

# Multimodal Station

## FY 2019 Capital Improvements Program (CIP) Survey Aug 15 2017

Visit the Southeastern San Diego website, <http://www.SoutheasternSD.org> and then actuate the Multimodal Transit Station button.

**Community Planning Group:** \_Southeastern\_\_\_\_\_

**Council District:** \_\_\_\_\_8\_\_\_\_\_ Neighborhood: Logan Heights\_\_\_\_\_

**Proposed Project Title:** Multimodal Rapid Transit Station\_\_\_\_\_

**Project Address:** 3450 Tompkins St. Juncture SR 15, Imperial Ave and its bikeway, and the Orange Trolley Line Please see Figure 1

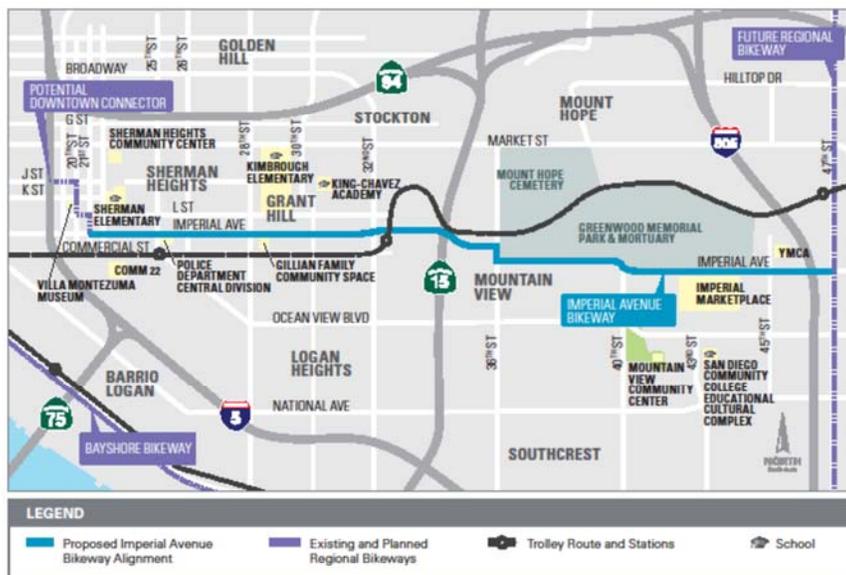
**Cross Streets:** Imperial Ave, and Tompkins St.\_\_\_\_\_

**GPS Coordinates (if known):** Latitude 32.706691°; Longitude: -117.119966°

**Additional explanation of project:** A multistory, probably three, multimodal rapid transit station is to be constructed in the area of Tomkins St., Interstate Fifteen (I 15) and/or State Road Fifteen (SR 15), Imperial Ave, and the Orange Trolley Line. Please see the IMPERIAL BIKEWAY map (Figure 1 Below or visit the Southeastern San Diego Planning Group website at <http://www.SoutheasternSD.org> and then actuate the Capital Improvement Proposal Multimodal\_ Station) for the PDF version, which contains the figures.



# IMPERIAL AVENUE BIKEWAY



[KeepSanDiegoMoving.com/ImperialAvenueBikeway](http://KeepSanDiegoMoving.com/ImperialAvenueBikeway)



Figure 1. In the center of the image SR 15 in gray and is slightly tilted from vertical; The black curve, which crosses SR 15 is the Orange Trolley line.

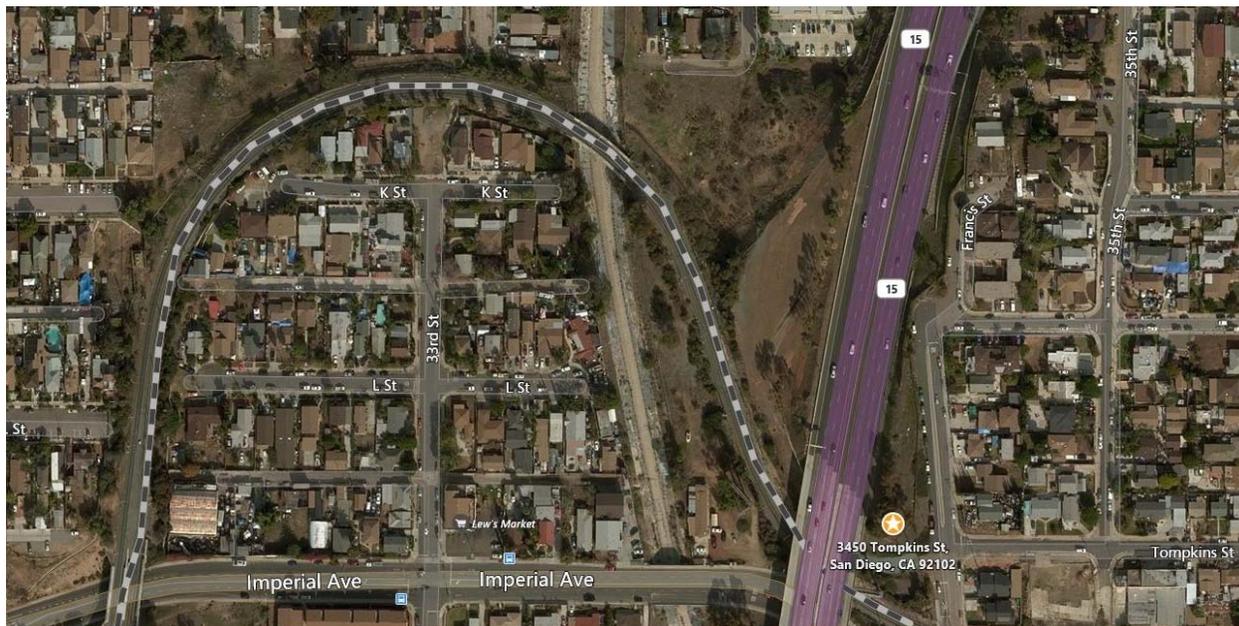


Figure 2 is a higher magnification of the center of Figure 1. The Orange Line is shown by filed light gray rectangles. It crosses under the SR 15 in the area of 3450 Tompkins St. which is

marked by an orange circle with a white star at its center. Imperial Ave. is shown as a labeled St, which also crosses below SR 15. Please notice the cars on SR 15.

**Project Type (check one):**

- New Facility
- Replacement/Improvement of Existing Facility
- Modification of an existing CIP If yes, list CIP project number \_\_\_\_\_

**Public Safety (check one if applicable):**

- Fire Station
- Police Station
- Lifeguard Station

**Accessibility (ADA) Facilities:**

An ADA compliant elevator entrance to a multimodality transportation system should provide accessibility and mobility as described below, which will be significantly augmented by the accessibility to the rapid transit system and one or more elevators.

- Accessibility for facilities (parks, libraries)
- Accessibility for mobility (sidewalks, curb ramps)

**Community Facilities (Check facility type if applicable):**

- Library
- Parks
- Recreation Centers & Pools
- Golf Course
- Sports Facilities
- Sustainability Improvements (facility related)
- Slope Stabilization & Retaining Walls (Community Facility related)
- Other Facilities

**Drainage and Storm Water (Check one if applicable):**

- Flood Control or Storm Water Treatment (Quality)
- Sustainability Improvements (within street limits)
- Erosion Control (non-safety related)

Explain flood control, drainage, or storm water problem to be addressed (provide specific details): \_\_\_\_\_

**Mobility (Check one or more if applicable):**

- Bicycle Facilities

- Bridges
- Slope Stabilization& Retaining Walls (Mobility related)
- Guardrails/Barrier Rail
- Roadway Widening/reconfiguration
- New Road
- Medians/Streetscapes
- Parking

There is some room for parking near the proposed station; however, this parking is not absolutely essential for the success of this project,

- Traffic Signal Timing& Coordination
- Traffic Signal (new or upgrade)
- Traffic Calming
- Pedestrian Crossings
- Sidewalks
- Street Lighting
- Airport Facilities
- Other Mobility Facilities

**Utilities (Check one if applicable):**  Sewer  Water  Undergrounding  Other City Utilities

**Project Data:**

Is project reflected in Community Plan? (Check one):  Yes  No

However, it was passed by the Southeastern San Diego Planning Group.

SSDPG Resolution of General Interest

“Replace the bus on SR 94 with a connection between SR 15 and the trolley, with the saving being used on the left-hand lanes and putting in amenities such as benches and street scapes. Passed October 14, 2013”

Is project in a facilities financing plan? (Check one):  Yes  No  Unknown

If yes, list financing plan/provide reference: \_\_\_\_\_

## Description of deficiency and need (i.e. flooding, traffic congestion, etc.):

Presently many people in Southeastern San Diego either do not own cars or have cars that produce significant amounts of carbon dioxide and other pollutants. Many of these people would be able to walk or bike to a rapid transit station that could connect with other transit stations. Increasing the number of networked transit stations has a cooperative effect on the utility of a transit system. The improvements in motility will increase at a greater rate than the number of available networked stations.

The proposed multimodal station will provide a means for the passengers of the SR15 Bus Rapid Transfer passengers to be able to reach the destinations downtown that were in the original SANDAG plan. Although the introduction of a transfer will increase the duration of the trip, it will permit the SR15 Rapid to function and develop a ridership that will serve as an excellent argument for a direct ride to down-town destinations.

## Suggested Project Description:

A design and feasibility study will be performed on a multimodal rapid transit station that will permit walkers, bicyclists, bus and/or trolley passengers to move from one mode of transportation to another. These modes include: walking, biking, riding a trolley or a bus. The station will be able to accept or receive passengers from the street and other levels, including the SR 15 Rapid (<http://www.sandag.org/index.asp?projectid=393&fuseaction=projects.detail>), the Orange Trolley Line ([https://www.sdmts.com/schedules-real-time?fragment=orange\\_line](https://www.sdmts.com/schedules-real-time?fragment=orange_line)), and street level. Access from street level will include walkers and bicyclists, as well as the riders of the Imperial Ave bus.

One or more elevators and emergency staircases will have an access door to each level.



Figure 3, High resolution image showing the proposed moved auto lanes and station. The new trolley stop is located underneath the freeway bridge that crosses Imperial Ave. Access to the trolley stop(s) would be via Imperial Ave. Francis St. and/or Tompkins St.

Besides intersecting with the SR 15 RAPID buses (<http://www.rapidmts.com/maps>), this new multimodal stop would permit transfers from the buses that run on Imperial Ave east

and west of SR 15 to the Orange Line Trolley and the RAPID, which runs approximately North and South.

A central station is required for the passengers to enter and leave the RAPID buses. The automobile, truck and, bus traffic needs to be separated from the RAPID buses. This requires modifying SR 15 by widening the highway and using the lines adjacent to the central station for stopped vehicles. The outside lanes, which have been labeled auto lanes, would permit the flow of vehicles at their normal highway speeds. The Rapid buses need room to accelerate and decelerate. The three stations, one at each transit modality would be vertically connected by one or more elevators and emergency staircases.

Besides intersecting with the RAPID, this new trolley stop would permit transfers from the buses that run on Imperial Ave east of SR 15 to the Orange Line Trolley.

It is understood that projects that involve alterations to a freeway require significant amounts of time and effort just to be approved, and subsequently to be engineered, and completed. This is why this proposal only covers the higher-level design and economic impact analysis.

It appears that the failure of the SANDAG's proposed increase in the sales tax is leading to a reorganization of the funding for public transit. This means that after this proposed multimodal station has an engineering and economic analysis, sufficient information would be available to the group that will control funding to permit them to make a decision. This is a proposal for analysis of the utility and desirability of a new multimodal transit station. It is not a proposal to construct the station.

Another advantage of new multimodal station is that it will provide immediate access to downtown without the cost of modifying SR-94. Admittedly, transferring at the multimodal station will increase the time to travel from the Northern part of San Diego compared to just staying on the RAPID. However, the creation of the multimodal station can be done relatively quickly and for considerably less money. This connection of the Trolley to the SR 15 junction together with the possible addition of a trolley stops at 25<sup>Th</sup> street and SR-94 would provide Southeastern San Diego with a valuable rapid transit linkage to the rest of the City. The new multimodal station should be sufficiently separated from the 25th St. station and the 32nd St. and Commercial St station to permit its construction, because the distance of the curved trolley track is much greater than a straight direct connection.

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**Project Urgency**(Check one):  Medium  High

**Explain Project Urgency level:**

This project will permit many of the inhabitants of Southeastern San Diego to find jobs with livable wages; obtain world-class medical care, acquire an education in a multicultural school or university that will permit them to be employed or have the possibility of owning their own business. It will also provide the knowledge to be an informed voter. In short, ghettos are bad for both the people in them and the people outside of them. Public transportation can help to ameliorate poverty.

It also will make use of the new rapid transit bus. Ridership on the new bus should indicate the utility of the proposed route that includes SR-94.

**Community Planning Group Information:**

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Date of CPG Vote: and October 14, 2013 and 10 July, 2017.