8th Street Trolley Station

Mobility hubs are transportation centers located in smart growth areas served by high frequency transit service. They provide an integrated suite of mobility services, amenities, and technologies that bridge the distance between transit and an individual’s origin or destination. They are places of connectivity where different modes of travel—walking, biking, transit, and shared mobility options—converge and where there is a concentration of employment, housing, shopping, and/or recreation. This profile sheet summarizes mobility conditions and demographic characteristics around the 8th Street Trolley Station to help inform the suite of mobility hub features that may be most suitable.

The 8th Street Trolley Station is directly west of Interstate 5 in the northwest corner of National City, a South Bay community. The station provides access to the UC San Diego Blue Line and a few local bus routes, and is within close proximity to the region’s industrial working waterfront including Naval Base San Diego. A mix of single and multi-family housing units are located east of the station on the other side of Interstate 5, and the downtown village area features a thriving community college and other retail destinations. The map below depicts the transit services and bikeways anticipated to serve the community in 2020.

2020 MOBILITY SERVICES MAP

In 2020, a variety of travel options will be available within a five minute walk, bike, or drive to the 8th Street Trolley Station.
DEMOGRAPHIC AND TRANSPORTATION HIGHLIGHTS

2020 Population and Employment

**POPULATION** = 57,741
By 2020, over 57,000 people will live within a five-minute drive of the 8th Street Trolley Station.

**EMPLOYMENT** = 41,093
In 2020, over 40,000 jobs will be accessible within a five-minute drive of the 8th Street Trolley Station.

2020 Transit Services

- **BUS**
  - local bus
- **LIGHT RAIL**
  - Trolley
- **HEAVY RAIL**

5,715
Average Weekday Boardings

2020 Vehicle Ownership

Vehicle ownership rates account for all households within a five-minute drive of the 8th Street Trolley Station

- 31.6% Households with no vehicle
- 14.9% Households with 1 vehicle
- 53.5% Households with 2 or more vehicles

2020 Mode Share Among Residents

In 2020, residents within a five-minute drive of the 8th Street Trolley Station will use a variety of travel modes for both commute and non-commute trips.

- **% Drive Alone**
  - Commute Trips by Mode: 43.3%
  - All Trips by Mode: 35.1%
- **% Carpool**
  - Commute Trips by Mode: 22.2%
  - All Trips by Mode: 36.6%
- **% Walk**
  - Commute Trips by Mode: 21.1%
  - All Trips by Mode: 20.7%
- **% Bike**
  - Commute Trips by Mode: 1.5%
  - All Trips by Mode: 0.9%
- **% Transit**
  - Commute Trips by Mode: 7.5%
  - All Trips by Mode: 4.9%
- **% School Bus**
  - Commute Trips by Mode: 4.3%
  - All Trips by Mode: 1.7%

Source: Series 13: 2050 Regional Growth Forecast/San Diego Forward: The Regional Plan in ABM 13.2.2
MOBILITY HUB OPPORTUNITIES

The 8th Street Trolley Station is located a short distance from major waterfront employers, including Naval Base San Diego. The station provides a convenient Park & Ride option for the Blue Line Trolley that connects downtown to the U.S./Mexico border. As part of the San Diego Trolley Renewal Project, the Blue Line was renovated to provide a more comfortable transit experience for riders. The renovation included signal optimization for improved service, new shelters, raised platforms, and next arrival signage. Implementation of the mobility hub concept can expand upon these transit station investments to enhance the waiting area with technology amenities like WiFi and USB charging ports. Existing passenger loading zones, where feasible, can also be expanded to accommodate designated curb space with clear wayfinding signage for seamless passenger loading and unloading.

A surface lot with over 120 parking spaces may provide an opportunity to support operation of some shared mobility services and related amenities. These services expand the reach of transit by filling gaps in the local bus network. Motorized shared services help fulfill connections beyond the first or last mile. Given the Trolley station location west of Interstate 5, trips destined for locations beyond the National City civic center may be difficult via walking or biking. Electrified and other motorized shared services could be explored along with amenities that support their operation – EV charging infrastructure and dedicated parking or loading areas. Subsidies for qualifying residents and employees could also be considered.

Additionally, the Trolley station’s somewhat isolated location limits access to retail stores and eateries so the opportunity to allow mobile retail services and food vendors to operate during periods of heavy station use could be explored. Transit lot occupancy is routinely higher than two-thirds pointing to an opportunity to enhance parking management efforts using real-time availability and reservation technology while facilitating more flexible use of parking areas based on changing demands.

Beyond the immediate station area, the City of National City is making several multimodal improvements to enhance the walking and biking experience – pedestrian pathways, curb bulbouts, traffic circles, improved lighting, bike boxes, reverse angled parking, and effective wayfinding signage. The city’s proximity to the 24-mile Bayshore Bikeway invites the opportunity for residents and visitors to use the facility to make inter-city connections while pursuing a healthy, active lifestyle.
RECOMMENDED MOBILITY HUB FEATURES

Mobility hubs depend on a complementary suite of transportation services, amenities, and technologies to deliver a seamless and reliable travel experience. Providing context-sensitive mobility hub features leverages existing transportation investments while anticipating the future of mobility in the San Diego region. Pedestrian, bike, and motorized solutions all play a role to enhance connections to transit while extending its reach into communities. The incorporation of electrified mobility options coupled with real-time technologies will reduce our region’s carbon footprint while providing a fully integrated trip planning experience. As on-demand and autonomous services become more ubiquitous, transit stations and their surrounding communities will need to adapt to ensure these services effectively meet the needs of users while positively contributing to the transportation landscape.

**ENHANCED TRANSIT WAITING AREAS**

The Trolley station could offer enhanced station amenities like WiFi, USB charging ports, and an interactive transportation kiosk that displays real-time information about regional travel options.

**PASSENGER LOADING ZONES**

Designated passenger loading zones could be used by on-demand ridehailing and microtransit services dropping off passengers and responding to real-time ride requests.

**BIKESHARE**

Bikeshare complements existing bike and pedestrian facilities—traffic circles, bike boxes, reverse angled parking, effective wayfinding. The Bayshore Bikeway provides a great opportunity to encourage biking for both commute and recreational trips. Integration of electric bikes can assist riders with longer trips, and membership subsidies could reduce financial barriers.

**ON-DEMAND RIDESHARE**

Increased use of pooled, on-demand rideshare services can enhance mobility for both residents and employees. Subsidies could be provided to ensure equitable access. Employers could partner with service providers to offer convenient transit connection options for employees while minimizing parking demand at employment sites.

**MICROTRANSIT**

On-demand, shared autonomous shuttles could align with Trolley arrival times then transport riders to port, civic, and commercial destinations. Major waterfront employers could partner to subsidize this service.

**ELECTRIC VEHICLE CHARGING**

Electric shared mobility services like bikeshare, microtransit, and on-demand vehicles require fast EV charging points to support operations. Siting charging stations and/or wireless charging technology near the Trolley station and passenger loading zones will ensure a connected network of conveniently located charging opportunities.

**MOBILE RETAIL SERVICES**

The availability of retail services like grocery, dry cleaning, and package delivery stations during peak travel times can help commuters complete daily errands while en route to or from the Trolley station.

**UNIVERSAL TRANSPORTATION ACCOUNT**

An integrated system that offers National City residents and employees a seamless way to find, access, and pay for a wide range of mobility services and amenities is a key component of a mobility hub.