

Midway-Pacific Highway Corridor Community Plan Update Advisory Committee Meeting

DRAFT Meeting Summary

February 15, 2012

1:00- 3:00 pm

San Diego Community College, West City Campus
3249 Fordham Street Room 124 B, San Diego CA

Meeting was called to order by Chair Melanie Nickel at 1:10 without a quorum.

- 1. Opening Remarks:** Opening remarks were made by Melanie Nickel and Tait Galloway. The focus of this meeting is mobility within the Midway Pacific Highway community plan area. Tait showed a map of the community planning area. It is the first meeting of the Community Plan Update Advisory Committee since July 2011. Afterwards, as the host of the meeting Constance M. Carroll, Chancellor of the San Diego Community College District, welcomed the audience.
- 2. Non-Agenda Public Comment:** On behalf of the whole San Diego Community College District Constance Carroll commented that the San Diego Community College District is concerned about the negative impact of a proposed route of the California High-Speed Rail Authority upon the Miramar Community College campus.
- 3. Regional Transportation Projects and Plans Presentation (within and adjacent to the Midway Pacific Highway Corridor Community):**
 - a. SANDAG/MTS:** Dave Schumacher presented an overview of the following:
 - 2050 Regional Transportation Plan (RTP): Focus on transit with new trolley lines and express served planned. The RTP also included new managed lanes for bus rapid transit and carpools. State Route 11 to the Otay Mesa Port of Entry is the only planned new freeway project. Other freeway projects included operational improvements including new auxiliary lanes.
 - Mid-Coast Corridor Transit Project: SANDAG is working on the planning and engineering of the Trolley extension from Old Town to University City. It could be operational in 2018.
 - Intermodal Transportation Center (ITC): Addressed in the Designation Lindbergh Study. SANDAG is preparing a feasibility study. Could provide connection from the airport to Amtrak, Coaster, Trolley, bus transit services and the potential for a future High Speed Rail. SANDAG needs to continue to refine the concept and will need to come back to the community with additional details.

Participant questions and comments:

- How the land uses related to the ITC will be incorporated into the Community Plan Update? Tait responded that the updated community plan could have a symbol to show the general location and recommendations to addressing the ITC.
- There is a need to add connections between I-5 and I-8, both northbound and southbound, to the 2050 RTP.
- What is the correlation between the ITC and the planned relocation of San Diego International Airport Terminal 1. The airlines oppose the relocation of the terminal.
- The High Speed Rail alignment shown in the presentation is only one of two alternatives and does not represent the preferred one. SANDAG staff commented that the RTP map was created before the other alternative was proposed and it is show for information purposes in the RTP. Regional funding is not allocated to High Speed Rail.

- b. Caltrans:** Chris Schmidt provided an overview of planned CALTRANS operational improvements. He commented on the need for operational improvements along the I-8 corridor and the need to work with the City to prepare an I-8 Corridor Study. Queuing on the freeway at the I-5/I-8 interchange is an issue. Could look at other routes and operational improvements to address missing freeway connectors, such Sea World Drive.

Participant questions and comments:

- Will the missing I-5 and I-8 ramps be constructed? Is anything to do to make them a higher priority and if studies have shown these not to be a high priority? Chris commented that the ramps were included in the unconstrained RTP, but did not make it into the constrained RTP.

- c. Airport Authority:** Keith Wilschetz provided an overview of the following:

- Airport Master Plan: Adopted in 2008 by the Airport Authority. Includes new gates at Terminal 2 West which is under construction and improvements on the northside of the airport property near Pacific Highway.
- Northside Development Project includes a central delivery center, airport access road, consolidated rental car facility, surface parking, air freight, and charter flight facilities. The West Washington and Pacific Highway intersection will be modified to improve circulation and access to the airport and MCRD.
- Airport Development Plan. The Airport Authority is planning to prepare an updated long range plan for the airport beyond the next 20 years at its current location. It will address the recommendations in the Destination Lindbergh Concept Study and potential options for replacing Terminal 1.

Participant questions and comments:

- The airport is in the wrong location and should be moved to East Elliot.
- This is the first time that the community has heard about the planned improvements at the Washington Street/Pacific Highway intersection. Keith explained that the first improvements should be realized already in fall 2012.
- Could the Washington Street/Pacific Highway intersection project be presented to the community planning group? Tait commented that he would look into it.
- How the ITC will be done on all privately owned property?

- d. High Speed Rail Authority:** Rick Simon provided an overview of the two potential alignment options along I-5 and State Route 163. The terminus station would be the ITC. The route alignment within Midway Pacific Highway is the same for both alternatives. It would be new grade separated tracks that would either be above or below grade. The High Speed Rail Authority is studying these options and will be presented in the supplemental alternative analysis report for public review and comment. The goal is to get down to one alternative and present the plan to the community in December 2012.

Participant questions and comments:

- Are the tracks separate from other trains and if there are at-grade crossings. Rick assured that there are only above-grade and below-grade crossings.
- There is a 30 feet height limit in the area.
- Is the High Speed Rail Authority addressing security questions regarding terroristic attacks? Rick commented that the High Speed Rail Authority discussed this issue already. Jarvis also wanted to know if any of the attendees lives long enough to see the completion of this project. Another question was if there is a preference in the routes I-163 versus I-5.
- Will the High Speed Rail Authority respond to the San Diego Community College concerns? Rick confirmed this.
- SANDAG nor Caltrans has considered much the concerns and needs of the community.

- 4. Midway Pacific Highway Corridor Mobility Existing Conditions Presentation:** Stephen Cook, Fehr and Peers, presented the Existing Conditions Report including the topics Roadway, Pedestrian, Bicycle, Transit, and Parking.

Participant questions and comments:

a. Roadway:

- The chokepoint at Barnett got worse with the new established bikeway. Can it be removed?
- The presentation did a good job in pointing to the crucial issues.
- Bicycles should not be emphasized when the roads in the community are not made for them.

b. Pedestrian:

- The underpass under I-8 is still poorly lighted.

- c. **Bicycle:**
 - There are more important issues than bicycles. Bicycle planning should not affect autos and on-street parking. The focus of the planning process should be automobiles and transit oriented.
 - d. **Transit:**
 - Access at the transit center in Old Town is more difficult for seniors and pedestrians with handicaps, especially between the modes trolley and bus.
 - e. **Parking:**
 - No need for parking structures given the 30 feet height restriction. Three stories transit oriented development can provide parking fine without a parking structure.
5. **Next Steps/Process and Schedule:** Tait presented the timeline of the Community plan update process and explained the next steps. The next meeting of the Community Plan Update Advisory Committee will take place in March. The focuses will be economical, historical and archaeological issues.

Participant questions and comments:

- Will land use alternatives consider the Sports Arena site?
 - Concerns about increased impacts at the Sports Arena site.
 - The three big questions are the post office, Sports Arena and the airport.
 - Is this timeline similar to the one in Old Town Community Plan Update? Tait commented that each community has separate issues that will affect the timeline differently, but both update projects will be addressed in same environmental document.
6. **Closing:** The meeting was closed by Melanie Nickel at 3 PM.