



Borders Committee Agenda

Friday, January 26, 2024

1 p.m.

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, January 26, 2024, will be held in person in the SANDAG The Board Room. While Borders Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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Public Comments: Members of the public may speak to the Borders Committee on any item at the time the Borders Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Borders Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Social Services Transportation Advisory Council

Tuesday, January 30, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Social Services Transportation Advisory Council (SSTAC) on any issue within the jurisdiction of the SSTAC that is not on this agenda. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. SANDAG staff and SSTAC members may also provide brief updates and announcements under this item.

Consent

+2. Approval of Meeting Minutes

Approve

SSTAC is asked to approve the minutes from its September 19, 2023, meeting.

[Meeting Minutes](#)

+3. 2024 Meeting Calendar

Approve

SSTAC is asked to approve the dates for its meetings during the 2024 calendar year.

[2024 SSTAC Meeting Calendar](#)

Reports

4. University Bikeway Design & Construction

Information

Chris Carterette, Chris Kluth; SANDAG

Staff will present an update on the University Bikeway project, which will provide 2.9 miles of new active transportation infrastructure in the cities of San Diego and La Mesa. The project is fully designed and funded and will start construction this year.

[Supporting Materials](#)

+5. City of San Diego Mobility Master Plan

Discussion

Phil Trom, City of San Diego

Staff from the City of San Diego will present an overview of the City's Draft Mobility Master Plan. The Plan was originally released in October and focuses on projects, programs and actions to improve alternative transportation options within the City of San Diego.

[Att. 1. - City of San Diego Mobility Master Plan](#)

+6. Blue Line Transit-Oriented Development Study

Discussion

Lizzy Havey, Emily Doss; SANDAG

Staff will present the Blue Line Transit-Oriented Development (TOD) Study to introduce and discuss the goals and key milestones for the study.

[Blue Line Transit-Oriented Development \(TOD\) Study](#)

[Supporting Materials](#)

7. Updates from Transit Operators

Information

Representatives from MTS, NCTD, and FACT will present an update on service changes and notable activities at each agency.

8. Unmet Transit Needs

Discussion

SSTAC members and the public will have the opportunity to discuss new or continuing unmet transit needs in the San Diego region.

9. Adjournment

The next meeting of the Social Services Transportation Advisory Council (SSTAC) is scheduled for Tuesday, March 5, 2024, at 10 a.m. as a Joint Working Group Forum.

+ next to an agenda item indicates an attachment

January 30, 2024

September 19, 2023, Meeting Minutes

[View Meeting Video](#)

Vice Chair Alex Warner (At Large Voting Member – Seat C) called the meeting of the Social Services Transportation Advisory Council (SSTAC) to order at 10:05 a.m.

5. Chair and Vice Chair Selection^

Associate Regional Planner Zaccary Bradt presented the item.

There were no public comments on this item.

Action: Upon a motion by Sharon Beckas (At-Large Voting Member – Seat B), and a second by Jay Washburn (MTS Paratransit), the SSTAC voted to appoint Mary Balderrama (NCTD – Fixed Route) as Vice Chair for the FY 2024 term.

The motion failed.

Yes: Mary Balderrama.

No: Vice Chair Warner, Ted Kagan (Special Interest Voting Member – Seat A), Clytie Kohler (Special Interest Voting Member – Seat B), David Jackson (At-Large Voting Member – Seat A), Todd Lordson (At-Large Voting Member – Seat B), Kimberly Taylor (San Diego Center for the Blind), Marcy Roke (Traveler's Aid), Matt Mauer (The Arc of San Diego), Kristine Stensberg (Jewish Family Services), Sofia Hughes (FACT – Seat B), Bryan Killian (MTS Fixed Route), and Jay Washburn.

Abstain: None.

Absent: Options for All, FACT – Seat A, and NCTD Paratransit.

Action: Upon a motion by Todd Lordson, and a second by David Jackson, the SSTAC voted to appoint Ted Kagan as Vice Chair for the FY 2024 term.

The motion passed.

Yes: Vice Chair Warner, Ted Kagan, Clytie Kohler, David Jackson, Todd Lordson, Kimberly Taylor, Marcy Roke, Matt Mauer, Kristine Stensberg, Sofia Hughes, Bryan Killian, Jay Washburn, and Mary Balderrama.

No: None.

Abstain: None.

Absent: Options for All, FACT – Seat A, and NCTD Paratransit.

Action: Upon a motion by Mary Balderrama, and a second by Jay Washburn, the SSTAC voted to appoint Alex Warner as Chair for the FY 2024 term.

The motion passed.

Yes: Vice Chair Warner, Ted Kagan, Clytie Kohler, David Jackson, Todd Lordson, Kimberly Taylor, Marcy Roke, Matt Mauer, Kristine Stensberg, Sofia Hughes, Bryan Killian, Jay Washburn, and Mary Balderrama.

No: None.

Abstain: None.

Absent: Options for All, FACT – Seat A, and NCTD Paratransit.

^ Item taken out of order

1. Public Comments/Communications/Member Comments^

There were no public comments.

Sharon Beckas commented regarding issues with the Pacific Beach shuttle (Beach Bug).

Zac Bradt presented the following updates:

- SANDAG conducting Transit Fare Discount Study to identify priorities and tradeoffs for transit fares and services
- Recent grant awards won by SANDAG to improve transit service and accessibility

Consent

2. Approval of Meeting Minutes

The SSTAC was asked to approve the minutes from its July 18, 2023, meeting.

There were no public comments on this item.

Action: Upon a motion by Matt Mauer, and a second by Mary Balderrama, the SSTAC voted to approve the minutes from its July 18, 2023, meeting.

The motion passed.

Yes: Vice Chair Warner, Ted Kagan, Clytie Kohler, David Jackson, Todd Lordson, Kimberly Taylor, Marcy Roke, Matt Mauer, Kristine Stensberg, Sofia Hughes, Bryan Killian, Jay Washburn, and Mary Balderrama.

No: None.

Abstain: None.

Absent: Options for All, FACT – Seat A, and NCTD Paratransit.

Reports

3. Regional Safety Program Updates

Senior Regional Planners Samuel Sanford and Marisa Mangan presented an update on regional safety planning efforts including the development of a Vision Zero Action Plan, an update of the Regional Active Transportation Plan, and a safety data dashboard.

There were no public comments on this item.

Action: Information only.

4. Bayshore Bikeway Barrio Logan Phase 2: Intersection Improvements

Senior Systems Engineer Dinara Ussenova and Kirk Bradbury, Quality Infrastructure Corporation presented an update on the Bayshore Bikeway project to provide information on improved Americans with Disabilities Act pedestrian crossings across the Burlington Northern Santa Fe tracks at 28th Street.

There were no public comments on this item.

Action: Information only.

6. Unmet Transit Needs

Zaccary Bradt presented an update on any responses received to prior unmet needs comments and SSTAC members discussed new or continuing unmet transit needs in the San Diego region.

Ethel Miranda, member of the public, commented regarding paratransit routes.

Mousumi Piu, member of the public, commented regarding MTS improved ADA services.

Action: Discussion only.

7. Transit Operator Updates

Jay Washburn, MTS, and Mary Balderrama, NCTD presented updates on service changes and other notable activities for their respective agency.

There were no public comments on this item.

Action: Information only.

8. Facilitating Access to Coordinated Transportation

Sofia Hughes presented an update on notable activity by FACT and the Council on Access and Mobility.

Mousumi Piu commented regarding the fare costs for using FACT services.

Action: Information only.

9. Upcoming Meetings

The next SSTAC meeting is scheduled for Tuesday, November 21, 2023, at 10 a.m.

10. Adjournment

Chair Warner adjourned the meeting at 11:36 a.m.

Confirmed Attendance at SSTAC Meeting

Jurisdiction	Name	Attended
Special Interest Voting Member (Seat A)	Ted Kagan (Primary)	Yes
	Wayne Landon (Alternate)	No
Special Interest Voting Member (Seat B)	Clytie Kohler (Primary)	Yes
	Sharon Beckas (Alternate)	Yes
At-Large Voting Member (Seat A)	David Jackson (Primary)	Yes
	Todd Shaw (Alternate)	Yes
At-Large Voting Member (Seat B)	Todd Lordson (Primary)	Yes
	Marisa Romero Lucero (Alternate)	Yes
At-Large Voting Member (Seat C)	Alejandra Warner (Primary)	Yes
	Lorry Seagrim (Alternate)	No
San Diego Center for the Blind	Samantha Stephan (Primary)	No
	Kimberly Taylor (Alternate)	Yes
Travelers Aid Society of San Diego	Marcy Roke (Primary)	Yes
	Adrianna Yemhatpe (Alternate)	Yes
Options for All	Rachel Holiday (Primary)	No
	Brian Nero, Alternate	No
The Arc of San Diego	Anthony DeSalis (Primary)	No
	Matt Mauer, (Alternate)	Yes
Jewish Family Services	Kristine Stensberg (Primary)	Yes
	Marilyn Greenblatt, (Alternate)	Yes
FACT (Seat A)	Alissa Poorman (Primary)	No
	Paola Zilli (Alternate)	No
FACT (Seat B)	Arun Prem (Primary)	No
	Sofia Hughes (Alternate)	Yes
MTS Fixed Route	Bryan Killian (Primary)	Yes
	Keith Vann (Alternate)	No
MTS Paratransit	Jay Washburn (Primary)	Yes
	Carla Perez (Alternate)	No
NCTD Fixed Route	Mary Balderrama (Primary)	Yes
	Ioni Tcholakova (Alternate)	No
NCTD Paratransit	Robert Gebo (Primary)	No
	Mary Balderrama (Alternate)	N/A

January 30, 2024

2024 Social Services Transportation Advisory Council Meeting Calendar

Overview

The Social Services Transportation Advisory Council is asked to review and approve the proposed meeting dates for 2024. Meetings are held on the second Tuesday of every other month at 10 a.m. at the SANDAG offices.

Proposed Meeting Dates

Tuesday, January 30, 2024

Tuesday, March 19, 2024

Tuesday, May 21, 2024

Tuesday, July 16, 2024

Tuesday, September 17, 2024

Tuesday, November 19, 2024

Action: Approve

SSTAC is asked to approve the dates for its meetings during the 2024 calendar year.

Fiscal Impact:

None

Schedule/Scope Impact:

None

Antoinette Meier, Senior Director of Regional Planning



University Bikeway

Social Services Transportation Advisory Council | Item 4
Chris Carterette, AICP, Senior Regional Planner
Tuesday, January 30, 2024

1

University Bikeway Route



SANDAG

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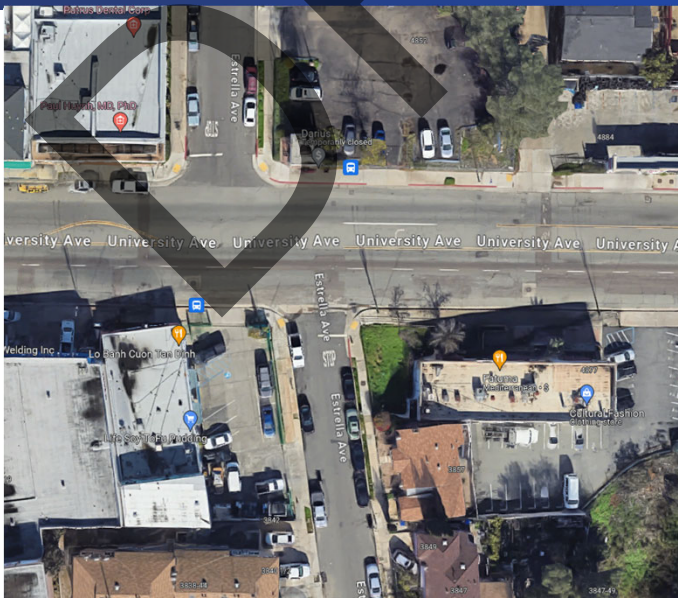
Improvements

PROJECT IMPROVEMENTS AND SAFETY BENEFITS



3

Estrella Ave Current Conditions



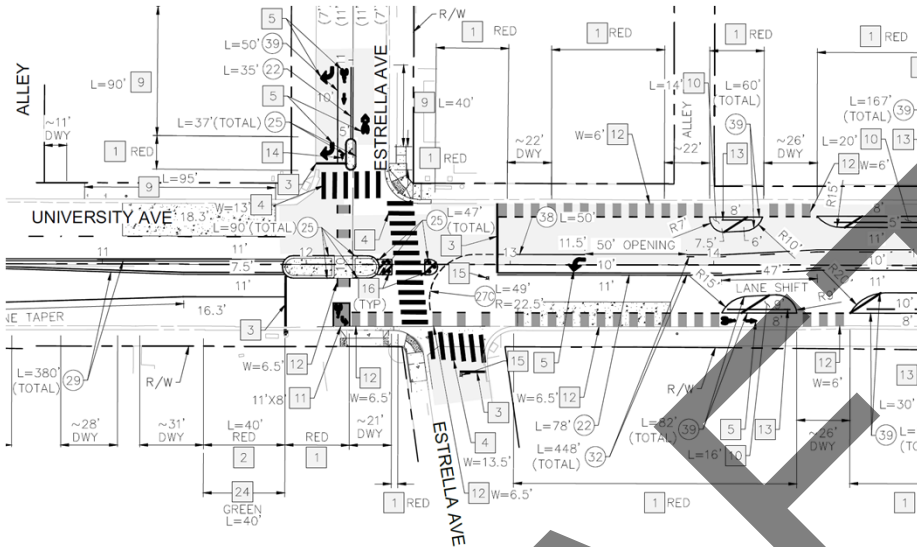
New signalized intersection focused on bike and pedestrian safety

Joins University Bikeway to Orange Bikeway

SANDAG

4

Estrella Ave Improvements



- Bike Blvd. on Estrella Ave. articulates to University Ave.
- Traffic diverter to prevent cut through traffic on Estrella
- Crosswalks and median refuge
- Bike friendly intersection for left turn onto University

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5

University Ave. and 54th Street



Current conditions

- Free right turns
- Long crossings
- Large turn radii

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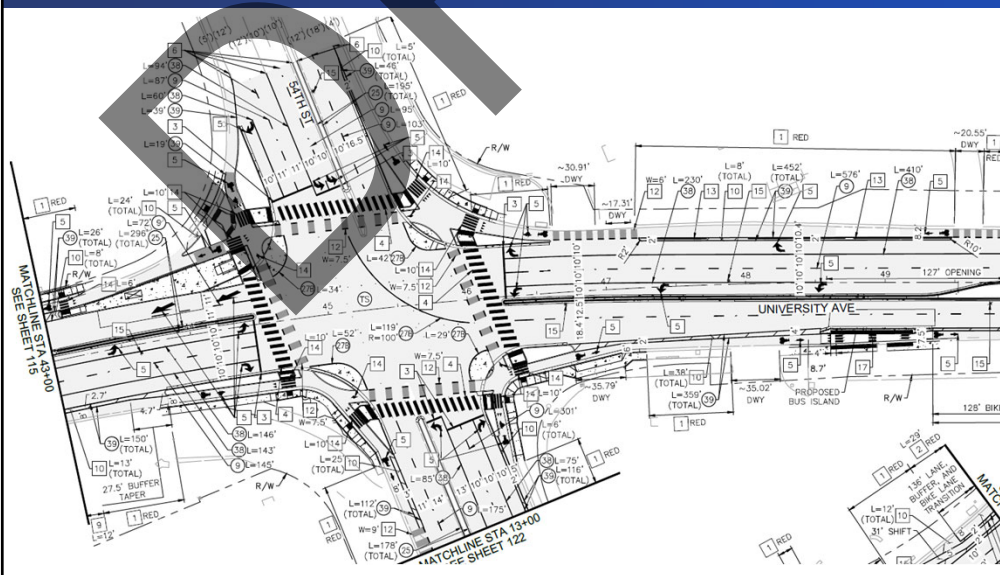
Protected Intersection (Vancouver, BC)



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7

54th Street – Protected Intersection



- Curb islands in intersection for protection non-motorized users
- Bus islands to reduce conflict with transit and bikes
- Buses pull up to bus islands more “in line” with curb

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8

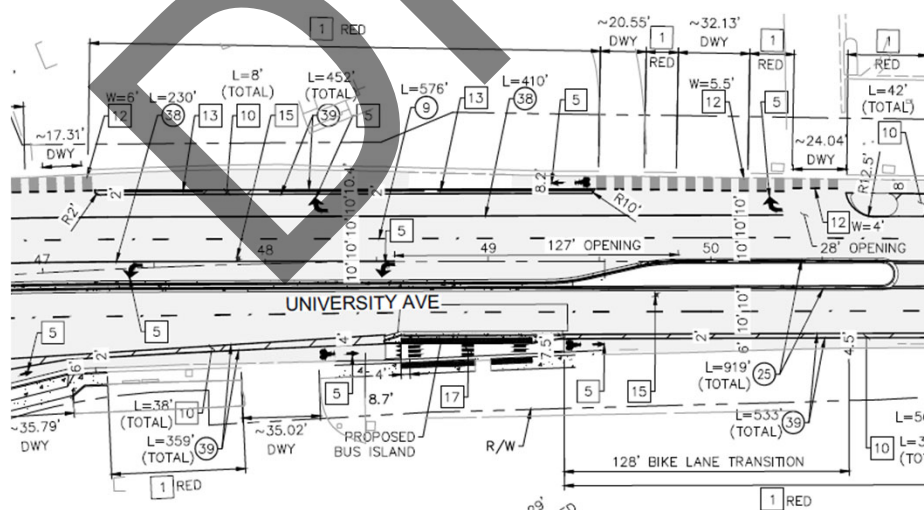
Protected Intersection (Quebec St. and E. 1st Ave. Vancouver, BC)



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Bus Island east of 54th Street



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10

58th Street and University Ave.

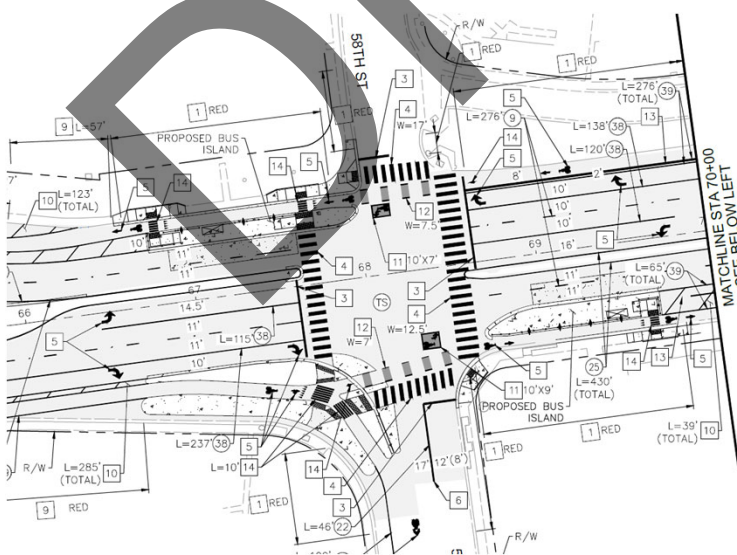


- Current conditions

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58th and University Improvements



- Protected intersection for non-motorized users

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University Square Driveway



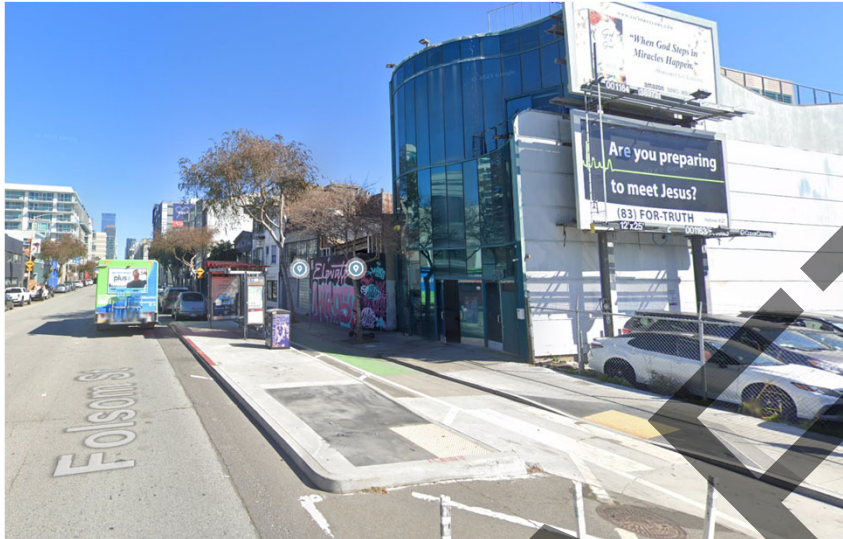
13

Shared Loading Area (Seattle, WA)



14

Bus Island (San Francisco, CA)



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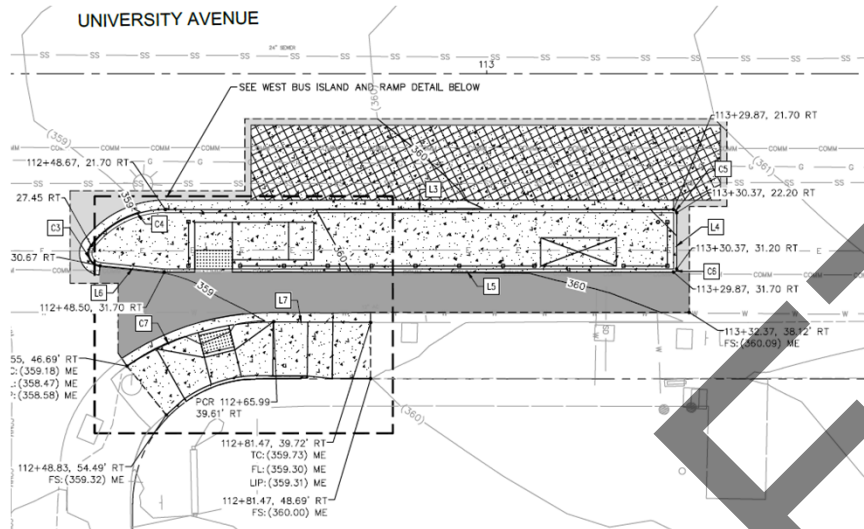
Bus Island (Burnaby, BC)



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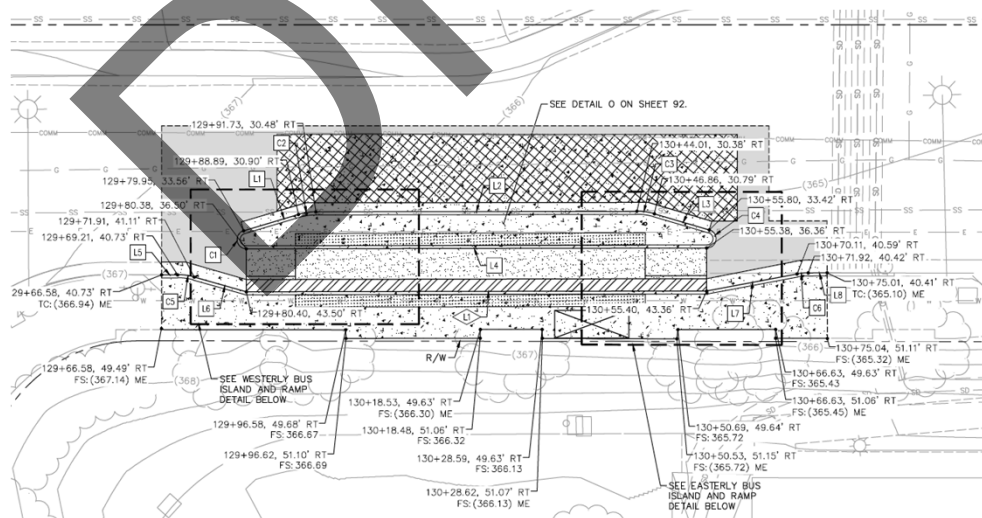
Transit Island Detail



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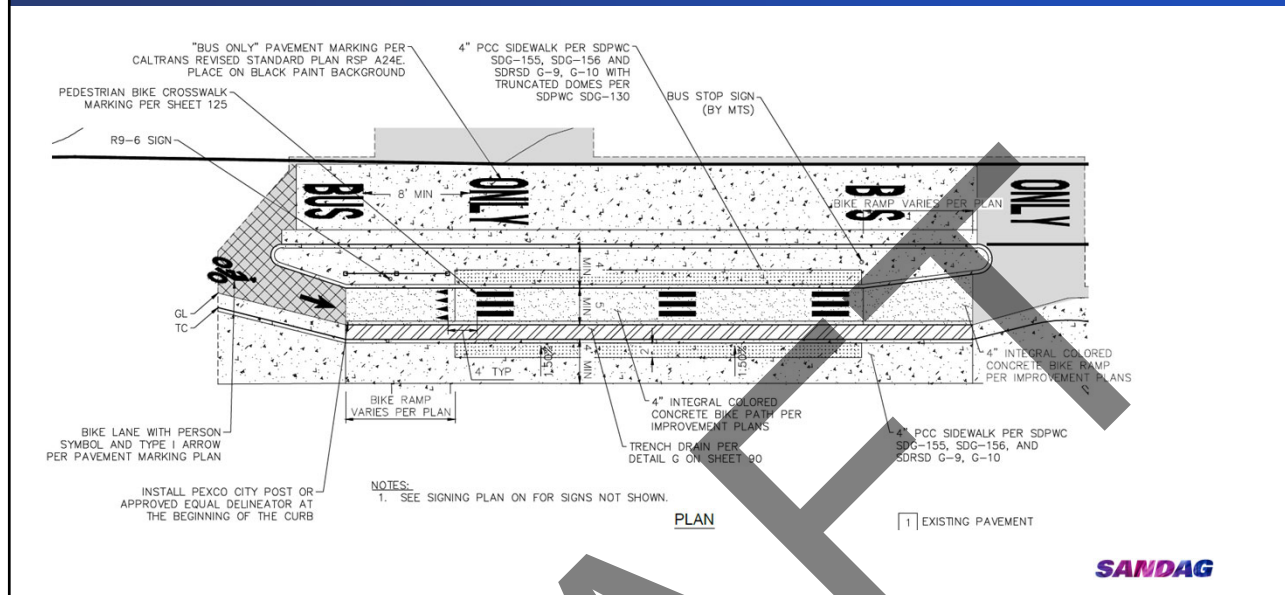
Transit Island



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Transit Island



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Department of Sustainability & Mobility

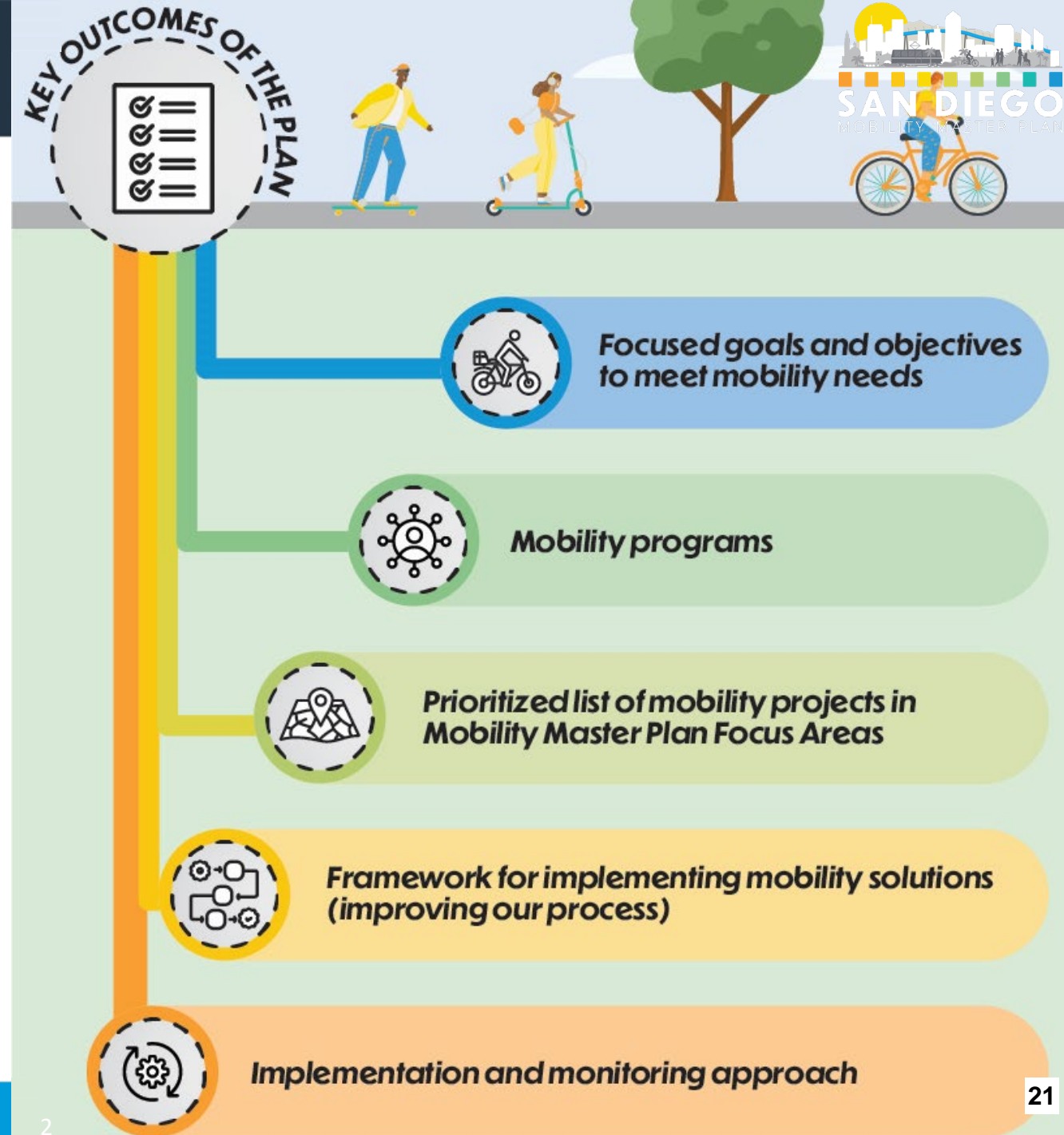
Mobility Master Plan

January 30, 2024
SSTAC



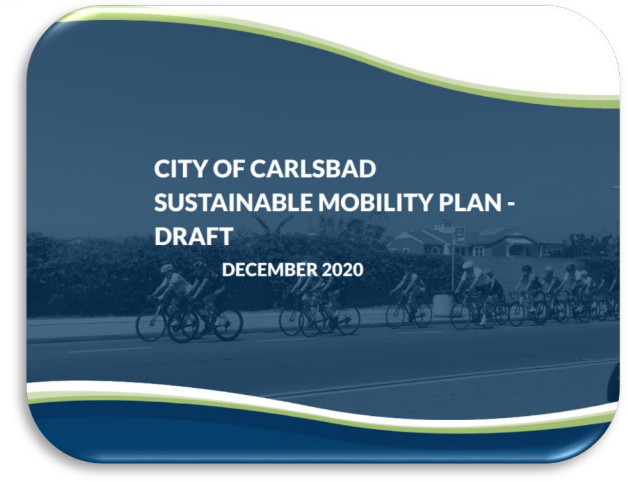
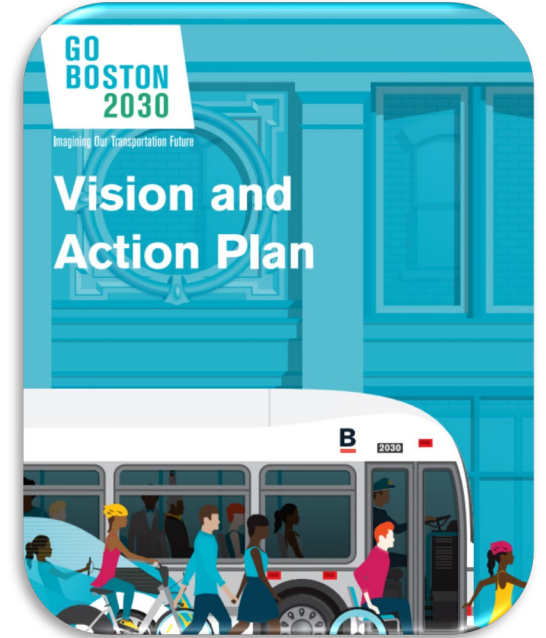
Mobility Master Plan

- City's comprehensive mobility plan
- Create a balanced, equitable and sustainable mobility system for the City
- Support investments in areas with the greatest needs
- Promote Vision Zero
- Advance the Climate Action Plan



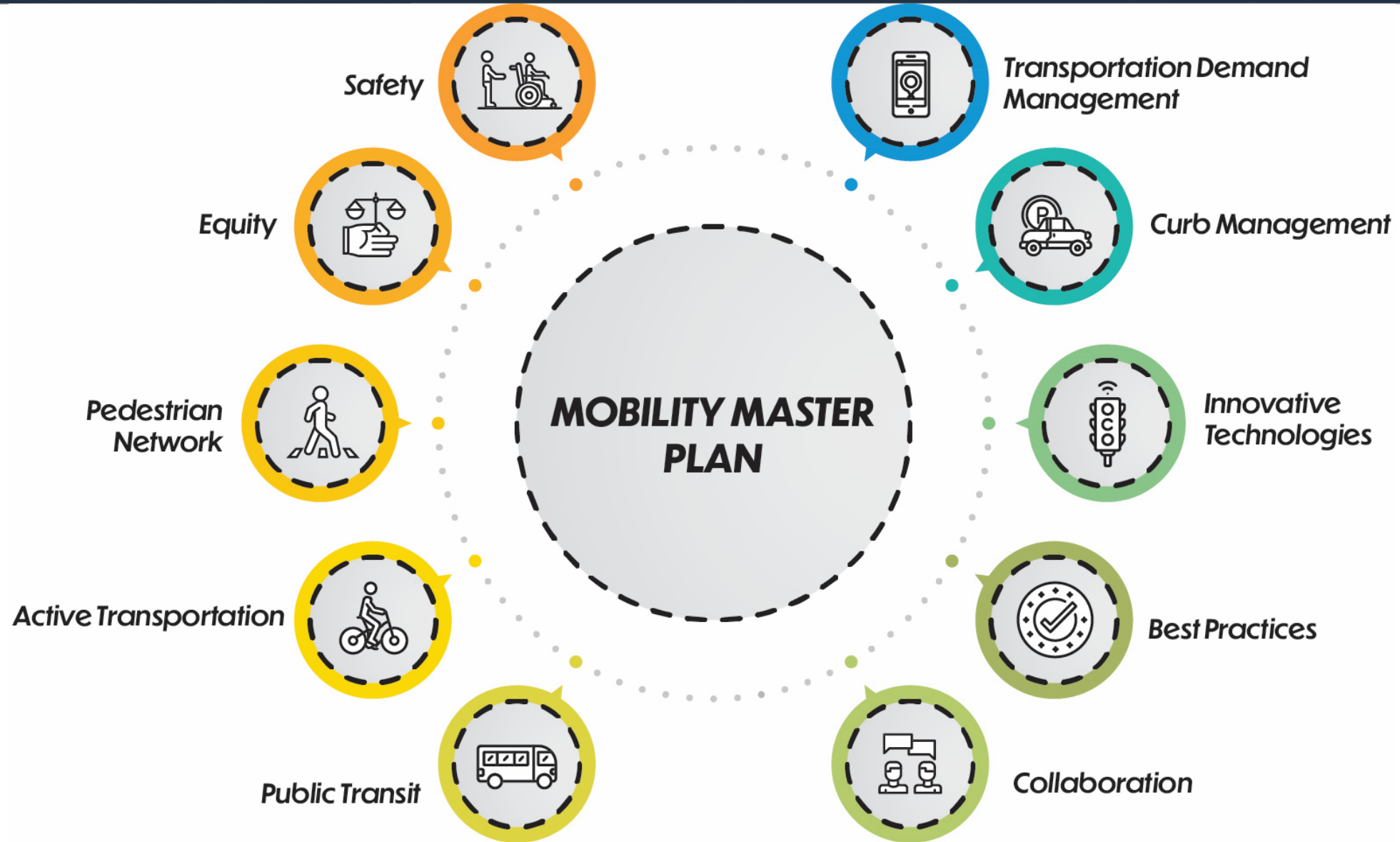


Other Cities



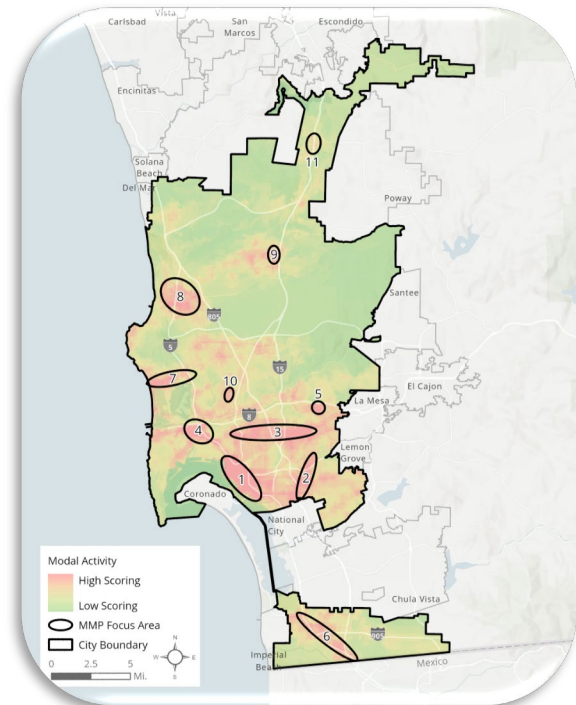




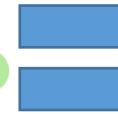
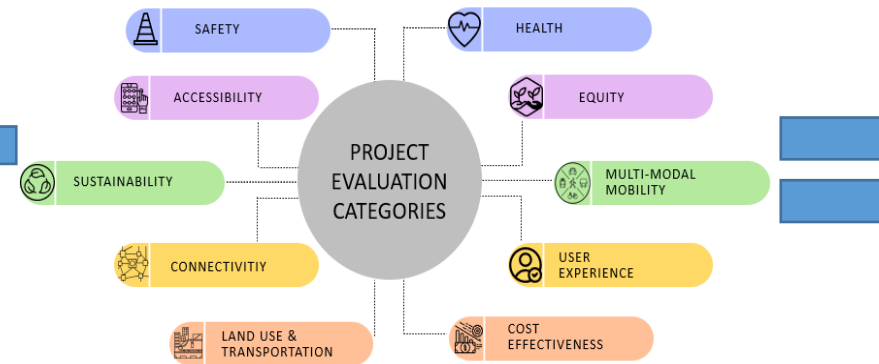




Mobility Projects



What projects are within those high need geographies?



Project Evaluation Criteria

Safety

- ❖ Does the project improve safety? (800-14)
- ❖ Is the project in geographic proximity to areas of severe and fatal collisions?

Health & Access

- ❖ Does this project improve livability/health near crucial public infrastructure? (800-14)

Sustainability & Multi-Modal Mobility

- ❖ Does the project advance the Climate Action Plan goal of net zero greenhouse gas emissions by 2035? (800-14)
- ❖ Does the project reduce auto-dependency and promote other modes of transportation? (800-14)

Equity

- ❖ Does the project improve transportation access for people of all ages and abilities? (800-14)

Connectivity & User Experience

- ❖ Does the project fill a gap in and/or enhance the transportation system?

Supporting Future Growth

- ❖ Is the project within a Sustainable Development Area?

Cost effectiveness

- ❖ Is the project cost effective?



Mobility Programs

- Shared mobility
 - Bike share, car share, micromobility charging and services, neighborhood shuttles
- Commuter programs
 - Employer outreach, carpool programs
- Financial incentives
 - Transit fare subsidies, multimodal discounts, equity programs
- Digital infrastructure
 - Mobile traveler information, Mobility as a Service, consolidated payment platforms
- System management
 - Parking management, delivery zones, data and communications, slow streets, bike parking

On-demand Specialized Transportation Services

On-demand specialized transportation services provide flexible and individualized transportation options to meet the needs of individuals with mobility challenges. Building upon the paratransit service offered by the transit agencies, users can request rides in real time and be offered door-to-door pickups and drop-offs in an accessible vehicle. SANDAG designated Facilitating Access to Coordinated Transportation as the Consolidated Transportation Services Agency for San Diego County which coordinates with multiple transportation service providers to offer users the most affordable and accessible transportation option. An on-demand service program in San Diego would supplement this program and provide more options within the City in addition to the MTS Access Service.



Paratransit Vans



PROGRAM IN ACTION

The Massachusetts Bay Transportation Authority (MBTA) operates the RIDE Flex program. The paratransit service utilizes a network of accessible vehicles to provide transportation options to its users with personal mobility limitations. More information can be found at: <https://www.mbta.com/accessibility/the-ride/the-ride-flex>

Ride Flex Transportation
Source: MBTA, 2021

CITYWIDE SHARED MOBILITY



PROGRAM HIGHLIGHTS

-  **Estimated Initiation Timeframe**
1-3 years
-  **Implementation Cost**
\$\$\$\$
-  **Potential Funding Sources**
 - » General Fund
 - » Federal, state, and regional grants
- Leading Department**
Sustainability and Mobility
-  **Collaborating Entities**
Other City departments, partner agencies, public-private partnerships
-  **Relevance to Mobility Master Plan Goals**
Goals 1, 5, 9
-  **Relevance to Climate Action Plan Policies**
Policies 3.1f, 3.1 SA-8, 3.1 SA-24
-  **Incorporating Community Engagement**
The community identified providing more (and affordable) mobility options to facilitate better transportation access for the City's senior populations and persons with disabilities as a major mobility need since these populations may be unable to use active transportation modes and often live on fixed incomes.



Implementation

- Implementation Approach Consistent with Council Policy 800-14
- Near-Term Implementation Actions (0-5 Years)

Examples:

- Establish Mobility Governance Group
- Develop a Comprehensive Data Mapping and Project Dashboard

- Long-Term Implementation Actions (By 2035)

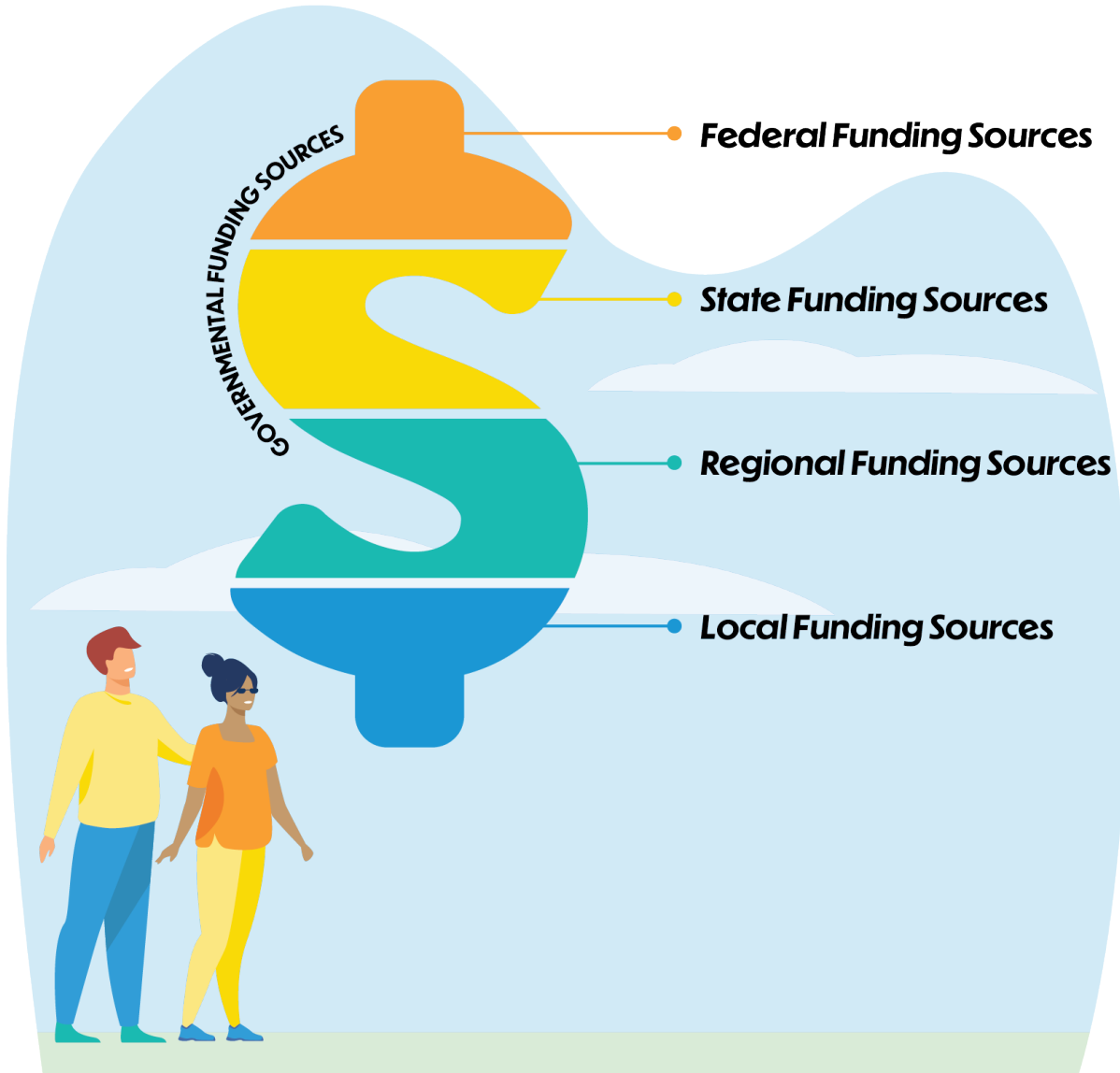
Examples:

- Expand incentive programs
- Evaluate future technologies and role within the City's transportation system
- Incorporate climate resilience into long-range mobility planning



Systems Performance Monitoring

- Commute Mode Share (American Community Survey)
- Fatalities and Serious Injuries (City of San Diego)
- Vehicle Miles Traveled (Caltrans Performance Measurement System)
- Commute Travel Times (American Community Survey)
- Annual Transit Boardings (National Transit Database)
- Bike Lane Miles (City of San Diego)
- First-mile/Last-mile Projects Completed (City of San Diego)



- Menu of implementation funding sources
- Resource to City staff
- Commitment to develop a mobility funding strategy



- ☐ October 2023: Draft plan release
- ☐ Public review period
 - ☐ Available at: www.sandiego.gov/sustainability-mobility/mobility/mobility-master-plan
- ☐ February – March 2024: Community outreach
- ☐ Spring 2024: Plan adoption hearings begin
- ☐ Establish a 4-year update process

Department of Sustainability & Mobility

Mobility Master Plan

January 30, 2024
SSTAC



January 30, 2024

Blue Line Transit-Oriented Development (TOD) Study

Overview

The Blue Line TOD Study will identify opportunities for spurring TOD at and near two Blue Line Trolley stations within South Bay. The study area includes the San Ysidro Mobility Hub and the greater area around Palomar Trolley Station located in the City of Chula Vista.

The study furthers both near-term and long-term action items of the 2021 Regional Plan to partner with local jurisdictions and other agencies on collaborative efforts to further mobility hub implementation.

Key Considerations

The Blue Line TOD study will assess land use, transportation, and market conditions to inform strategies for TOD implementation that highlight opportunities for potential development, community integration, and mobility improvements. This study will advance regional planning goals and support ongoing parallel efforts and studies in the corridor, such as the San Ysidro Mobility Hub Planning, Blue Line Express Study now referred to as the South County Rapid Transit Study, Palomar Grade Street Separation, and the Purple Line Conceptual Study. More supportive land uses and TOD within these areas will stimulate transit ridership, increase community integration, vibrancy, and safety, advance regional housing goals, and encourage the reduction of greenhouse gas emissions.

Over the course of the 15-month study, tasks will include an existing conditions analysis, public and stakeholder engagement, opportunity site identification, real estate market analysis, and development of implementation strategies and conceptual site plans. Final deliverables will include an interactive story map, priority implementation actions, and a final report to realize TOD in the study areas and serve as a case study for TOD implementation for the Mobility Hub areas in the region.

The study comprises a Project Development Team of SANDAG staff, consultants, and stakeholders like the San Diego Metropolitan Transit System, the City of Chula Vista, and the City of San Diego to engage local decision-makers, align assumptions, and provide accurate information to inform the study and its deliverables. Community-based organizations also play an important role in the study and are contracted for outreach services to help develop outreach materials, inform tasks and deliverables, provide a platform for residents, and ensure the study follows equitable TOD strategies. Staff will incorporate feedback and partner with stakeholders throughout the course of the study.

Next Steps

Staff will continue to update the working group members as the study progresses. SANDAG will continue to involve the Mobility Working Group to seek input from local jurisdictions' representatives to incorporate a regional perspective to the study.

Antoinette Meier, Senior Director of Regional Planning

Action: Discussion

Staff will present the Blue Line Transit Oriented Development (TOD) Study to introduce and discuss the goals and key milestones for the study.

Fiscal Impact:

The Blue Line TOD Study is funded by grants from United States Department of Transportation Federal Transit Administration, Overall Work Project Program Number (OWP) 3322300, and from the State of California under the Regional Early Action Planning Grants of 2021, OWP 3321901.

Schedule/Scope Impact:

The study is anticipated to be completed in early 2025.



Blue Line Transit-Oriented Development Study

Social Services Transportation Advisory Council | Item 6
Lizzy Havey and Emily Doss, Regional Planners
Tuesday, January 30, 2024

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Agenda



Project Overview



Site Context



Study Tasks



Discussion

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Project Overview

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Overview

The Blue Line Transit-Oriented Development Study (Blue Line TOD Study) aims to

- Develop TOD strategies for the areas around San Ysidro and Palomar Trolley Stations
- Assess land use, transportation and market conditions for TOD opportunities
- Understand and further mobility hub implementation



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Aligning Assumptions with Parallel Efforts

- San Ysidro Mobility Hub
- South County Rapid Transit Study
- Purple Line Conceptual Study
- Palomar Street Grade Separation Study



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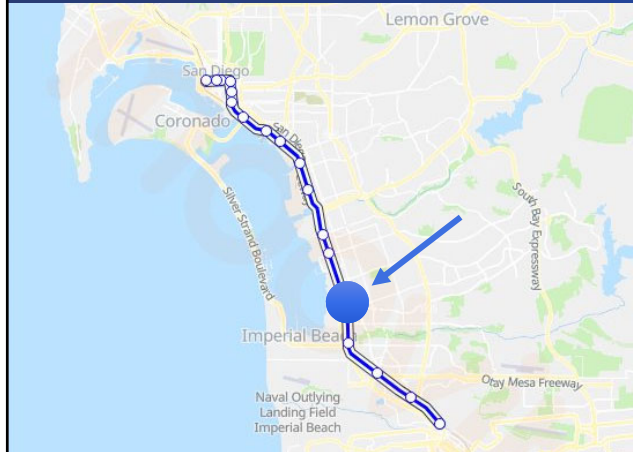
Study Areas

Palomar + San Ysidro

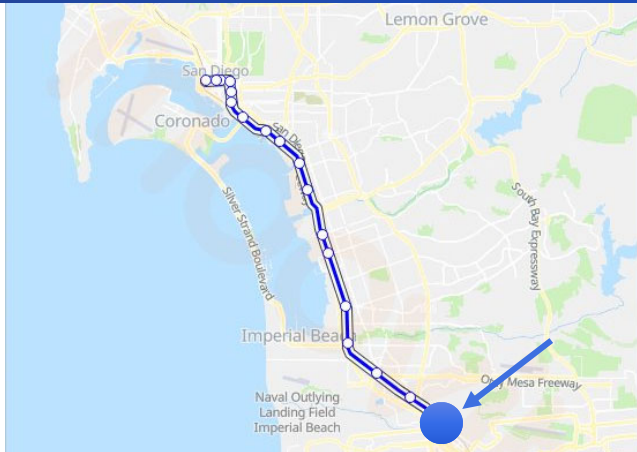
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TOD Study Areas



Palomar Street Transit Center
Trolley station in
Chula Vista, California



San Ysidro Station
Trolley station in the San Ysidro neighborhood of
San Diego, California

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Palomar Station



*Proximity to Retail/Amenities,
& Residential*

Vacant Lots

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Palomar Station Overview

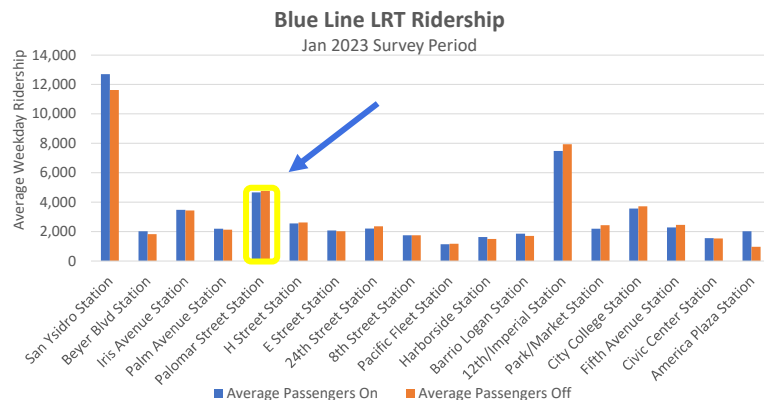
Third highest ridership with

4,502

Average Daily Boarding

4,609

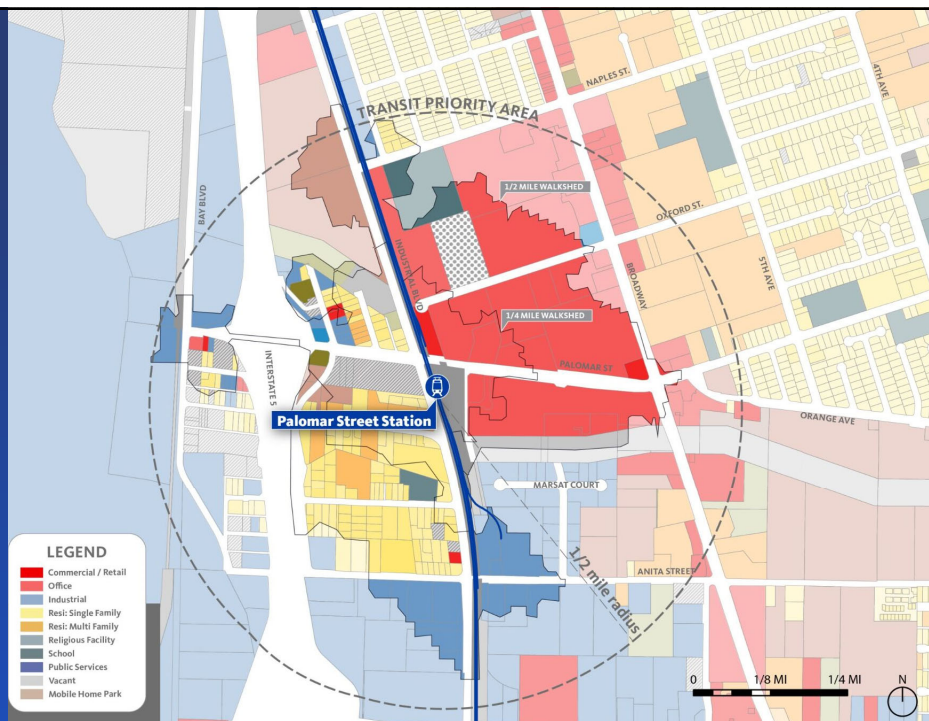
Average Daily Deboarding



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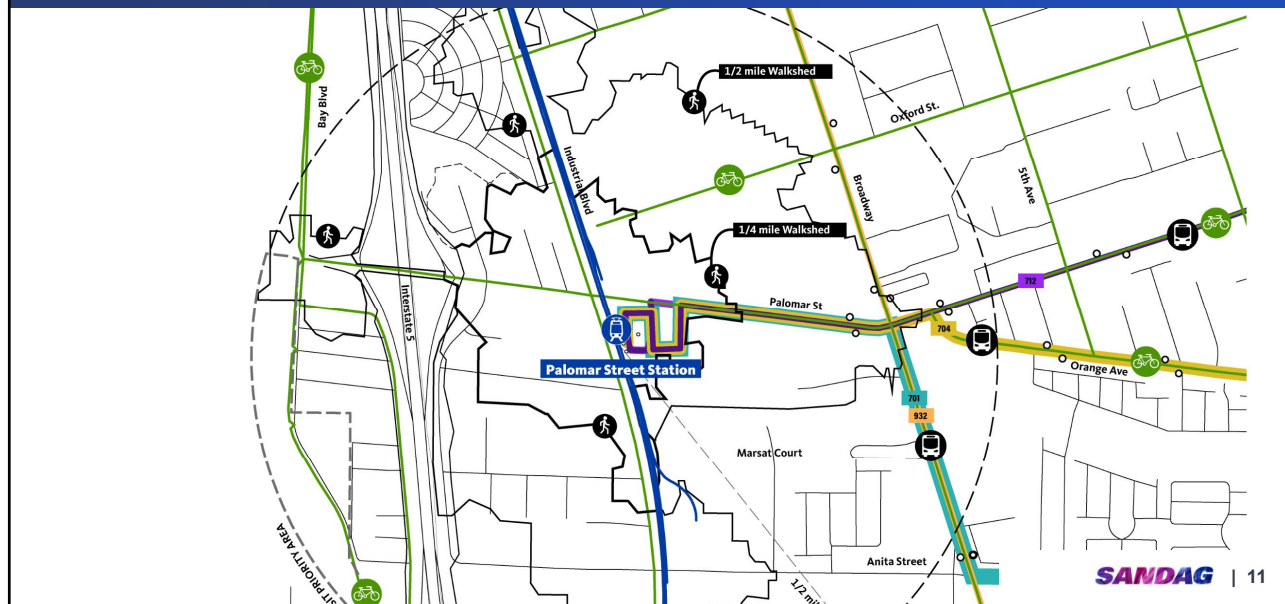
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Palomar: Land Use



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Palomar: Circulation

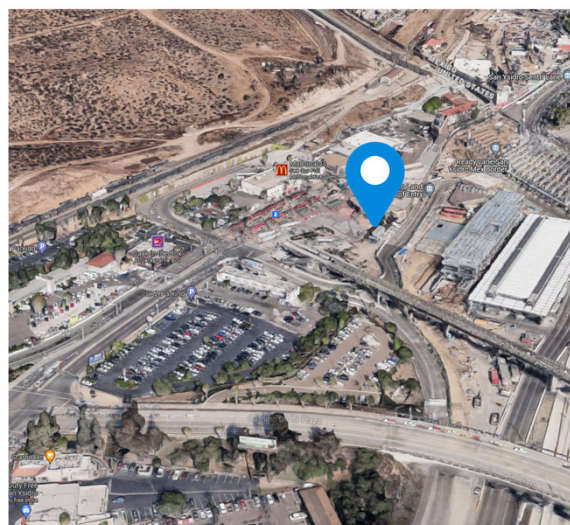


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San Ysidro Station



View from Pedestrian Bridge



Station Context

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San Ysidro Station Overview

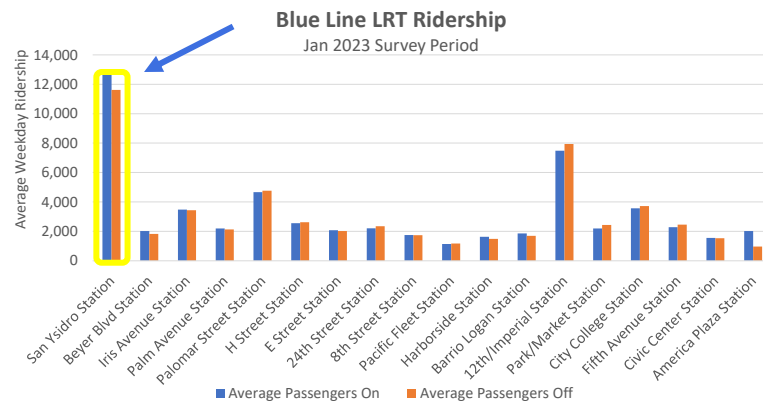
Highest ridership with

12,148

Average Daily Boarding

11,022

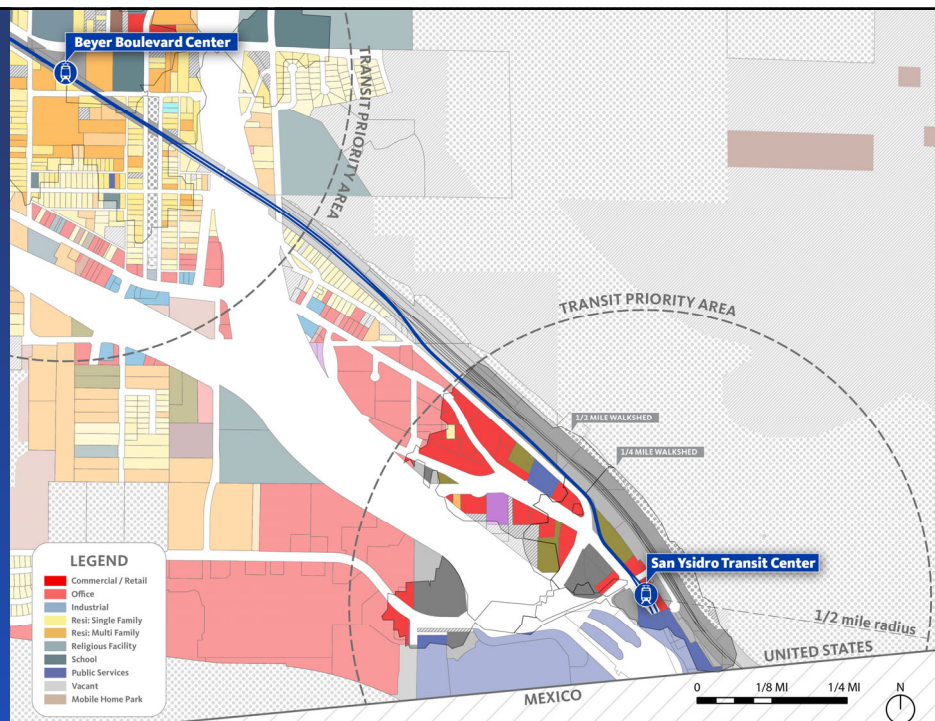
Average Daily Deboarding



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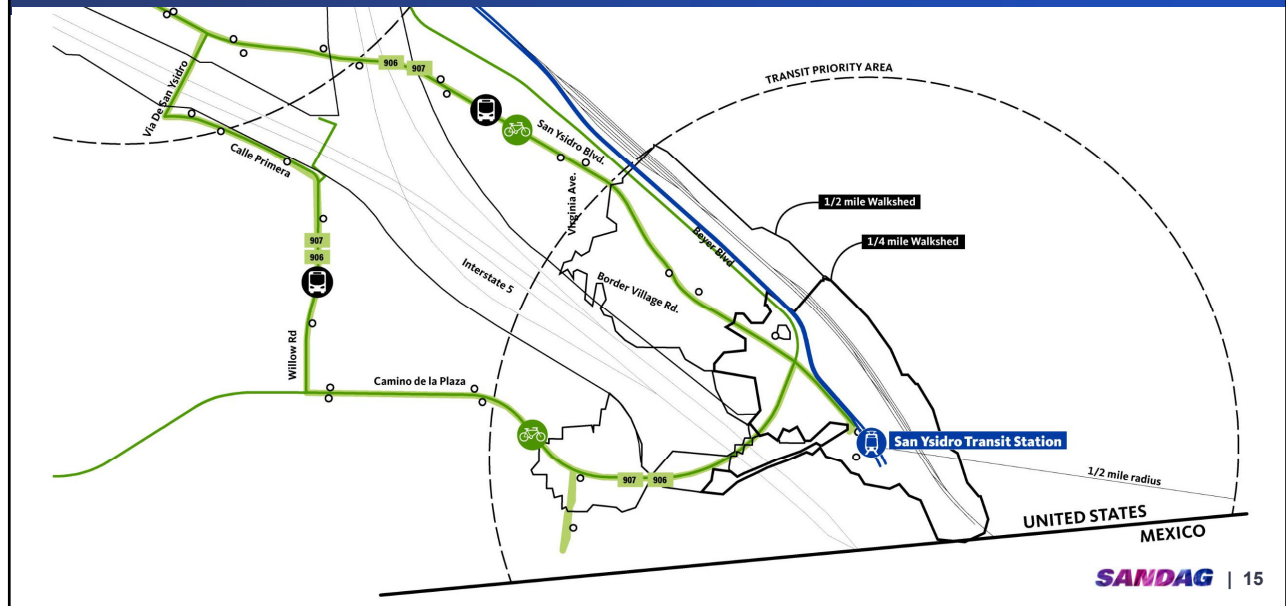
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San Ysidro: Land Use



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San Ysidro: Circulation



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Project Tasks

Scope and Deliverables

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Project Tasks



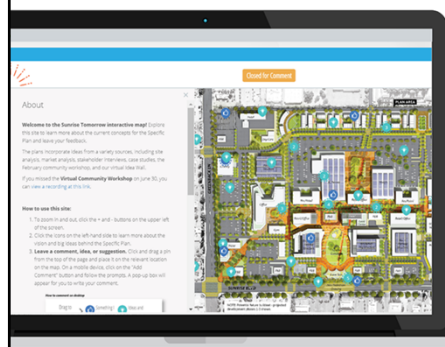
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Stakeholder & Public Engagement

Task 2

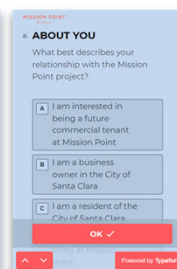
- Public Outreach Strategy
- Specific outreach events and activities in collaboration with community-based organizations (CBOs)
- Project Development Team: SANDAG, MTS, City of San Diego, City of Chula Vista, and CBOs



Online Portal



Outreach Materials



Online Survey

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TOD Opportunity Site Identification & Market Analysis

Task 4

- Market Analysis
- Highest and Best Use Analysis
- Deliverables include:
 - Preliminary TOD Opportunity Site Technical Memo
 - Draft TOD Opportunity Site and Market Analysis Report
 - Final TOD Opportunity Site and Market Analysis Report

GENSLER TOD OPPORTUNITY INDEX™

The Gensler TOD Opportunity Index™ is a tool for evaluating the TOD potential of transit station areas. Using quantitative analysis of pedestrian, bicycle, and transit access, existing development, and planning context, we are able to calculate a TOD Opportunity Score for each parcel within a station area as well as the station area neighborhood as a whole, pinpointing opportunity sites with the greatest development potential. Combined with qualitative analysis of the planning area and community engagement, we are able to deliver a holistic view of what makes each transit-oriented community unique.

EVALUATION CRITERIA

The Gensler TOD Opportunity Index™ provides a framework for evaluation that can be tailored to each project based on site conditions, project goals, and community context. Typical evaluation criteria include the following:



PEDESTRIAN ACCESS

Pedestrian access is determined by walking distance to the station and community amenities.



BICYCLE ACCESS

Bicycle access is determined by biking distance to the station and community amenities and availability of bicycle infrastructure.



TRANSIT ACCESS

Transit access is determined by how well a location is served by bus, rail and other transit, including frequency and number of destinations.



NEIGHBORHOOD ORIENTATION

Neighborhood orientation is determined by the mix of uses (employment-generating or residential land uses).



URBAN TYPOLOGY

Urban typology is determined by the form and density of existing development and lot sizes.



DEVELOPMENT POTENTIAL

Development potential is determined by the existing zoning and use relative to the highest and best use.

TOD Opportunity Index

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Project Schedule

YEAR	2023			2024											
MONTH	OCT	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Stakeholder & Public Engagement															
Study Area Boundaries, Existing Conditions, & Land Use Policy Summary															
TOD Opportunity Site Identification & Market Analysis															
TOD Implementation Strategies															
TOD Site Plans & Renderings															
Final Report															

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Discussion

How can we leverage and scale the project as a case study for mobility hub implementation regionally?

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