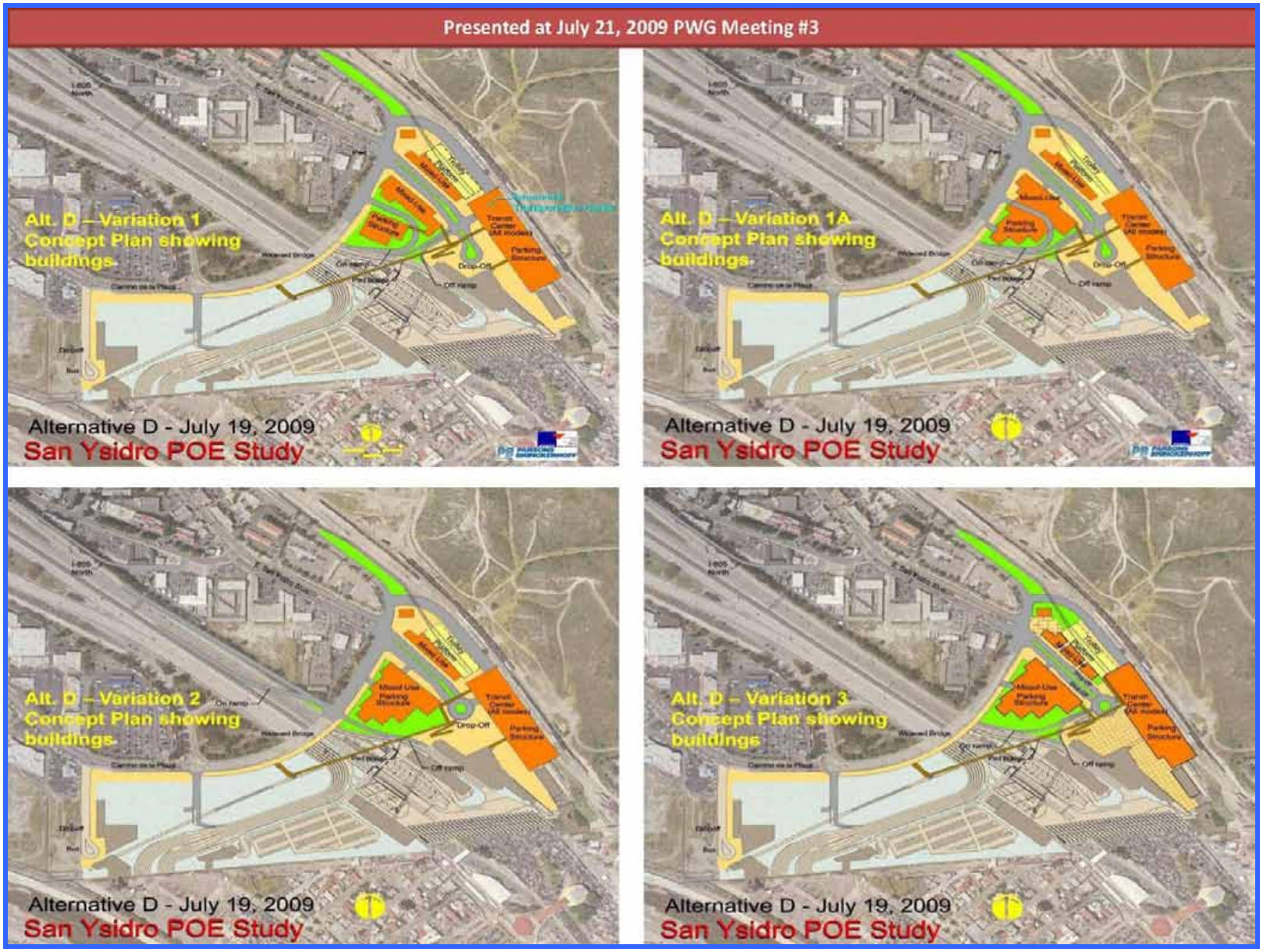
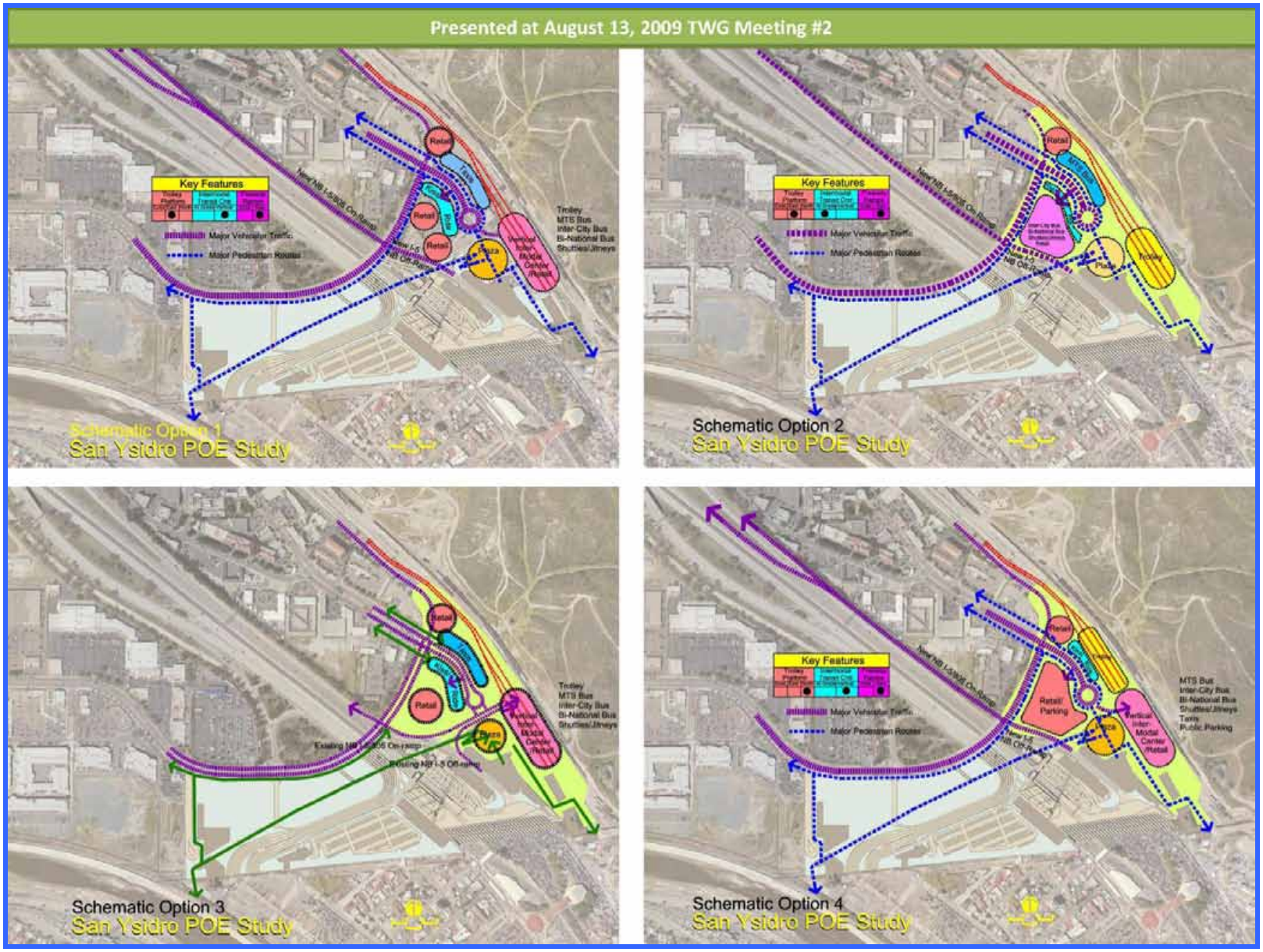
APPENDIX A

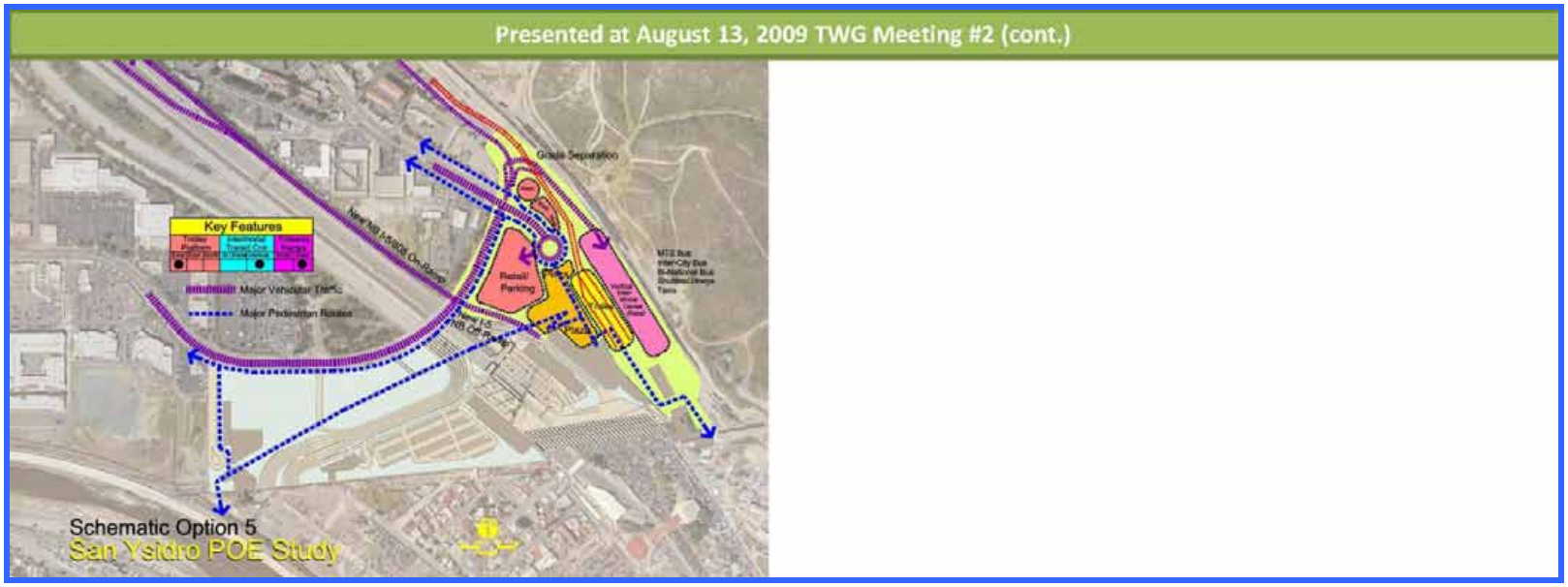
Project Concept Alternatives Considered and Not Pursued

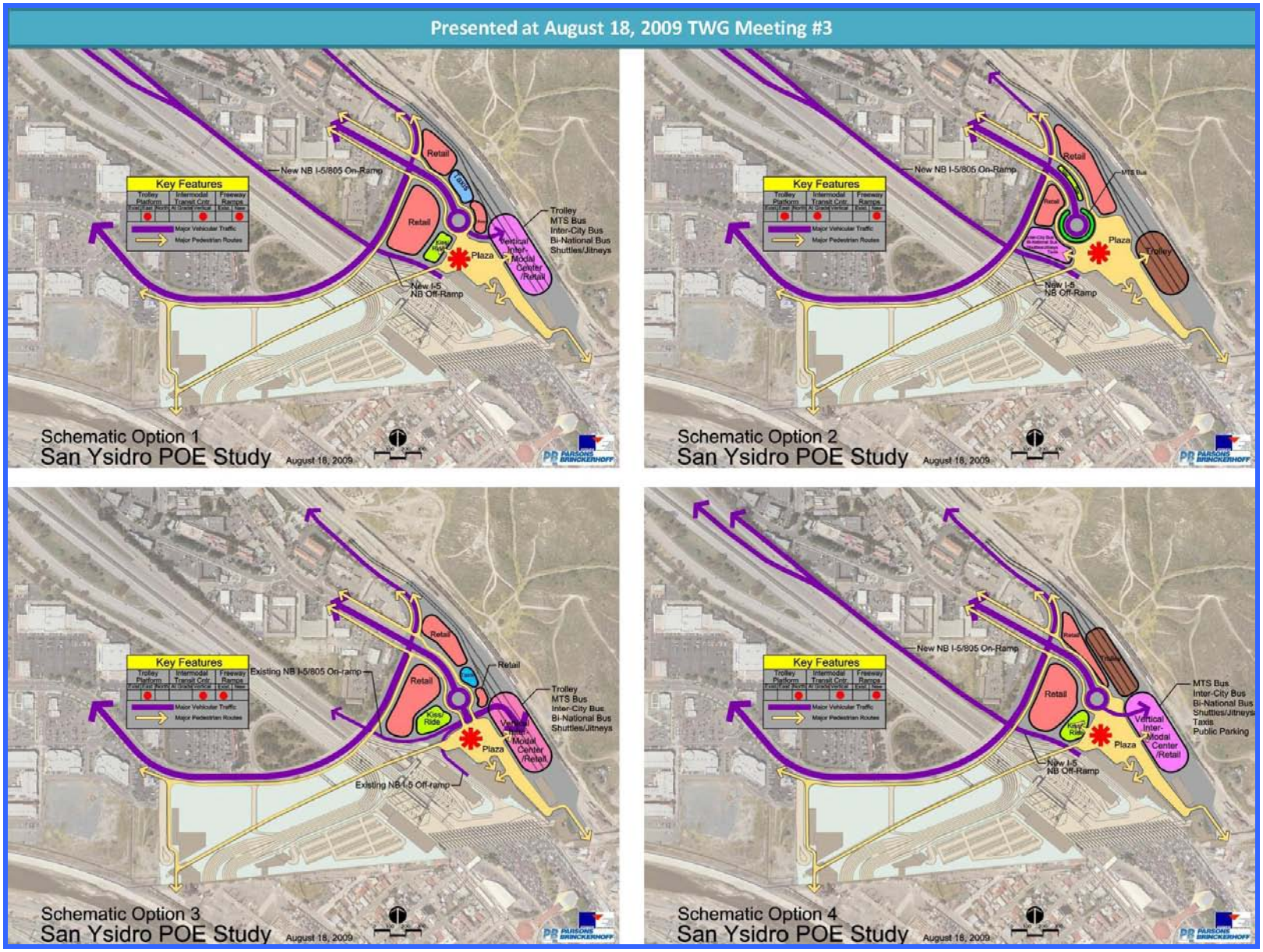

Presented at July 7, 2009 PWG Meeting #2
Alternative A - July 7, 2009
San Ysidro POE Study
Alternative A2 - July 7, 2009
San Ysidro POE Study
Alternative B - July 7, 2009
San Ysidro POE Study
Alternative C - July 7, 2009
San Ysidro POE Study

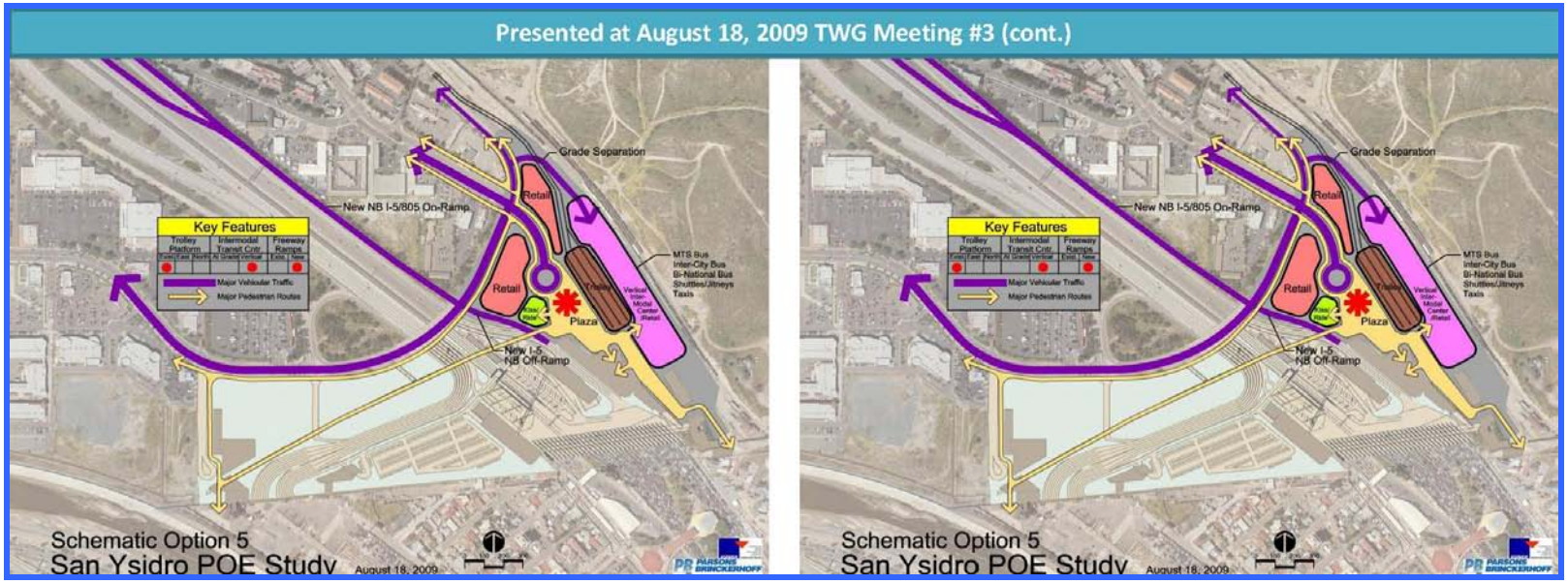

Presented at July 21, 2009 PWG Meeting #3
Alt. D – Variation 1
Concept Plan showing buildings.
Alternative D - July 19, 2009
San Ysidro POE Study
Alt. D – Variation 1A
Concept Plan showing buildings.
Alternative D - July 19, 2009
San Ysidro POE Study
Alt. D – Variation 2
Concept Plan showing buildings.
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
Key Features
Major Vehicular Traffic
Major Pedestrian Routes
Retail
Plaza
Trolley
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
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
Retail/ Parking
Taxis
Public Parking


Presented at August 13, 2009 TWG Meeting #2 (cont.)
Key Features
Major Vehicular Traffic
Major Pedestrian Routes
Grade Separation
Retail/ Parking
Schematic Option 5
San Ysidro POE Study


Presented at August 18, 2009 TWG Meeting #3
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 1
San Ysidro POE Study
August 18, 2009
Schematic Option 2
San Ysidro POE Study
August 18, 2009
Existing NB I-5/805 On-ramp
Existing NB I-5 Off-ramp
Schematic Option 3
San Ysidro POE Study
August 18, 2009
Taxis
Public Parking
Schematic Option 4
San Ysidro POE Study
August 18, 2009


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
MTS Bus
Inter-City Bus
Bi-National Bus
Shuttles/Jitneys
Taxis
Plaza
New I-5 NB Off-Ramp
Schematic Option 5
San Ysidro POE Study
August 18, 2009
PARSONS BRINCKERHOFF

APPENDIX B

Traffic Operations Data

San Ysidro LPOE Reconfiguration Mobility Study
1: Camino de la Plaza & Virginia Ave
2030 With ITC
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	328	51	196	437	4	45	0	133	3	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	0.86			1.00	
Flpb, ped/bikes		1.00		1.00	1.00		0.87	1.00			0.89	
Frt		0.98		1.00	1.00		1.00	0.85			1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00			0.95	
Satd. Flow (prot)		3468		1770	3535		1538	1361			1580	
Flt Permitted		1.00		0.95	1.00		0.76	1.00			0.66	
Satd. Flow (perm)		3468		1770	3535		1224	1361			1105	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	357	55	213	475	4	49	0	145	3	0	0
RTOR Reduction (vph)	0	19	0	0	1	0	0	81	0	0	0	0
Lane Group Flow (vph)	0	393	0	213	478	0	49	64	0	0	3	0
Confl. Peds. (#/hr)							100		100	100		100
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		13.4		13.6	31.0		31.0	31.0			31.0	
Effective Green, g (s)		13.4		13.6	31.0		31.0	31.0			31.0	
Actuated g/C Ratio		0.19		0.19	0.44		0.44	0.44			0.44	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		664		344	1566		542	603			489	
v/s Ratio Prot		c0.11		c0.12	0.14			c0.05				
v/s Ratio Perm							0.04				0.00	
v/c Ratio		0.59		0.62	0.31		0.09	0.11			0.01	
Uniform Delay, d1		25.8		25.8	12.6		11.3	11.4			10.9	
Progression Factor		1.00		0.82	0.96		1.00	1.00			1.00	
Incremental Delay, d2		1.4		3.2	0.1		0.3	0.4			0.0	
Delay (s)		27.2		24.3	12.1		11.6	11.8			10.9	
Level of Service		C		C	B		B	B			B	
Approach Delay (s)		27.2			15.9			11.7			10.9	
Approach LOS		C			B			B			B	

Intersection Summary				
HCM Average Control Delay	18.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	45.8%	ICU Level of Service		A
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study
2: Camino de la Plaza & SB I-5 On/Off-Ramps
2030 With ITC
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	431	4	8	237	95	5	2	35	401	30	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	0.89
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3528		1770	3539	1583	1613	1863	1396	1770	1353	1339
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3528		1770	3539	1583	1613	1863	1396	1770	1353	1339
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	468	4	9	258	103	5	2	38	436	33	450
RTOR Reduction (vph)	0	1	0	0	0	57	0	0	30	0	111	92
Lane Group Flow (vph)	76	471	0	9	258	46	5	2	8	436	134	146
Confl. Peds. (#/hr)	100		100				100		100	100		100
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	9.3	17.2		2.5	10.4	31.6	0.8	13.1	15.6	21.2	33.5	42.8
Effective Green, g (s)	9.3	17.2		2.5	10.4	31.6	0.8	13.1	15.6	21.2	33.5	42.8
Actuated g/C Ratio	0.13	0.25		0.04	0.15	0.45	0.01	0.19	0.22	0.30	0.48	0.61
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	867		63	526	805	18	349	391	536	648	819
v/s Ratio Prot	c0.04	c0.13		0.01	0.07	0.02	c0.00	0.00	0.00	c0.25	c0.10	0.02
v/s Ratio Perm						0.01			0.01			0.09
v/c Ratio	0.32	0.54		0.14	0.49	0.06	0.28	0.01	0.02	0.81	0.21	0.18
Uniform Delay, d1	27.5	23.0		32.7	27.4	10.8	34.3	23.2	21.2	22.6	10.6	5.9
Progression Factor	0.63	0.40		0.72	0.59	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7		1.0	0.7	0.0	8.3	0.0	0.0	9.2	0.7	0.1
Delay (s)	18.0	9.8		24.5	16.9	1.4	42.6	23.2	21.3	31.8	11.3	6.0
Level of Service	B	A		C	B	A	D	C	C	C	B	A
Approach Delay (s)		11.0			12.8			23.7			19.6	
Approach LOS		B			B			C			B	

Intersection Summary				
HCM Average Control Delay	15.9	HCM Level of Service		B
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)		16.0
Intersection Capacity Utilization	58.8%	ICU Level of Service		B
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study
3: Camino de la Plaza & San Ysidro Blvd

2030 With ITC
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	354	106	339	8	78	32	29	57	5	32	50	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.86		1.00	0.86	1.00	0.98		1.00	1.00	0.92
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1722	1361		1854	1361	1770	3438		1770	3539	2567
Flt Permitted	0.95	0.97	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1722	1361		1854	1361	1770	3438		1770	3539	2567
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	385	115	368	9	85	35	32	62	5	35	54	297
RTOR Reduction (vph)	0	0	265	0	0	31	0	3	0	0	0	107
Lane Group Flow (vph)	246	254	103	0	94	4	32	64	0	35	54	190
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Turn Type	Split		Perm	Split		Perm	Prot			Prot		pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4			8						6
Actuated Green, G (s)	19.6	19.6	19.6		7.7	7.7	1.6	25.1		1.6	25.1	44.7
Effective Green, g (s)	19.6	19.6	19.6		7.7	7.7	1.6	25.1		1.6	25.1	44.7
Actuated g/C Ratio	0.28	0.28	0.28		0.11	0.11	0.02	0.36		0.02	0.36	0.64
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	471	482	381		204	150	40	1233		40	1269	1639
v/s Ratio Prot	0.15	c0.15			c0.05		0.02	0.02		c0.02	0.02	c0.03
v/s Ratio Perm			0.08			0.00						0.04
v/c Ratio	0.52	0.53	0.27		0.46	0.03	0.80	0.05		0.88	0.04	0.12
Uniform Delay, d1	21.3	21.3	19.6		29.2	27.8	34.0	14.7		34.1	14.6	4.9
Progression Factor	0.62	0.62	0.41		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	4.0	1.7		1.6	0.1	69.2	0.1		93.6	0.1	0.1
Delay (s)	17.0	17.1	9.8		30.9	27.9	103.2	14.8		127.7	14.7	5.1
Level of Service	B	B	A		C	C	F	B		F	B	A
Approach Delay (s)		14.0			30.0			43.4			17.5	
Approach LOS		B			C			D			B	

Intersection Summary				
HCM Average Control Delay	18.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	63.3%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study
4: I-5 NB Ramps & E San Ysidro Blvd

2030 With ITC
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study — 2030 With ITC
5: Camino de la Plaza & NB I-5/I-805 On-Ramp — Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	347	519	0	0	252	128	88	0	280	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	1.00		1.00			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		0.86			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1770		1361			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1770		1361			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	377	564	0	0	274	139	96	0	304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	252	0	0	0
Lane Group Flow (vph)	377	564	0	0	274	66	96	0	52	0	0	0
Confl. Peds. (#/hr)							100		100	100		100
Turn Type	Prot					Perm	Prot		custom			
Protected Phases	7	4			8		5					
Permitted Phases						8			2			
Actuated Green, G (s)	15.0	52.1			33.1	33.1	9.9		9.9			
Effective Green, g (s)	15.0	52.1			33.1	33.1	9.9		9.9			
Actuated g/C Ratio	0.21	0.74			0.47	0.47	0.14		0.14			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	736	2634			1673	749	250		192			
v/s Ratio Prot	c0.11	c0.16			0.08		c0.05					
v/s Ratio Perm						0.04			0.04			
v/c Ratio	0.51	0.21			0.16	0.09	0.38		0.27			
Uniform Delay, d1	24.3	2.7			10.5	10.1	27.3		26.8			
Progression Factor	0.37	0.15			0.83	0.65	1.00		1.00			
Incremental Delay, d2	0.4	0.1			0.2	0.2	1.0		0.8			
Delay (s)	9.3	0.5			9.0	6.8	28.3		27.6			
Level of Service	A	A			A	A	C		C			
Approach Delay (s)		4.0			8.3			27.8			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

PB — 11/19/2009
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San Ysidro LPOE Reconfiguration Mobility Study
1: Camino de la Plaza & Virginia Ave
2030 With ITC
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1219	134	480	1244	7	139	0	392	6	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.79			0.92	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.80	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3487		1770	3536		1410	1244			1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00			0.48	
Satd. Flow (perm)	1770	3487		1770	3536		1114	1244			790	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	1325	146	522	1352	8	151	0	426	7	0	4
RTOR Reduction (vph)	0	7	0	0	0	0	0	361	0	0	3	0
Lane Group Flow (vph)	4	1464	0	522	1360	0	151	65	0	0	8	0
Confl. Peds. (#/hr)							100		100	100		100
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	1.3	48.2		33.0	79.9		16.8	16.8			16.8	
Effective Green, g (s)	1.3	48.2		33.0	79.9		16.8	16.8			16.8	
Actuated g/C Ratio	0.01	0.44		0.30	0.73		0.15	0.15			0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	21	1528		531	2568		170	190			121	
v/s Ratio Prot	0.00	c0.42		c0.29	0.38			0.05				
v/s Ratio Perm							c0.14				0.01	
v/c Ratio	0.19	0.96		0.98	0.53		0.89	0.34			0.06	
Uniform Delay, d1	53.8	29.9		38.2	6.7		45.7	41.7			39.9	
Progression Factor	1.00	1.00		1.12	0.56		1.00	1.00			1.00	
Incremental Delay, d2	4.4	14.1		8.2	0.0		44.6	4.9			1.0	
Delay (s)	58.2	44.0		51.1	3.7		90.3	46.5			40.9	
Level of Service	E	D		D	A		F	D			D	
Approach Delay (s)		44.1			16.9			58.0			40.9	
Approach LOS		D			B			E			D	

Intersection Summary				
HCM Average Control Delay	33.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	104.8%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study
2: Camino de la Plaza & SB I-5 On/Off-Ramps
2030 With ITC
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	1150	25	55	658	575	59	23	149	404	170	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	0.82	1.00	0.85	0.87
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3501		1770	3539	1583	1770	1863	1303	1770	1333	1314
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3501		1770	3539	1583	1770	1863	1303	1770	1333	1314
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	543	1250	27	60	715	625	64	25	162	439	185	1126
RTOR Reduction (vph)	0	1	0	0	0	66	0	0	36	0	86	9
Lane Group Flow (vph)	543	1276	0	60	715	559	64	25	126	439	583	633
Confl. Peds. (#/hr)	100		100				100		100	100		100
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	29.0	44.0		4.0	19.0	46.0	4.0	19.0	23.0	27.0	42.0	71.0
Effective Green, g (s)	29.0	44.0		4.0	19.0	46.0	4.0	19.0	23.0	27.0	42.0	71.0
Actuated g/C Ratio	0.26	0.40		0.04	0.17	0.42	0.04	0.17	0.21	0.25	0.38	0.65
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	467	1400		64	611	720	64	322	272	434	509	848
v/s Ratio Prot	c0.31	0.36		0.03	c0.20	0.19	c0.04	0.01	0.02	0.25	c0.44	0.20
v/s Ratio Perm						0.16			0.08			0.29
v/c Ratio	1.16	0.91		0.94	1.17	0.78	1.00	0.08	0.46	1.01	1.15	0.75
Uniform Delay, d1	40.5	31.2		52.9	45.5	27.6	53.0	38.2	38.1	41.5	34.0	13.3
Progression Factor	0.46	0.31		0.75	0.54	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	82.6	3.9		68.0	87.6	3.3	112.5	0.5	1.3	46.1	86.5	3.6
Delay (s)	101.1	13.7		107.8	112.3	8.8	165.5	38.6	39.4	87.6	120.5	17.0
Level of Service	F	B		F	F	A	F	D	D	F	F	B
Approach Delay (s)		39.8			65.9			71.5			74.3	
Approach LOS		D			E			E			E	

Intersection Summary				
HCM Average Control Delay	59.9	HCM Level of Service	E	
HCM Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	96.7%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

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San Ysidro LPOE Reconfiguration Mobility Study
3: Camino de la Plaza & San Ysidro Blvd
2030 With ITC
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	665	209	158	26	181	84	131	104	12	45	125	1184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.79		1.00	0.79	1.00	0.96		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00		0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1724	1244		1851	1244	1770	3356		1770	3539	2614
Flt Permitted	0.95	0.97	1.00		0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1724	1244		1851	1244	1770	3356		1770	3539	2614
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	723	227	172	28	197	91	142	113	13	49	136	1287
RTOR Reduction (vph)	0	0	103	0	0	77	0	8	0	0	0	105
Lane Group Flow (vph)	470	480	69	0	225	14	142	118	0	49	136	1182
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Turn Type	Split		Perm	Split		Perm	Prot			Prot		pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4			8						6
Actuated Green, G (s)	44.2	44.2	44.2		17.0	17.0	14.8	27.1		5.7	18.0	62.2
Effective Green, g (s)	44.2	44.2	44.2		17.0	17.0	14.8	27.1		5.7	18.0	62.2
Actuated g/C Ratio	0.40	0.40	0.40		0.15	0.15	0.13	0.25		0.05	0.16	0.57
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	675	693	500		286	192	238	827		92	579	1478
v/s Ratio Prot	0.28	0.28			c0.12		c0.08	0.04		0.03	0.04	c0.32
v/s Ratio Perm			0.06			0.01						0.13
v/c Ratio	0.70	0.69	0.14		0.79	0.07	0.60	0.14		0.53	0.23	0.80
Uniform Delay, d1	27.3	27.3	20.8		44.8	39.8	44.8	32.4		50.9	40.0	19.0
Progression Factor	0.56	0.56	0.14		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.5	5.3	0.5		13.3	0.2	4.0	0.4		5.8	1.0	4.6
Delay (s)	20.7	20.5	3.5		58.0	39.9	48.8	32.7		56.7	41.0	23.6
Level of Service	C	C	A		E	D	D	C		E	D	C
Approach Delay (s)		18.0			52.8			41.2			26.3	
Approach LOS		B			D			D			C	

Intersection Summary				
HCM Average Control Delay	27.3	HCM Level of Service		C
HCM Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)		16.0
Intersection Capacity Utilization	77.9%	ICU Level of Service		D
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro LPOE Reconfiguration Mobility Study
4: I-5 NB Ramps & E San Ysidro Blvd
2030 With ITC
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service		A
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	3.0	Sum of lost time (s)		0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service		A
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro LPOE Reconfiguration Mobility Study — 2030 With ITC
5: Camino de la Plaza & NB I-5/I-805 On-Ramp — Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	905	797	0	0	1196	300	92	0	235	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	1.00		1.00			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		0.79			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1770		1244			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1770		1244			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	984	866	0	0	1300	326	100	0	255	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	159	0	0	228	0	0	0
Lane Group Flow (vph)	984	866	0	0	1300	167	100	0	27	0	0	0
Confl. Peds. (#/hr)							100		100	100		100
Turn Type	Prot					Perm	Prot		custom			
Protected Phases	7	4			8		5					
Permitted Phases						8			2			
Actuated Green, G (s)	35.7	90.5			50.8	50.8	11.5		11.5			
Effective Green, g (s)	35.7	90.5			50.8	50.8	11.5		11.5			
Actuated g/C Ratio	0.32	0.82			0.46	0.46	0.10		0.10			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	1114	2912			1634	731	185		130			
v/s Ratio Prot	c0.29	0.24			c0.37		c0.06					
v/s Ratio Perm						0.11			0.02			
v/c Ratio	0.88	0.30			0.80	0.23	0.54		0.21			
Uniform Delay, d1	35.2	2.3			25.2	17.8	46.7		45.1			
Progression Factor	0.68	0.68			0.94	0.68	1.00		1.00			
Incremental Delay, d2	3.8	0.1			2.5	0.4	3.2		0.8			
Delay (s)	27.9	1.7			26.1	12.5	49.9		45.9			
Level of Service	C	A			C	B	D		D			
Approach Delay (s)		15.6			23.4			47.0			0.0	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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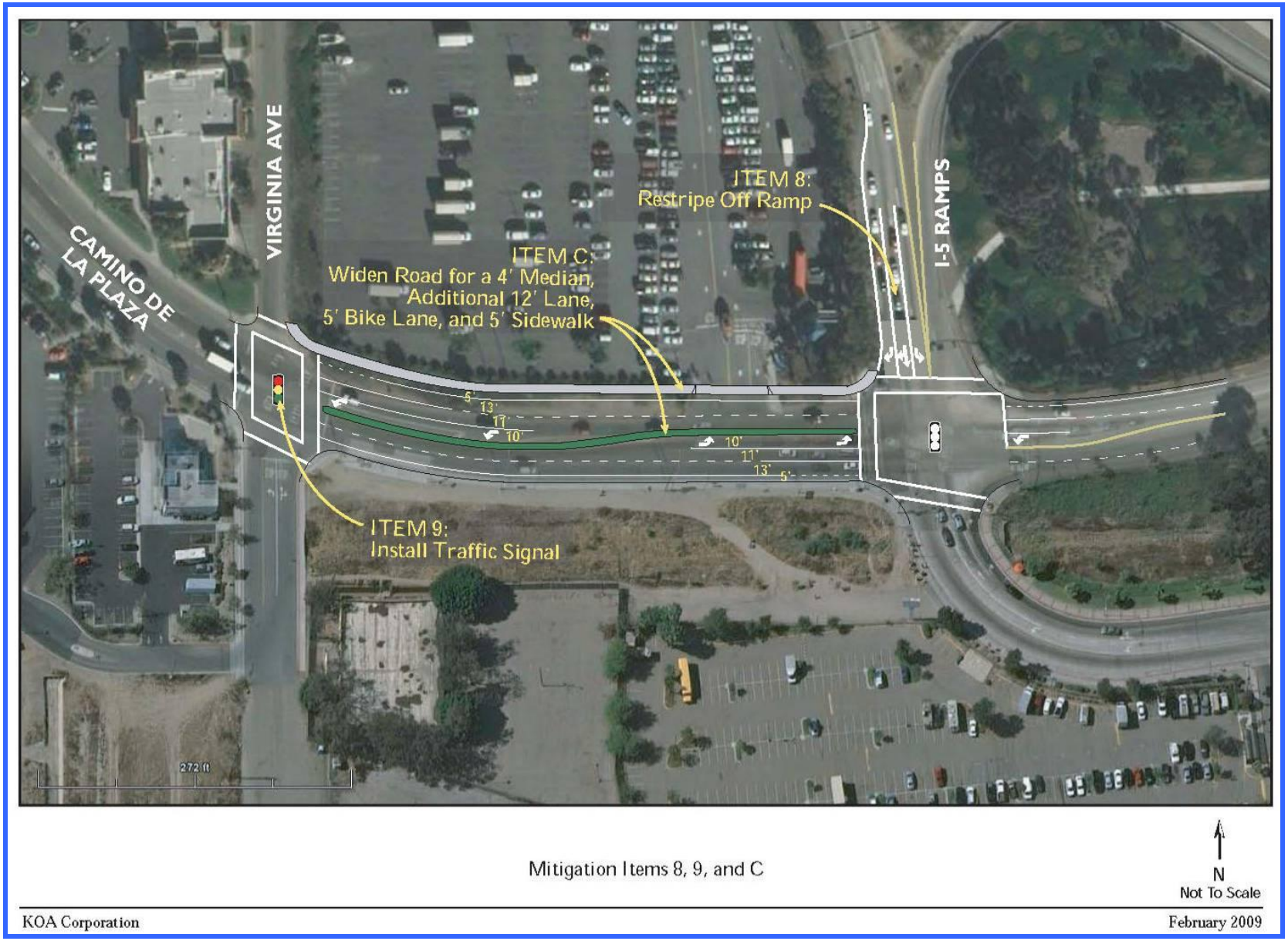


Mitigation Items 8, 9, and C

KOA Corporation February 2009

Queuing and Blocking Report
2030 With ITC
11/19/2009

Intersection: 1: Camino de la Plaza & Virginia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	T	TR	L	T	TR	L	TR	LR
Maximum Queue (ft)	130	113	124	187	156	72	67	33
Average Queue (ft)	62	43	83	59	65	21	33	3
95th Queue (ft)	109	91	130	141	127	51	59	17
Link Distance (ft)	313	313		470	470	68	68	93
Upstream Blk Time (%)						1	0	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)			100					
Storage Blk Time (%)	0		7	1				
Queuing Penalty (veh)	0		14	2				

Intersection: 2: Camino de la Plaza & SB I-5 On/Off-Ramps

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	L	T	R	L	TR	R
Maximum Queue (ft)	132	133	83	40	69	82	37	19	63	586	433	88
Average Queue (ft)	50	33	30	7	29	35	7	2	18	241	87	40
95th Queue (ft)	102	82	62	26	58	66	28	13	46	437	299	68
Link Distance (ft)		470	470		722	722		305		886	886	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			170			100		100			175
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 3: Camino de la Plaza & San Ysidro Blvd

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	LT	R	LT	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	123	174	145	124	47	27	34	61	42	50	86	67
Average Queue (ft)	59	94	72	49	15	5	5	26	8	18	45	27
95th Queue (ft)	106	146	128	97	40	17	19	58	30	44	76	53
Link Distance (ft)	501	501	501	311		525	525		880	880	880	880
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					90			155				
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
2030 With ITC
11/19/2009

Intersection: 4: I-5 NB Ramps & E San Ysidro Blvd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Camino de la Plaza & NB I-5/I-805 On-Ramp

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	R
Maximum Queue (ft)	127	124	67	106	87	107	65	118	152
Average Queue (ft)	50	68	8	31	38	55	29	44	65
95th Queue (ft)	96	109	37	76	74	93	54	85	115
Link Distance (ft)			722	722	501	501	501	452	452
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500	500							
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 17

Queuing and Blocking Report
2030 With ITC 11/19/2009

Intersection: 1: Camino de la Plaza & Virginia Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LR
Maximum Queue (ft)	10	334	334	125	473	489	96	118	40
Average Queue (ft)	1	328	265	123	358	300	76	88	6
95th Queue (ft)	5	332	418	129	502	480	99	107	25
Link Distance (ft)		313	313		453	453	68	68	93
Upstream Blk Time (%)		72	9		4	0	58	57	
Queuing Penalty (veh)		0	0		35	4	0	0	
Storage Bay Dist (ft)	150			100					
Storage Blk Time (%)		75		59	3				
Queuing Penalty (veh)		3		369	16				

Intersection: 2: Camino de la Plaza & SB I-5 On/Off-Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	TR
Maximum Queue (ft)	175	482	492	194	646	606	528	118	190	122	931	934
Average Queue (ft)	163	462	243	83	442	423	129	70	42	54	754	793
95th Queue (ft)	205	522	486	187	726	690	484	131	171	101	1160	1155
Link Distance (ft)		453	453		706	706	706		305		886	886
Upstream Blk Time (%)		18	1		2	0	2		1		10	27
Queuing Penalty (veh)		142	6		10	0	7		0		0	0
Storage Bay Dist (ft)	150			170				100		100		
Storage Blk Time (%)	24	21		0	54			16	0	1		38
Queuing Penalty (veh)	136	107		0	30			28	0	1		194

Intersection: 2: Camino de la Plaza & SB I-5 On/Off-Ramps

Movement	SB
Directions Served	R
Maximum Queue (ft)	200
Average Queue (ft)	194
95th Queue (ft)	222
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	175
Storage Blk Time (%)	5
Queuing Penalty (veh)	32

Queuing and Blocking Report
2030 With ITC 11/19/2009

Intersection: 3: Camino de la Plaza & San Ysidro Blvd

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	LT	R	LT	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	212	258	90	275	115	177	87	91	580	902	902	905
Average Queue (ft)	97	129	38	147	77	41	25	35	51	484	685	613
95th Queue (ft)	175	216	71	240	129	145	62	77	248	1143	1092	1030
Link Distance (ft)	504	504	504	311		525	525		880	880	880	880
Upstream Blk Time (%)				0					0	6	22	3
Queuing Penalty (veh)				0					0	0	0	0
Storage Bay Dist (ft)					90			155				
Storage Blk Time (%)					12	0						
Queuing Penalty (veh)					6	0						

Intersection: 4: I-5 NB Ramps & E San Ysidro Blvd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Camino de la Plaza & NB I-5/I-805 On-Ramp

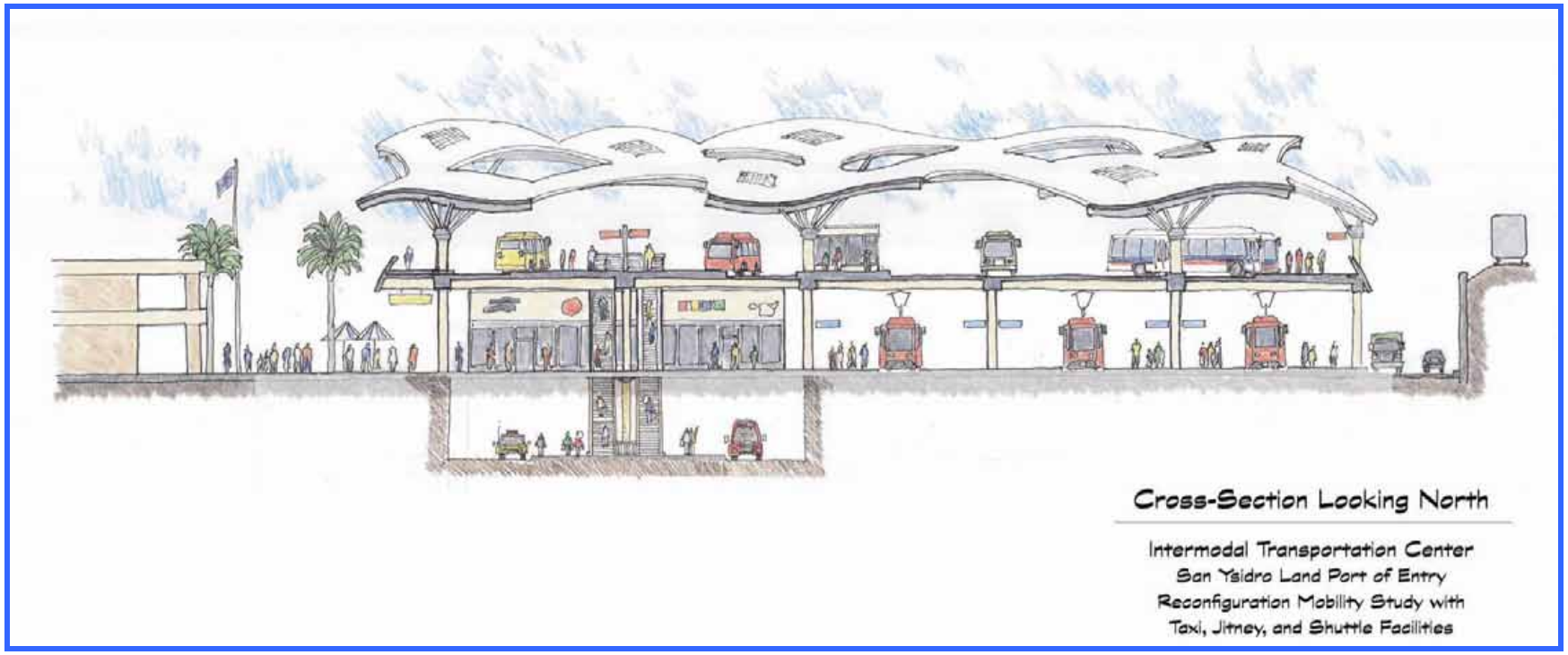
Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	R
Maximum Queue (ft)	231	264	78	120	387	488	278	174	151
Average Queue (ft)	139	159	30	56	190	269	75	61	73
95th Queue (ft)	210	232	68	99	309	400	172	128	137
Link Distance (ft)			706	706	504	504	504	452	452
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	1	1		
Storage Bay Dist (ft)	500	500							
Storage Blk Time (%)									
Queuing Penalty (veh)									

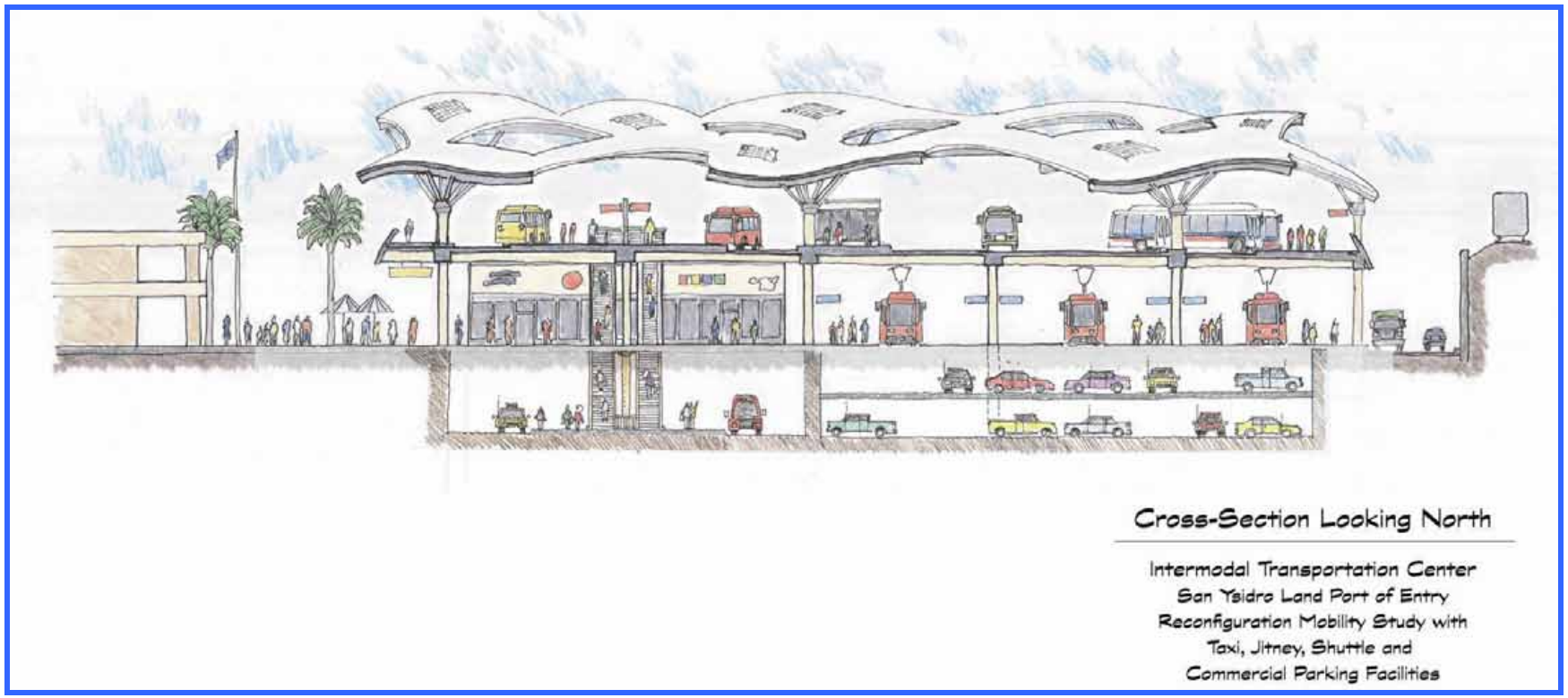
Network Summary

Network wide Queuing Penalty: 1129

APPENDIX C

Intermodal Transportation Center
Alternative Concepts Cross-Sections


Cross-Section Looking North
Intermodal Transportation Center
San Ysidro Land Port of Entry
Reconfiguration Mobility Study with
Taxi, Jitney, and Shuttle Facilities



Cross-Section Looking North

Intermodal Transportation Center
San Ysidro Land Port of Entry
Reconfiguration Mobility Study with
Taxi, Jitney, Shuttle and
Commercial Parking Facilities

APPENDIX D

Comments on Draft Concept Plan Report

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS 241
SAN DIEGO, CA 92110-2714
PHONE (619) 688-3610
FAX (619) 688-3338
TTY 711

Flex your power!
Be energy efficient!

December 14, 2009

Mr. Shariar T. Ammi
Associate Engineer - Transportation
City Planning and Community Investment
City of San Diego
202 C Street, MS5A
San Diego, CA 92101

Reference: San Ysidro Port of Entry Reconfiguration Mobility Study

Dear Mr. Ammi:

The California Department of Transportation (Caltrans) appreciates the opportunity to conduct a review of the Draft San Ysidro Port of Entry Reconfiguration Mobility Study. In our capacity as member of the working grouping, we have the following comments:

- Page 2 last paragraph, please substitute Caltrans planning grant, with …"this study is funded through the Caltrans Transportation Planning Grant Program under Community Based Transportation Planning (CBTP)."

- As noted on page 102 under section 7.1 REMAINING ISSUES, Please add the following sentence at the end of this paragraph, "All alternatives will need to be evaluated in a Project Initiation Document for engineering validity, following Caltrans guidelines," to read… "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. All alternatives will need to be evaluated in a Project Initiation Document for engineering validity, following Caltrans guidelines."

If you have any questions on the comments Caltrans has provided, please contact me at (619) 688-3610 or via email at sergio.pallares@dot.ca.gov.

Sincerely,

SERGIO PALLARES, Chief
International Studies Branch

"Caltrans improves mobility across California"

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

December 31, 2009

SRTP 805.1 (PC 50451)

Mr. Shahriar T. Ammi
City of San Diego
202 C Street, MS 4A
San Diego, CA 92101

Dear, Mr. Ammi

Subject: DRAFT SAN YSIDRO PORT OF ENTRY RECONFIGURATION MOBILITY STUDY

Thank you for providing Metropolitan Transit System (MTS) with the opportunity to review and comment on the Draft San Ysidro Port of Entry Reconfiguration Mobility Study. Our comments are listed below.

In section 6.1, Table 13, understates the amount of capacity that we will need to provide future bus services to the community and the region. Although the existing levels of bus routes and bus bays are stated accurately, MTS would like to see the needed bus bays and routes expanded to say:

# of Bus Routes (needed/goals) = 4
# of bus bays (needed/goals) = 6

Additionally, MTS would like to stress that although we formally support this study, additional engineering efforts will have to be conducted to ensure that the preferred concept is operationally sound and feasible.

Sincerely,

Michael B. Daney
Senior Transportation Planner

CBROWN-L
L-SAMMI.DRAFTSYPOESTUDY.MDANEY

San Ysidro Community Planning Group

January 7, 2010

Shahriar T. Ammi
Associate Engineer – Traffic
Mobility Planning
City Planning & Community Investment
City of San Diego

RE: SAN YSIDRO LAND POINT OF ENTRY MOBILITY STUDY

Item: Recommendation of Support

Dear Mr. Ammi:

On December 14, 2009 the San Ysidro Community Planning Group held a special meeting to discuss the San Ysidro Land Point of Entry Mobility Study recommendations.

A motion was made by M. Cather and seconded by M. Freedman to recommend support of the of the draft plan. The motion passed by a vote of 8 -4 -0.

Thank you for your time and continued effort regarding the San Ysidro Land Point of Entry Mobility Study.

Respectfully,

Michael Cather
Chair SYCPG

GSA Public Building Service
Pacific Rim Region

Memorandum

TO: Shahriar T. Ammi

FROM: Anthony Kleppe

DATE: January 8, 2010

RE: San Ysidro Mobility Study

Please find below comments to the San Ysidro Mobility Study. We have appreciated the city's allowing the GSA team to participate in this important study:

NR-A

The GSA reviewers appreciate the pedestrian friendly nature of this design and agree that by making the area below Camino de La Plaza a pedestrian zone would benefit transit and pedestrian users of the port.

The proposed ramp from the port to Camino De La Plaza would have to be constructed almost entirely on federal property and could not be completed without significant input from Customs and Border Protection.

The GSA team questions how an onramp can be accommodated in a secure port of entry. Other means to move cars from the LPOE into San Ysidro need to be investigated as the proposed ramp would create a large number of security issues for the LPOE.

NR-B

Again, the GSA appreciates the use of the area below Camino De La Plaza as a pedestrian only area, but has significant concern about the proposed onramp from the LPOE onto Camino De La Plaza. The GSA strongly suggests another strategy for moving vehicles into the community in San Ysidro.

Anthony Kleppe
Sr. Asset Manager
(p) 415.522.3373
(c) 415.559.3190
(f) 415.522.3215
anthony.kleppe@gsa.gov

Draft ITC Concept Plan Report: Expanded comments to comments filed 11/18/09

From: Steve Otto, San Ysidro Transportation Collaborative, 12/3/09

Report is very thorough, comprehensive, and thought provoking, however draft document incomplete in following areas:

Vertical Development: At prior working group meetings, community representatives have advocated for inclusion in planning for a multi-level "Grand Central-" station, to include jitneys, taxis, shuttles, parking, retail, and office space as part of a landmark multi-modal complex. While intimating that indeed this option would be studied (ref. "a vertical ITC" on page 51), report incomplete, and instead sloughs off as a "Next Step" (ref. page 103) "(to) conduct more detailed planning and analysis of the preferred or an alternative concept site plan …including…incorporation of taxi/jitney/shuttle facilities into the vertical building on the ITC site…" I don't believe that I'm alone in feeling that the "community" hasn't been listened to on developing this option in sufficient detail. Closely related is complete lack of analysis traffic flows in/out of undefined "potential taxi/jitney/shuttle/kiss & ride/commercial area" which, obviously could/should be incorporated within true vertical ITC facility. See related discussion below.

Economic Feasibility/Market Analyis/Finanical Strategies/Public-Private Partnerships: Except for some valuable "Cost Estimates" on page 96, similarly, all is sloughed off to "Next Steps" (page 103)- a number of "bullet" points, the satisfaction of which is a precondition before an actual "project" accrues (I count no less than five such "bullet" points!). *Without same a "Catch 22" condition exists.*

Analysis traffic flows in/out "Potential Taxi/Jitney/Shuttle/Kiss-and-Ride/Commercial Area: Reference is made to page 79 (Concept Plan). If (at its root) this is a *Mobility* Study, then one is confronted with a total lack of critical traffic flow analysis. Without same, the report is incomplete. On the one hand, the "Study Purpose" (pages 1, 2, 3) is most definitive as to what the study is to accomplish in terms of integrating all mobility modes. Yet, the analysis provides zero information how this sub-area would function in terms of vehicle traffic flows to/from the proposed and variously described "internal access roadway" (page 54), "internal service road (page 55), and "internal circle road" (page 65). Further, the concept plan retains current Exit 1A access into this sub-area (but not egress), and depicts a small driveway-like entrance off Camino de la Plaza (with no exit). With the current 700 block of E. San Ysidro Blvd. proposed to be closed off the vehicular traffic, this shortfall is critical and must be addressed in *this* report before it can be considered complete. One notes multiple references (variously on pages 52, 61, 62, 63, and 77) this sub-area, without any corresponding analysis *how* vehicles access/egress.

Other comments:

1. More specificity is needed with respect to interface ITC reconfiguration with GSA project, specifically:

- Issue #1: It is known that pedestrian access from POE will be at a second level. The report should address need for a continuing second level elevated walkway leading to corresponding second level of new ITC.

- Issue #2: Report proposes vehicle egress from POE to proposed new exit at top of Camino de la Plaza Bridge. While report proposes closing current off/on ramps at Rail Court/E. SY Blvd., report should address reconfiguration of internal POE roadways such that additional lanes can employ the new exit (as opposed to three or four only lanes as discussed in text, ref. pages 17 and 67).

2. "Next Steps" should incorporate interface ITC concept with proposed Camino de la Plaza Bridge Deck. The only time this is mentioned is on page 77. This should go beyond the several references only to widening the existing roadway to incorporate turning lanes to/from proposed freeway ramps. I suggest making the several "bullet" points at the top of page 101 more explicit in this regard.

3. Fix typo on page 73. I can't find any reference to a "Section 5.5."

Draft Reconfiguration Mobility Study Draft Report: Comments of "San Ysidro Community Delegation"

I, Jason M-B Wells, as a member of the San Ysidro Port of Entry Reconfiguration Mobility Study Workgroup, and on behalf of the community delegation of the workgroup – Steve Otto, Jennifer Goudeau and David Flores – respectfully submit the following comments

The transit and mobility work done in the course of this report is outstanding. However, as a mobility study it is incomplete for, in large part, the following reasons:

Vertical Development: Notwithstanding, or in spite of, repeated request, comment and insistence from the community, this study continues to display the Intermodal Transportation Center (ITC) as solely an MTS station. This study does not deal with mobility for an ITC that vertically houses uses such as a taxi station, kiss-and-ride, jitney operations, etc. The Community Delegation has presented and discussed with the Study contractors and the City of San Diego the Community of San Ysidro's concept for an ITC of a "Grand Central Station" manner, that would house these uses, provide better public use and safety and create an economic boon for the City of San Diego, yet this concept is not reflected in the Reconfiguration Mobility Study Draft Report.

Improper Study Focus: As exemplified in the previous point, this study delves too far into land use issues – without the consent of affected land owners or the affected community, instead of its intended focus of mobility. This study would have served CalTrans, the City of San Diego and other stakeholders much better had it fully studied mobility for an all-encompassing ITC, its ingresses and egresses.

Next Steps: Too much of what could and should have been accomplished through this study is left to next steps. We believe traffic from the Port of Entry into San Ysidro should have been fully studied; "other than autobus" traffic into and out of the ITC should have been studied; greater detail for traffic options through the "loop" in front of existing McDonald's building should have been offered; freeway on and off ramp options should have been vetted; parking options should have been studied as part of the ITC, etc.

In closing, we feel the City of San Diego did a good job in ensuring the inclusion of community leaders within this workgroup; however, we feel that we were simply at the table to receive information and not part of the study input. Entertainment of the Community's concepts, needs and input would have made this study a much more complete and appropriate tool.