions (GSA facility expansion and increased border crossings), greater demands will be put on border transportation services and facilities. According to the 2009 KOA Corporation mobility study of the San Ysidro POE expansion, which assumes that the Trolley mode split remains at the existing 40 percent into the future, Trolley passenger demand will exceed seated capacity in the morning northbound peak and evening southbound peak, and will exceed crush (seated and standing) capacity in the morning northbound peak in 2030 with an expansion of service.[24] The conceptual site plan accommodates four-car trains and provides for a third track at the Trolley platform to allow for higher Trolley service frequencies. Implementing either or both of these capacity-enhancing measures will address the future Trolley capacity demand at the border.

SANDAG's Regional Transportation Plan calls for implementation of a new Bus Rapid Transit (BRT) route between the San Ysidro International Border and Kearny Mesa through downtown San Diego. The conceptual site plan includes additional bus bays to accommodate new planned services.

[24] *San Ysidro Land Port of Entry Expansion Mobility Study* (KOA Corporation, April 30, 2009), page 83.

For public and intercity buses, route distances will increase by about a tenth of a mile (each way) to access the new second level bus facilities on the site. At the current 63 one-way trips for Route 929 and 66 one-way trips for Route 932, the total additional one-way mileage is approximately 13 miles a day, or 26 miles in both directions. Using an annualization factor of 320, the route extension would add more than 8,000 miles a year to transit operations. Assuming a $5.00 operating cost per service mile, the additional mileage could add $40,000 a year to public transit operations. Similar impacts could occur for private intercity buses.

Most significantly, however, the conceptual site plan addresses the existing and potential 2030 circulation conflicts and deficiencies that could reduce bus transit travel time through the area, possibly off-setting potential additional per mile cost calculations by reducing vehicle hours of operation. By separating circulation routes and access to transportation facilities on the site from pedestrians, and eliminating inter-modal conflict points, bus transit services should be able to access the multi-modal transit facility proposed in the conceptual site plan without delay (see **Table 14**). The dispersal of access and circulation will contribute to better mobility in and around the site.

6.3.3.3 Addressing the Conflicts and Deficiencies

Section 2.1.4 and Figure 8 identify existing conflicts and deficiencies in the Full and Focused Study Areas that the reconfiguration mobility study aimed to address. Section 2.2.4 discusses how planned and projected growth and changes by the year 2030 will exacerbate the conflicts and deficiencies without a reconfiguration of the study area. **Table 17** summarizes the existing and projected conflicts and deficiencies and assesses whether the preferred concept alternative would address these. Of the 26 identified conflicts and deficiencies, all but three would be addressed under the reconfiguration concept, as follows:

- **Conflict/Deficiency B - Limited access to northbound I-5 Ramp.** Currently only the four easternmost travel northbound vehicular border crossing lanes can access the off-ramp. Reconfiguration of the I-5 northbound freeway off-ramp to Camino de la Plaza would not change this access limitation.
- **Conflict/Deficiency G – Illegal Wildcatters that Contribute to Confusion and Disorder.** unlicensed passenger jitneys and shuttles illegally pick-up pedestrian border crossers at haphazard locations, contributing to the confusion and disorder throughout the area. Reconfiguration design would inhibit the ability of these services to compete in close proximity with legal taxis, jitneys and shuttles, but enforcement would be required to eliminate wildcatting completely.
- **Conflict/Deficiency O – Lack of Staging Areas for Taxis.** Taxis currently park along the Camino de la Plaza bridge to wait for available stalls in the transit center. The line of sight from the bridge to the transit center allows the first taxi driver in the queue to see when a stall opens. The reconfiguration concept would both block the line of sight and possible restrict taxi staging on the bridge, requiring identification of a new staging area and possibly remote dispatching for taxis.

Table 17: Reconfiguration Concept Impact on Existing and Projected Conflicts and Deficiencies

Figure 8 Ref.	Existing Study Area Conflicts and Deficiencies (Section 2.1.4)	Additional Conflicts and Deficiencies Projected in 2030 (Section 2.2.4)									Does Preferred Reconfiguration Concept Resolve Conflicts and Deficiencies?
		Projected growth in vehicular & pedestrian border crossings will contribute to circulation & mobility conflicts & deficiencies	Projected growth in pedestrian border crossings will increase demand for transportation services & facilities	GSA Phase 1 encroaches into the southernmost intercity bus facilities	GSA Phases 1 & 3 truncate & eliminate Camiones Way, increasing distances to border, shifting transit to Virginia Ave, & requiring new facilities	GSA Phase 1 includes a new pedestrian bridge over I-5 lengthening the walking distance to the southbound border crossing	GSA Phase 2 extends border crossing facilities into the existing pedestrian plaza, shrinking space available for pedestrian circulation	GSA Phase 3 realigns SB I-5, altering travel patterns on the west side of the freeway	GSA Phase 3 eliminates large parking on west side of freeway possibly pushing demand for border parking into the community	GSA plans include a new southbound eastside pedestrian crossing creating an access route through isolated & constrained areas	
A	Competing modes at northbound I-5 freeway ramps/East San Ysidro Blvd./Rail Ct. intersections	✓									Yes
B	Limited access to northbound I-5 off-ramp										No
C	Indirect freeway access to community commercial core										Yes
D	Limited capacity along East San Ysidro Blvd south of Camino de la Plaza	✓									Yes
E	Frequent Trolley crossing gate closures that impact access	✓									Yes
F	Lack of kiss-and-ride facilities that contribute to circulation conflicts		✓								Yes
G	Illegal wildcatters that contribute to confusion and disorder	✓									No
H	Camiones Way south of Camino de la Plaza operates at LOS F	✓						✓			Yes
I	Competition with multiple users at entrance to transit center	✓	✓								Yes
J	Inadequate facilities for public buses		✓		✓						Yes
K	At-grade crossings that impede Trolley operations	✓									Yes
L	Inability to increase Trolley frequency		✓								Yes
M	Substandard intercity bus circulation and constrained operating space			✓							Yes

Table 17: Reconfiguration Concept Impact on Existing and Projected Conflicts and Deficiencies (cont'd)

Figure 8 Ref.	Existing Study Area Conflicts and Deficiencies (Section 2.1.4)	Additional Conflicts and Deficiencies Projected in 2030 (Section 2.2.4)									Does Preferred Reconfiguration Concept Resolve Conflicts and Deficiencies?
		Projected growth in vehicular & pedestrian border crossings will contribute to circulation & mobility conflicts & deficiencies	Projected growth in pedestrian border crossings will increase demand for transportation services & facilities	GSA Phase 1 encroaches into the southernmost intercity bus facilities	GSA Phases 1 & 3 truncate & eliminate Camiones Way, increasing distances to border, shifting transit to Virginia Ave, & requiring new facilities	GSA Phase 1 includes a new pedestrian bridge over I-5 lengthening the walking distance to the southbound border crossing	GSA Phase 2 extends border crossing facilities into the existing pedestrian plaza, shrinking space available for pedestrian circulation	GSA Phase 3 realigns SB I-5, altering travel patterns on the west side of the freeway	GSA Phase 3 eliminates large parking on west side of freeway possibly pushing demand for border parking into the community	GSA plans include a new southbound eastside pedestrian crossing creating an access route through isolated & constrained areas	
N	Inadequate intercity bus facilities		✓	✓	✓						Yes
O	Lack of staging areas for taxis		✓					✓			No
P	Limited pedestrian plaza area	✓					✓				Yes
Q	Inadequate pedestrian walkways to intercity bus waiting facilities	✓									Yes
R	Undesirable southbound pedestrian border crossing facilities					✓				✓	No
S	Pedestrian volumes that exceed crosswalk capacity	✓									Yes
T	Pedestrian conflicts at at-grade Trolley crossings	✓									Yes
U	Lack of pedestrian-friendly sidewalks and routes				✓					✓	Yes
V	GSA parking access is through the transit center										Yes
W	Encumbered access to and from private parking lots								✓		Yes
X	Weak connections/linkage between border area businesses and community									✓	Yes
Y	Minimal investment in property and business										Yes
Z	Border lacks image as gateway										Yes

6.4 PARKING IMPACT ANALYSIS

With the GSA Phases 1 and 2 expansion project and the preferred alternative site plan concept, most commercial parking in the Focused Study area site would be reduced relocated outside the study area. Large reservoirs of long-term and destination parking is not proposed for the site so that pedestrian serving transportation and commercial uses can be provided within a vibrant activity center. The introduction of large numbers of autos onto the site carrying people whose destinations are across the border would counteract the ability to create a vibrant gateway and development catalyst. Long-term and commercial parking would need to be located outside the Focused Study Area. With the GSA Phase 3 expansion, relocation of the large commercial parking lot on the west side of the freeway will also be required.

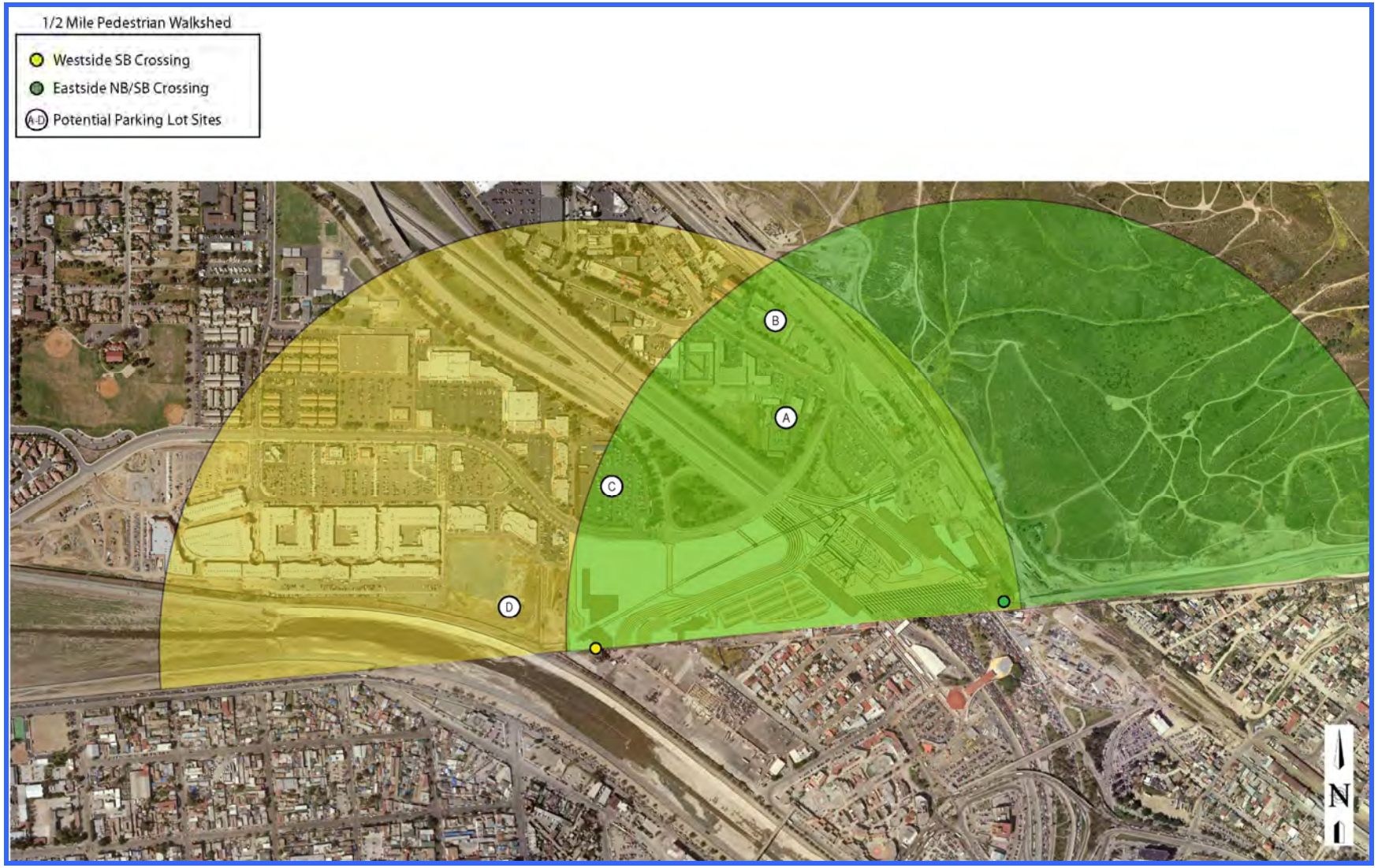
A parking analysis was performed to identify locations where new parking with walkable access to border crossings and the Focused Study Area facilities could be located. For this analysis, a half-mile radius was used to represent a pedestrian walkshed, which represents an 11 minute walk assuming a standard walking rate of four feet per second. **Figure 30** identifies the half-mile walk sheds from the northbound/future southbound (east side) and southbound (west side) pedestrian border crossings.

The pedestrian walkshed for the east side northbound/future southbound pedestrian crossing (shown in green) extends well north of Camino de la Plaza. Providing commercial parking within the half-mile area would provide appropriate access to the border crossing for the long-term parking market. The creation of a pedestrian-friendly environment via implementation of the site plan concept would minimize the perception of walk distance. Providing parking north of Camino de la Plaza would also place parking in proximity to the San Ysidro commercial core as well as any commercial uses in the Focused Study Area. It would also draw people from the parking reservoirs beyond the study area through the Focused Study Area site, past the potential commercial establishments, to the border crossing access/egress points. Providing long-term and commercial parking north of Camino de la Plaza would also provide a “bridge” between the Focused Study Area and the community core area by providing access to both.

Two possible locations for parking just outside the half-mile walkshed include the site at the northwest quadrant of Camino de la Plaza and East San Ysidro Boulevard (**Figure 30**, location A), and the City of San Diego-owned site on East San Ysidro Boulevard (**Figure 30**, location B). Location A, in particular, appears to be a good candidate for mixed-use and joint development and may be able to accommodate a commercial parking structure catering to a cross-border market as well as parking and commercial uses focused on a community market.

The pedestrian walkshed for the southbound (west side) pedestrian crossing (shown in yellow) also extends well north of Camino de la Plaza. The existing surface parking lot located to the northeast of the Camino de la Plaza and Virginia Avenue intersection could be a potential location for additional parking via a parking structure, either independently or integrated into redevelopment on this site (**Figure 30**, location C). Also, the area west of Virginia Avenue identified with the proposed Las Americas – East Parcel Site Plan project (location D) could incorporate additional parking to satisfy the long-term and business parking demands.

FIGURE 30: PEDESTRIAN WALKSHED



6.5 Ancillary Conceptual Site Design Features (Full Study Area)

Based on the mobility assessment and analysis discussed in Section 6.3, there are several ancillary or "off-site" improvements that would support the Focused Study Area conceptual site plan and improve circulation, mobility, and the community vision in the Full Study Area:

- **Camino de la Plaza Bridge Widening and Left Turn Lanes** – Relocation of the northbound freeway on- and off-ramps to intersect with Camino de la Plaza will reroute all northbound access to Camino de la Plaza. As identified in **Table 15**, the 2030 traffic analysis with the preferred concept site design would result in excessive eastbound queuing on Camino de la Plaza to access the northbound freeway on-ramp. The queuing occurs on the freeway bridge section of Camino de la Plaza. As a result, Camino de la Plaza bridge would need to be widened and modified to accommodate the queuing**.** **Figure 29** depicts the proposed layout of the new Camino de la Plaza & I-5 northbound ramps intersection to accommodate the projected queuing. As shown in the figure, the proposed new intersection would consist of dual left-turn lanes from westbound Camino de la Plaza to northbound I-5 on-ramps. Camino de la Plaza would also consist of two through lanes in each direction at the intersection. Assuming the sidewalks would be widened to approximately eight feet on both sides of Camino de la Plaza to accommodate the increased pedestrian demands, the bridge would need to be widened by approximately 26 feet.
- **New Transportation Facilities at Virginia Avenue** – With the proposed elimination of Camiones Way as part of the GSA Phase 3 expansion plans, new public and private transit and taxi facilities will need to be developed at the southern end of Virginia Avenue adjacent to the new southbound border crossing.
- **Virginia Avenue/Camino de la Plaza Intersection Improvements** – As part of the mitigation for the GSA expansion project, the Camino de la Plaza & Virginia Avenue intersection would be signalized and the north side of Camino de la Plaza would be widened to include an extra westbound through lane to accommodate projected growth in traffic volumes (even without the Focused Study Area concept plan). These improvements will allow this intersection to function properly during the peak periods. The improvements are triggered by auto and transit vehicle traffic to the new southbound pedestrian crossing proposed at the south end of Virginia Avenue in the GSA Phase 3 expansion. Also, the proposed Las Americas – East Site Parcel project would add a significant amount of vehicular trips through this intersection.
- **Remote Taxi Dispatching** – Under current conditions, taxis stage on the Camino de la Plaza bridge to wait for an available taxi stall at the San Ysidro transit center. Taxi drivers can see the transit center from the bridge and quickly move into an open space when it becomes available. The retail development identified on the preferred alternative conceptual site plan would block lines of sight from the bridge to the new taxi/jitney/shuttle/kiss-and-ride circle. As a result, an electronic signal or dispatching system would be required to notify taxi drivers when spaces are available at the circle. Additionally, it may no longer be desirable for taxis to stage on the Camino de la Plaza bridge. Removing taxi staging from the bridge may allow for a narrower expansion of the bridge to accommodate the westbound left turn lanes (discussed above) and/or facilitate creation of a more pedestrian friendly environment across the bridge, particularly if the community vision for commercial buildings on a bridge deck comes to fruition. A new off-street location for taxi staging may be necessary and could be incorporated into new parking structures (that would offset loss of commercial parking).

- **New Commercial Parking Facilities** – As discussed in Section 6.4, new long-term border parking (for cross-border travelers) will need to be provided by the private sector, public sector or a public/private partnership. Potential sides include the northwest quadrant of Camino de la Plaza and East San Ysidro Boulevard, the City of San Diego site on East San Ysidro Boulevard, and expansion of the existing surface parking north of Camino de la Plaza at Virginia Avenue. This parking could integrate with commercial and/or mixed-use development to provide parking for cross-border and community uses and promote good pedestrian-friendly urban design and economic development opportunities.

6.6 Conceptual Site Design Potential Environmental Impacts

The preferred alternative conceptual site plan (**Figure 27**) would significantly modify the Focused Study Area from its existing condition. These changes could potentially impact existing characteristics and/or qualities on and near the site. As the conceptual site plan moves into more detailed planning and conceptual engineering, these impacts should be evaluated to determine their significance, and associated mitigation, in accordance with California Environmental Quality Act (CEQA) and possibly National Environmental Policy Act (NEPA) environmental processes and requirements. While the conceptual site plan would not significantly change the general uses that currently exist in the Focused Study Area, the reconfiguration, changes in circulation, and incorporation of privately-owned property would necessitate an environmental analysis of most, if not all, of the following:

- **Transportation, Traffic and Circulation** – Analyses would refine the concept level traffic and transportation impacts and benefit assessment for an updated site plan.
- **Land Use** – Analyses of changes to land uses on the site would help establish the effects these changes have on the site and land use plans, policies, laws and regulations, including how the proposed project addresses the vision and goals in the future update of the San Ysidro Community Plan.
- **Acquisitions and Displacements** – Analyses would identify the property acquisitions and business displacements that would be required to implement the proposed project, as well as the potential for incorporation of existing businesses into the project design.
- **Socioeconomics, Cultural, Historic, Demographics and Neighborhoods** – Analyses of the conceptual site plan would assess its potential impacts and benefits on various population groups, the economic base of the community and region, the labor pool, housing stock, public services and facilities, and cultural and historic resources.
- **Visual and Aesthetics** – Analyses would reveal the extent that reconfiguration and new development on the site would change the visual and aesthetic landscape and environment from surrounding properties, neighborhoods, and viewsheds.
- **Noise** – Technical analyses would determine whether the proposed project would increase ambient noise levels at sensitive receptors.
- **Geologic, Seismic, Hazardous Materials** – Analyses would indicate if there are any geologic or seismic risks on the site, or the potential to encounter hazardous materials that would need to be addressed prior to site development.
- **Water Resources** – Analyses would assess the impacts of the project on surface and ground water hydrology, water use and water quality.

- **Air Quality** – Analyses would indicate the extent to which the proposed project creates specific pollutants, degrades localized and regional air quality or increases greenhouse gas emissions.
- **Safety and Security** – Analyses would assess how the project might affect safety for the people and transportation system using the site, and for areas adjacent to the site, as well as general security at the border.
- **Ecosystems** – Analyses would indicate whether, and to what extent, the propose project would impact the natural environment, including threatened and endangered species and habitats.
- **Environmental Justice** – Analysis would assess whether the proposed project would have a disproportionately high and adverse impact on minority and low-income populations.
- **Construction** – Analysis would identify the temporary impacts from construction of the proposed project on the surrounding population, circulation and mobility, and land uses.
- **Cumulative Effects –** Analysis would encompass all effects from past, present, and reasonably foreseeable future actions at and near the site.

6.7 Conceptual Site Design Preliminary Cost Estimates

Conceptual level capital cost estimates have been developed for the Preferred Reconfiguration Concept Site Plan. The conceptual plan formed the basis for the quantity estimates and was used to identify the various infrastructure elements of the project. Rough order of magnitude (ROM) unit costs and quantities were used as plans at this stage lack sufficient detail to generate more robust quantity estimates. The ROM unit costs provide a uniform means of comparing various components of the plan. As more detailed plans become available during the Preliminary Engineering (PE) stage of the project, quantity estimates will need to be verified and the ROM unit costs will need to be updated. The updated unit costs may include items of work that did not originally appear in the ROM unit costs.

Cost data has been developed using generally available historical cost data where historical data from Caltrans, City of San Diego, or other cost commercially sources area available. The cost estimate is based on 2008 construction costs and adjustments for future years can be made through Construction Cost Index (CCI) value published by the *Engineering News Record* (ENR). Other factors such as the Producer Price Index (PPI), Consumer Price Index (CPI), Inflation Index, and RSMeans Location Factor may be considered in adjusting unit costs to reflect construction economics conditions. All unit costs include the contractor's direct construction costs, plus all taxes, general expenses, overhead, and profit.

The unit costs for items of construction do not include items such as engineering, construction management, and owner's administrative costs. These project development costs have been included as percentage add-ons to the construction cost estimate. The percentage add-on estimate ranges from 25 percent to 45 percent of the construction cost estimate to provide for a range in the estimate reflective of the conceptual nature of the project and its delivery methods. The lower 25 percent project development cost could be achieved if the project does not require preparation of a full environmental document (i.e., obtains environmental clearance through an Environmental Assessment or Negative Declaration). The 45 percent project development cost is consistent with past experience on regional transit and highway infrastructure projects at this phase of cost estimation. Finally, due to the many unknown elements of the project at this stage of

development, an overall project contingency ranging from 25 percent to 40 percent has been used. **Table 18** summarizes the conceptual level ROM cost estimates for the Preferred Conceptual Site Design. As shown in the table, the total ROM construction cost estimate ranges from approximately $254 million to $320 million.

Table 18: Preliminary Cost Estimates for the Preferred Conceptual Site Design

Item	Cost Estimate ($Mil)[a]
Freeway On- and Off-Ramps	$24
Widening of Camino de la Plaza	$6
Tracks and Systems	$16
Transit Center	$66
Demolition, Clearing, Earthwork	$2
Miscellaneous (Utility Relocation, Environmental Mitigation, etc.)	$3
Transit Access Road	$4
Easterly Access Road	$4
Temporary Facilities/Indirect Costs During Construction	$18
Construction Costs	*$143*
Professional Services: 25%–45% of Construction Costs	$36 – $64
Subtotal	*$179 – $207*
Contingency: 25%–40%	$45 – $83
Total Project Construction and Development Costs	*$224 – $290*
Estimated Right-of-Way Costs (Land, Existing Improvements, and Relocation Costs)	$30
TOTAL PROJECT COST	$254 – $320

Notes:
(a) The cost estimate is based on Year 2008 construction costs and adjustments for future years can be made through the Construction Cost Index (CCI) value. Cost estimates for each item have been rounded up to the nearest $1,000,000.

6.8 Conceptual Site Design Preliminary Implementation Phasing Plan

Implementation plans should serve to minimize disruption to existing services and facilities and take into account financing of the project and its impact on cash flow. During the conceptual development of a project, when the financial details are not yet in place, the implementation plans generally focus on impacts to existing facilities without regard to any adverse impact to the cash flow.

The San Ysidro Port of Entry is the busiest international border in the world and as such, impact to any segment of the existing multimodal transportation facilities may cause significant delay to commuters that cross the border every day. The objective of the implementation plan discussed in this report is to show that the conceptual plan can be realized without significant impact and disruption to existing facilities. It is anticipated that the commercial districts will be purchased for redevelopment. The short-term impact of removing the existing commercial district is the temporary loss of revenue as well as inconvenience to the traveling public who use the

commercial district. The following narrative provides a brief discussion of the phasing plan for implementing the Preferred Conceptual Site Plan.

6.8.1 Offsite Improvements

Offsite improvements will cause the least amount of disruption to the existing facilities. These improvements may include parking facilities and identifying permanent and/or temporary relocation sites for vendors that would be displaced from their currently location.

Widening of Camino de la Plaza may fall in this category. Although the existing bridge is next to the development site or focused study area, the widening of the bridge can occur without significant disruption to the existing access roads or other infrastructure facilities.

Other offsite improvements that may occur prior to development of the focused study area are the ramps to/from Camino de la Plaza.

6.8.2 On-Site Improvements

The first item of work is to ensure continuous access to the GSA facilities. Hence, the access road next to the railroad should be constructed first. The construction of LRT and bus platforms would come next, but this would interrupt the intercity bus terminal, located behind the existing retail shops. Hence, it is suggested that all commercial properties be relocated at this time. This will have the benefit of providing a temporary location for the intercity and MTS buses, while the transit center is being constructed. Construction of the transit center should occur in several stages. The first step would be to construct the portions that are located away from the existing LRT station. This would include the access ramp to the second story of the ITC facility. Upon completion of this segment of the two-story ITC, the LRT station can be moved to its new location, while the remainder of the two-story ITC is being completed. Upon completion of the transit center, the taxi/jitney/shuttle/kiss-and-ride lot will no longer be required by intercity and MTS buses and it can be fully developed. Additionally, other plaza areas and commercial facilities can be fully developed.

7.0 RECOMMENDATIONS, REMAINING ISSUES AND NEXT STEPS

7.1 STUDY RECOMMENDATIONS

Projected growth in border crossings at the San Ysidro International Border through 2030 and GSA's expansion plans for the San Ysidro border inspection facilities will impact the transportation facilities, circulation, mobility and existing context at, and in the vicinity of, the San Ysidro border crossing. Reconfiguration of the area at some level will need to occur to accommodate these future changes. The *San Ysidro Port of Entry Reconfiguration Mobility Study* has resulted in a preferred reconfiguration concept for the Focused Study Area and ancillary recommendations for the Full Study Area to address existing and future mobility at the border. The study analyses considered existing and future conflicts and deficiencies (Section 2.0), stakeholder goals and criteria (principles), including the community vision (Section 4.0), the concept alternatives evaluation (Section 5.0), transportation facility and operating needs (Section 6.0), and stakeholder input (Section 3.0) in developing the preferred concept and ancillary recommendations. The City of San Diego should continue to work with project stakeholders to advance the concept into the next steps of more detailed planning and conceptual engineering to address concept features and proposals in more detail and refine cost estimates. Simultaneously, the City and its partners should initiate development of financing strategies through public and private sources, and seek support from local, state and federal policy and elected officials to identify funding to move the concept and recommendations forward.

7.1.1 Focused Study Area

The preferred alternative conceptual site plan for an Intermodal Transportation Center in the Focused Study Area (between border and Camino de la Plaza) incorporates a two-level rail/bus passenger station, an at-grade pick-up/drop-off are for taxis, jitneys, shuttles and kiss-and-ride, potential commercial uses integrated into the site design, and a pedestrian plaza, promenade and pathways that connect to on-site services and the community. The concept would incorporate symbolic architectural design into the ITC facilities. Specifically, the preferred concept, illustrated in **Figures 31** and **32**, includes:

- Accommodation of GSA Phase 1 and 2 expansion plans
- Relocation of northbound freeway on- and off-ramps from the center of the site to Camino de la Plaza
- Relocated Trolley tracks and passenger platform from the center of the site to the east
- Expansion from two to three Trolley terminal (station) tracks and corresponding passenger platforms to accommodate increased frequency of service
- A second-level bus passenger facility for public transit and intercity buses located directly above the Trolley platforms to consolidate bus and rail transportation into one location, minimize at-grade space requirements, and improve bus access
- A taxi, jitney, shuttle, and kiss-and-ride area for coordinated passenger pick-up and drop-off
- A larger pedestrian plaza and focal point with radiating pedestrian pathways for access to transportation and commercial uses on the site

FIGURE 31: PREFERRED CONCEPT SITE PLAN

FIGURE 32: PREFERRED CONCEPT SITE DESIGN CROSS SECTION AT TRANSIT FACILITY (LOOKING NORTH)

- A pedestrian promenade and view corridor through the site from the border crossing to a connection with the community at Camino de la Plaza and East San Ysidro Boulevard
- Incorporation of retail and commercial uses into the rail/bus transportation facility and overall site to provide services for pedestrian border crossers, activate the site, and create a commercial link with the community commercial core north of Camino de la Plaza
- Integration of an architectural landmark on the site to create a gateway to the community and region and catalyst for economic development

7.1.2 Full Study Area

To accommodate GSA Phase 3 expansion plans, and circulation and mobility needs outside the Focused Study Area, ancillary recommendations for the Full Study Area include:

- Widening of the Camino de la Plaza bridge over the freeway by 26 feet to include:
  - Dual eastbound left-turn lanes to the northbound freeway on-ramp to accommodate anticipated traffic queues
  - A 10-foot-wide pedestrian sidewalk on the south side of the bridge
- New transportation facilities at the extension of Virginia Avenue to the GSA Phase 3 southbound pedestrian border crossing to include:
  - Transit bus bays and passenger platforms
  - Private bus bays and passenger platforms
  - Taxi, jitney and shuttle load zones
- Virginia Avenue/Camino de la Plaza and Camiones Way/Camino de la Plaza intersections improvements to include:
  - Signalized intersections
  - Widening to the north along Camino de la Plaza to accommodate an additional westbound through lane
- New off-site taxi staging area and remote taxi dispatching to include:
  - Taxi staging incorporated into a new parking facility or other development near the ITC taxi circle
  - Remote dispatching (a green signal or radio dispatching) to alert taxi drivers when vacant stalls are available in the taxi area
- New commercial parking facilities to replace those impacted by the GSA expansion plans and Focused Study Area ITC to include:
  - Independent parking lots or structures within walking distance of the border
  - Parking structures integrated into mixed use development to serve the border crossing market, the commercial/retail within the Focused Study Area, and/or the general community commercial/retail market outside the Focused and Full Study Areas (including the community commercial core).
  - Parking opportunities including integration with economic development opportunities/transit-oriented development (TOD) and possible taxi dispatching area

7.1.3 Phased Implementation

[This section to be completed]

7.1 Remaining Issues

Site Design – The conceptual site design is a planning-level vision for the site and is not intended to represent a final concept or design. Further analysis of the configuration of the site needs to be undertaken through conceptual and preliminary engineering so that issues, opportunities and options can vetted, designs can be refined, and feasibility, cost, and cost-effectiveness can be evaluated.

GSA Expansion Plans – More specific information regarding the timing of each phase of the GSA border facilities expansion plan needs to be clarified to ascertain when impacts will occur to the existing context in the Focused and Full Study Areas. Understanding the three-phase implementation schedule will help refine an implementation phasing plan for border area reconfiguration projects, including replacement of commercial parking lots.

Parking – Up to five privately-owned commercial parking lots will potentially be affected upon implementation of the GSA expansion plans and reconfiguration proposals. Parking strategies, including locations and development strategies for provision of new commercial parking in the border area need to be identified, including public/private partnerships, integration into multi-use developments, and construction of parking structures on existing surface lots.

Caltrans Design Exceptions – The conceptual site design for reconfiguration of border circulation and transportation facilities includes potential relocation of the northbound I-5 on- and off-ramps from the center of the Focused Study Area to a connection with Camino de la Plaza. At an August 10, 2009 meeting, Caltrans staff reviewed the ramp relocation proposal and indicated that there do not appear to be any fatal flaws with the concept. However, design exceptions to Caltrans highway design standards may be required. The extent of these exceptions will not be known until conceptual and preliminary engineering design is performed and design plans can be analyzed.

Financing Strategy and Funding – As the reconfiguration concept is advanced through planning, design and implementation phases, and capital and operating costs are refined, a financing strategy needs to be developed and funding identified to implement the reconfiguration project in phases or in total. Market feasibility analyses for private components of the reconfiguration project, and evaluation of the potential for public/private partnerships need to be undertaken.

Community Integration – The general proposal to reconfigure border area circulation, transportation facilities, and land use should be addressed the future update of the San Ysidro Community Plan, including recognition of the role of the reconfiguration concept in promoting the community vision.

Ownership/Operations/Maintenance – Given the multiple public and private sector stakeholders with a capital and/or operating interest in the existing and reconfigured site, there are a number of ownership, operational and maintenance issues and agreements that need to be worked out for shared use, ownership and maintenance of the site and facilities.

7.2 NEXT STEPS

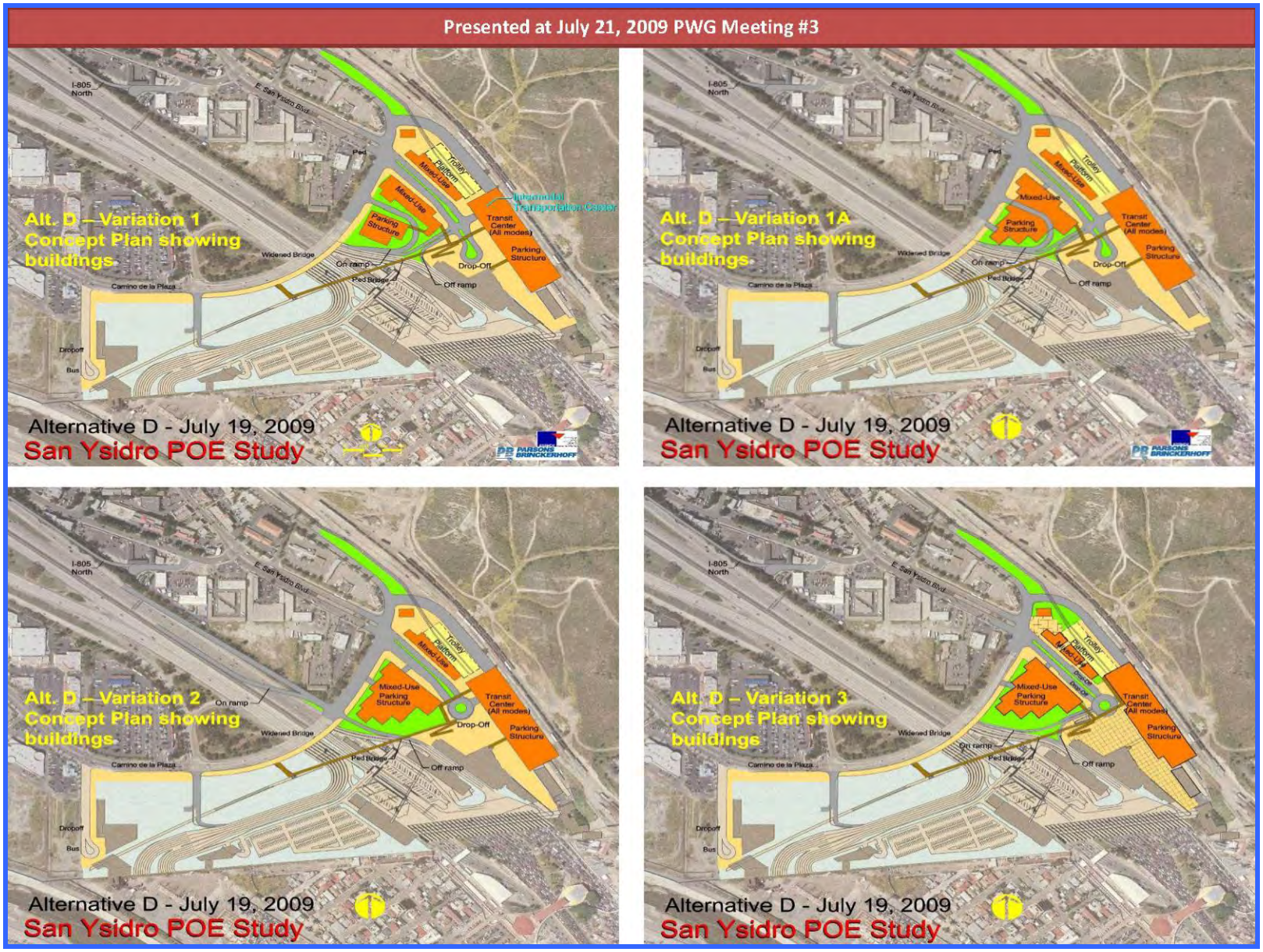
Pursue next steps including:

- Conduct a market feasibility analysis to determine the opportunities and financial feasibility of incorporating retail/commercial uses on the site, including the potential for public private partnerships and joint development
- Develop a financing strategy and funding analysis, including pursuit of public-private partnerships and joint development opportunities
- Develop a private property coordination strategy, including a strategy for incorporating private property and businesses owners into the site development
- Conduct more detailed planning and analysis of the preferred or an alternative concept site plan to identify and address issues and assess functional feasibility of concepts, including
    - Further study of options that retain the northbound freeway on and off-ramps in their existing locations
    - Opportunities for gaining additional retail and commercial space on the site
    - Incorporation of taxi/jitney/shuttle facilities into the vertical building on the ITC site
    - Proposals for addressing replacement parking on the site
    - Increasing the height of the vertical facility on the site to incorporate more uses
- Conduct further traffic analyses to address potential queuing and traffic operations issues on the approaches to the Camino de la Plaza/East San Ysidro Boulevard/East Beyer Boulevard intersection
- Establish a stakeholder and community/public involvement/outreach program for future phases of project planning, design and development
- Conduct conceptual and preliminary design engineering to advance the concept and evaluation
- Undertake and initial study to identify potential environmental issues
- Refine cost estimates at the conceptual and preliminary engineering phases
- Develop a more detailed phasing plan, including identification of discrete projects that could be implemented from the overall reconfiguration plan
- Establish a reconfiguration project development and implementation schedule that includes consideration of GSA border facilities expansion plans
- Incorporate the conceptual site plan and community vision in the future update of San Ysidro Community Plan.

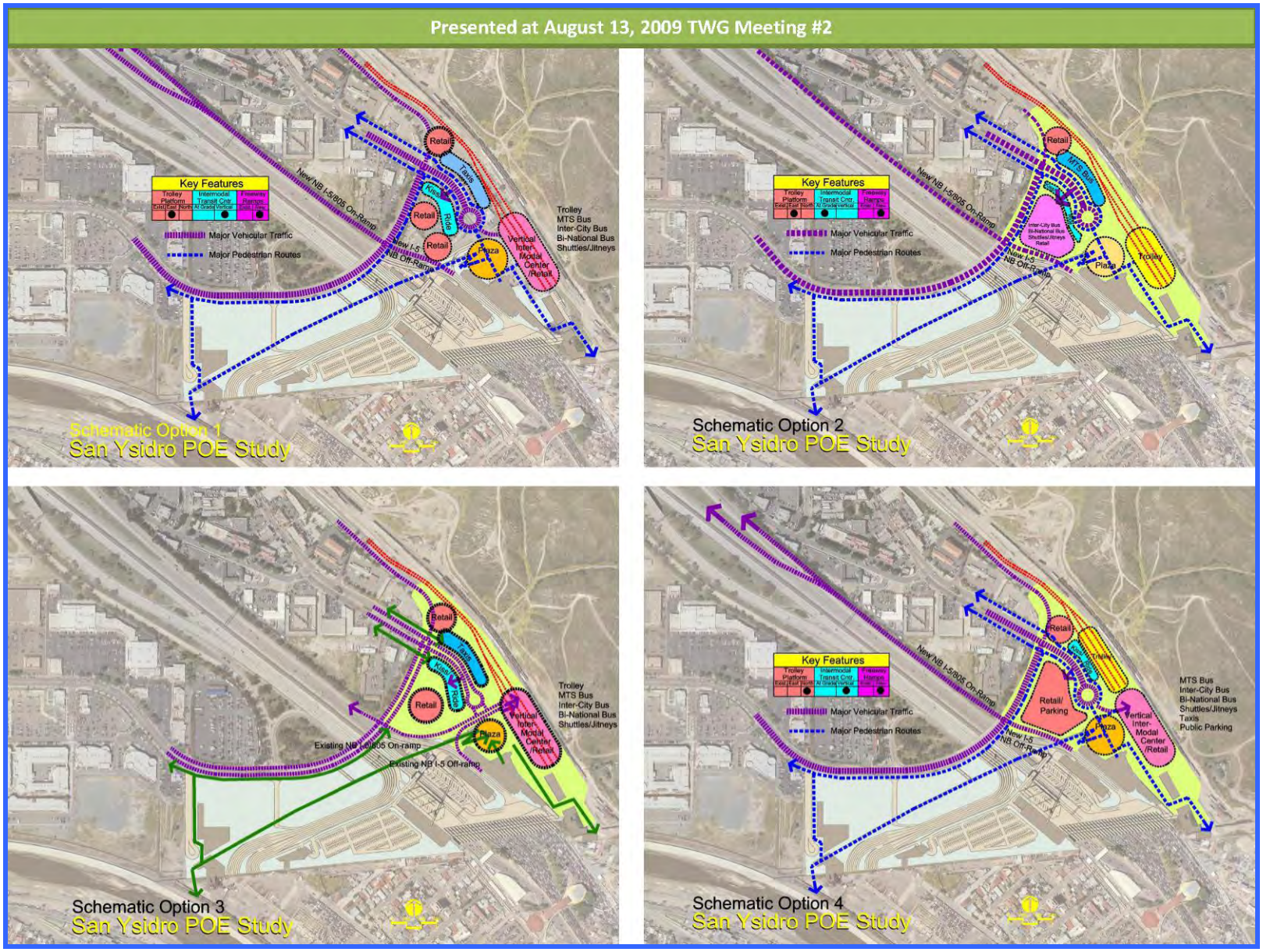
APPENDIX A

Project Concept Alternatives Considered and Not Pursued

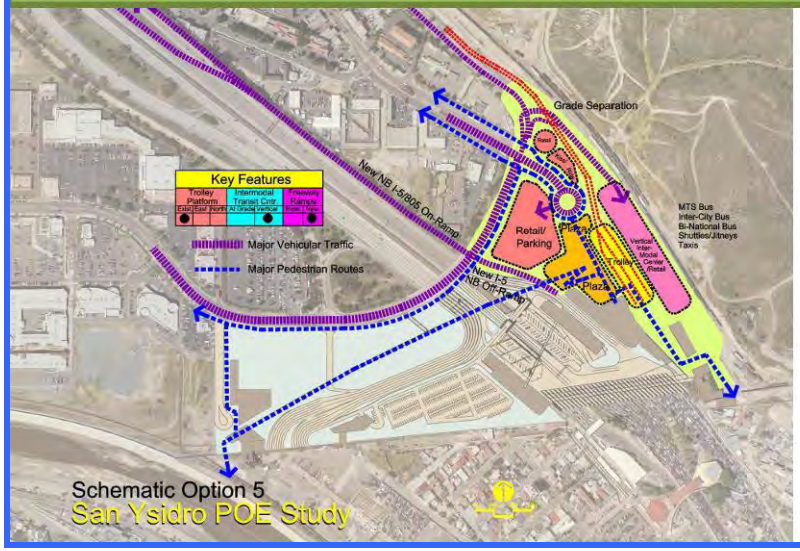

Presented at July 7, 2009 PWG Meeting #2
Alternative A - July 7, 2009
San Ysidro POE Study
Alternative A2 - July 7, 2009
San Ysidro POE Study
Alternative B - July 7, 2009
San Ysidro POE Study
Alternative C - July 7, 2009
San Ysidro POE Study

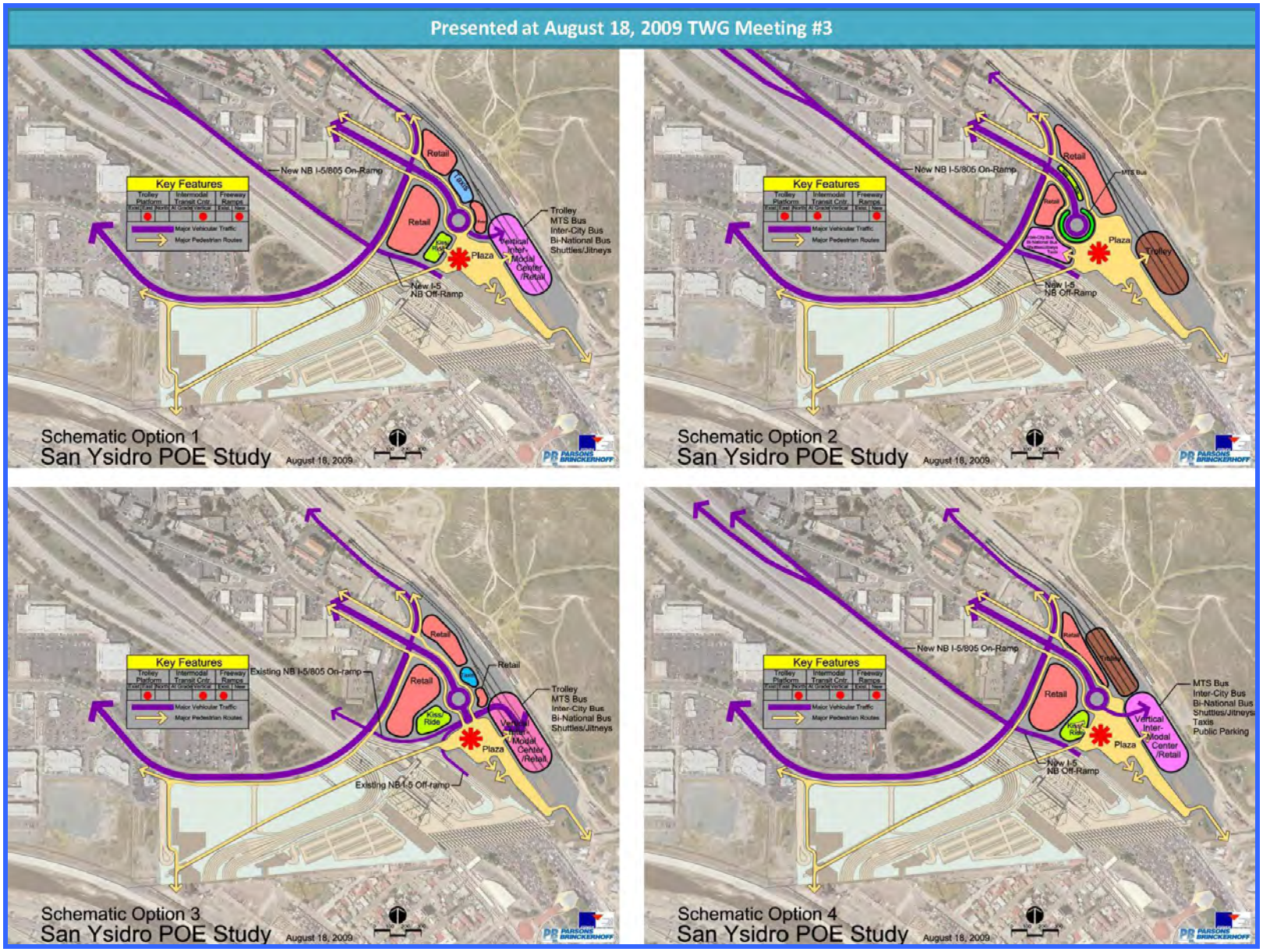

Presented at July 21, 2009 PWG Meeting #3
Alt. D – Variation 1
Concept Plan showing buildings
Alternative D - July 19, 2009
San Ysidro POE Study
Alt. D – Variation 1A
Concept Plan showing buildings
Alternative D - July 19, 2009
San Ysidro POE Study
Alt. D – Variation 2
Concept Plan showing buildings
Alternative D - July 19, 2009
San Ysidro POE Study
Alt. D – Variation 3
Concept Plan showing buildings
Alternative D - July 19, 2009
San Ysidro POE Study

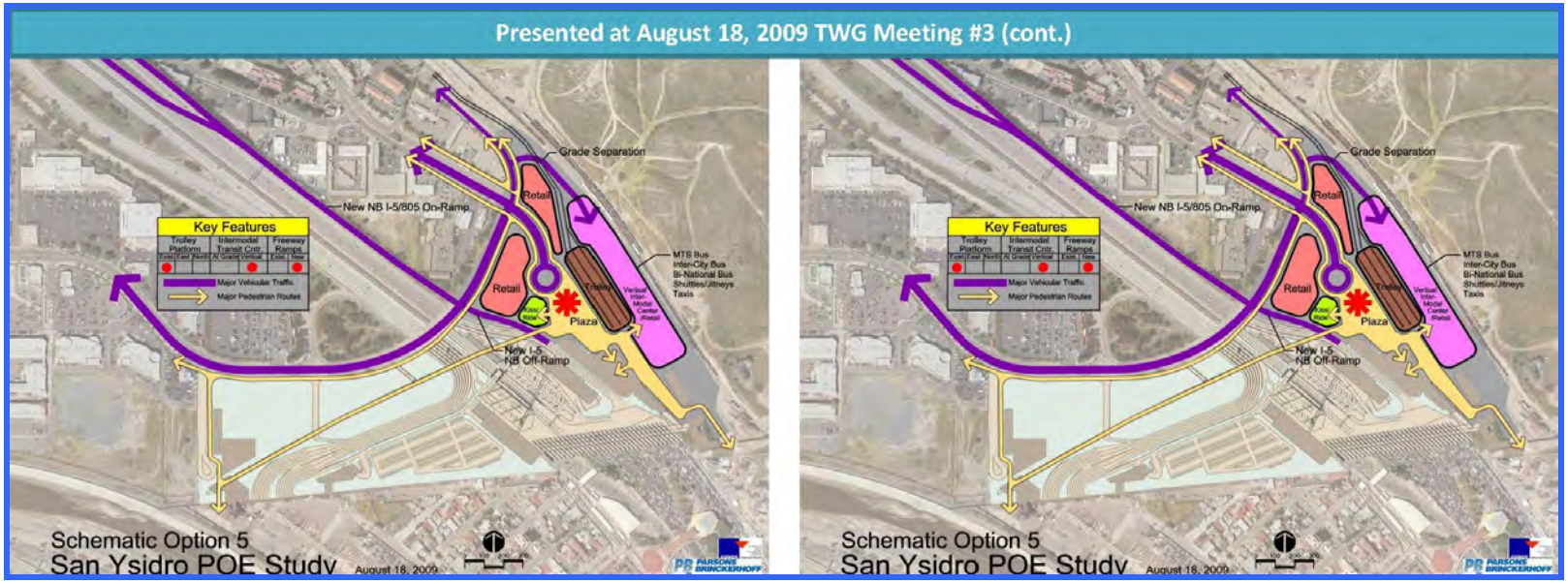
Presented at July 21, 2009 PWG Meeting #3 (cont.)


Presented at August 13, 2009 TWG Meeting #2
Schematic Option 1
San Ysidro POE Study
Schematic Option 2
San Ysidro POE Study
Schematic Option 3
San Ysidro POE Study
Schematic Option 4
San Ysidro POE Study
Key Features
Major Vehicular Traffic
Major Pedestrian Routes
Retail
Taxis
Kiss & Ride
Plaza
Trolley
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Vertical Inter-Modal Center /Retail
Retail/ Parking
Public Parking
New NB I-5/805 On-Ramp
New I-5 NB Off-Ramp
Existing NB I-5/805 On-ramp
Existing NB I-5 Off-ramp

Presented at August 13, 2009 TWG Meeting #2 (cont.)




Presented at August 18, 2009 TWG Meeting #3
Schematic Option 1
San Ysidro POE Study
August 18, 2009
Key Features
New NB I-5/805 On-Ramp
Retail
Kiss Ride
Plaza
Trolley
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Vertical Inter-Modal Center /Retail
New I-5 NB Off-Ramp
Schematic Option 2
San Ysidro POE Study
August 18, 2009
Key Features
New NB I-5/805 On-Ramp
Retail
MTS Bus
Plaza
Trolley
New I-5 NB Off-Ramp
Schematic Option 3
San Ysidro POE Study
August 18, 2009
Key Features
Existing NB I-5/805 On-ramp
Retail
Kiss Ride
Plaza
Trolley
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Existing NB I-5 Off-ramp
Schematic Option 4
San Ysidro POE Study
August 18, 2009
Key Features
New NB I-5/805 On-Ramp
Retail
Trolley
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Taxis
Public Parking
Kiss Ride
Plaza
Vertical Inter-Modal Center /Retail
New I-5 NB Off-Ramp


Presented at August 18, 2009 TWG Meeting #3 (cont.)
Grade Separation
New NB I-5/805 On-Ramp
Retail
Key Features
Trolley Platform
Intermodal Transit Cntr.
Freeway Ramps
Major Vehicular Traffic
Major Pedestrian Routes
Retail
Plaza
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Taxis
New I-5 NB Off-Ramp
Schematic Option 5
San Ysidro POE Study
August 18, 2009
PARSONS BRINCKERHOFF
Grade Separation
New NB I-5/805 On-Ramp
Retail
Key Features
Trolley Platform
Intermodal Transit Cntr.
Freeway Ramps
Major Vehicular Traffic
Major Pedestrian Routes
Retail
Plaza
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Taxis
New I-5 NB Off-Ramp
Schematic Option 5
San Ysidro POE Study
August 18, 2009
PARSONS BRINCKERHOFF