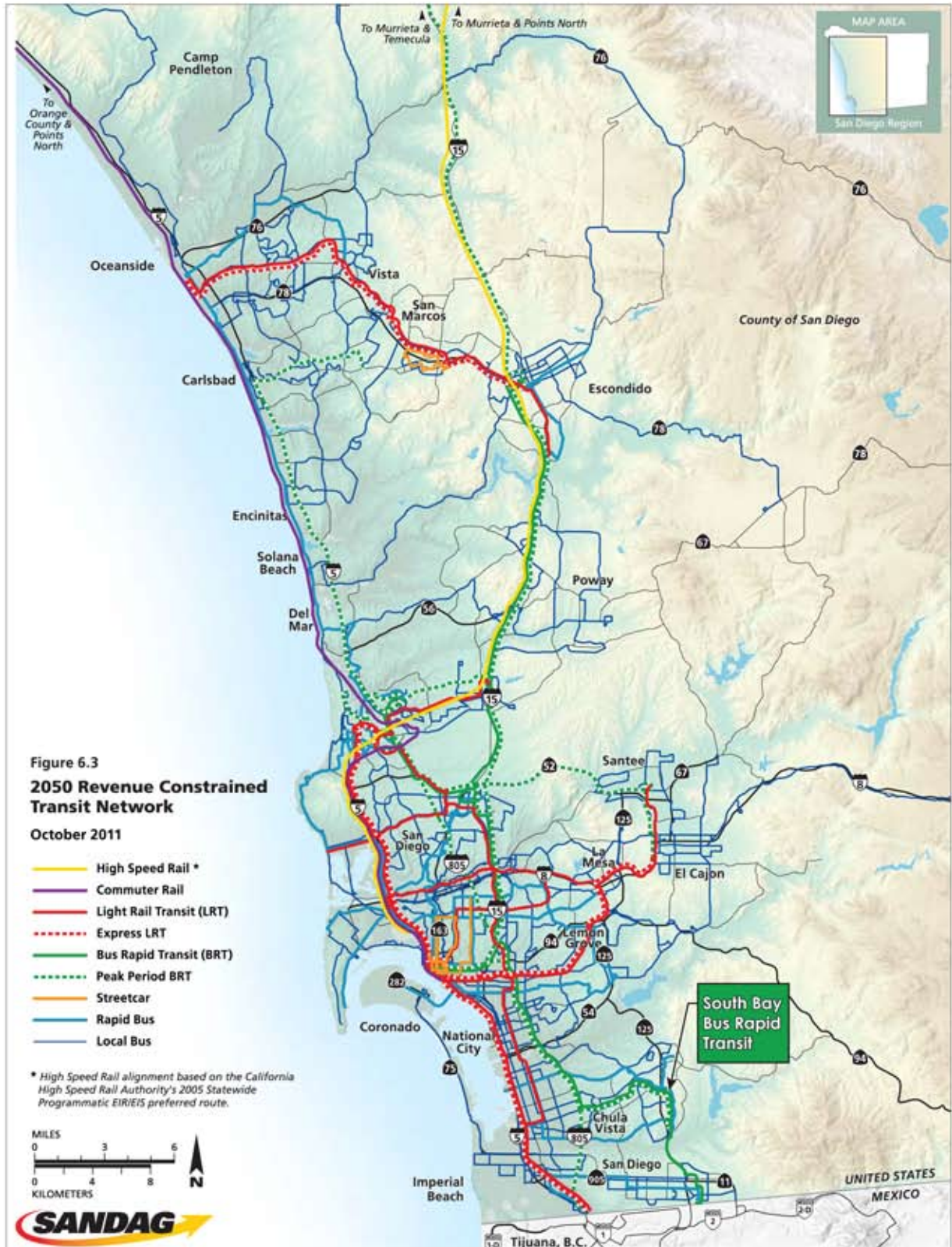


Regional Transportation Plan (2050 RTP)

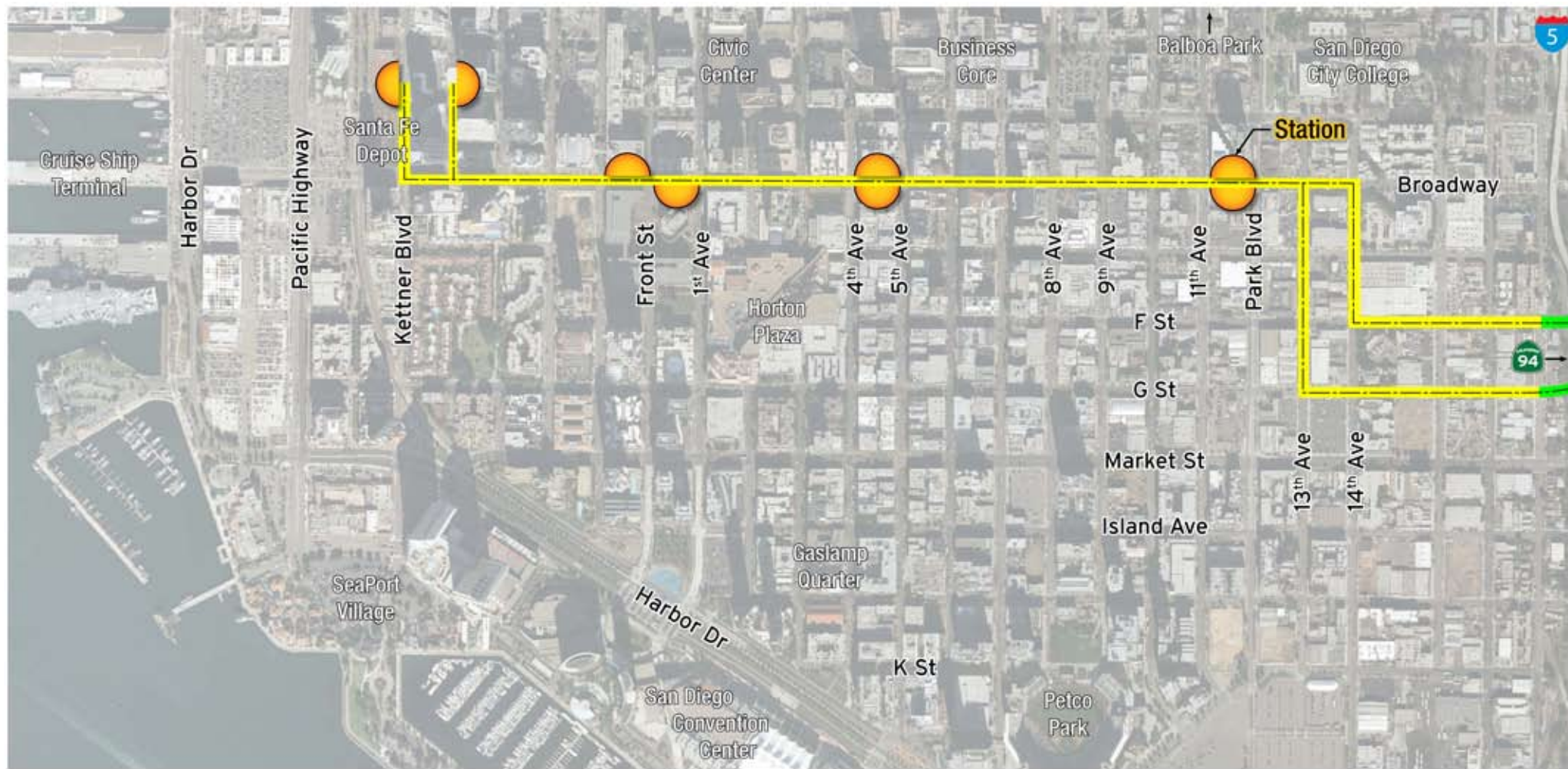
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South Bay BRT – Rapid and reliable transit service

Downtown San Diego

February 19, 2013



South Bay BRT - Rapid and reliable transit service

Kinley-Ham and Associates, Inc.

SANDAG

Oleander to Heritage

February 19, 2013



Oleander to Heritage

February 19, 2013



Heritage to ORTC

February 19, 2013



Otay Mesa Intermodal Transportation Center

February 19, 2013



South Bay BRT - Rapid and reliable transit service

 Kimley-Horn
and Associates, Inc.

 SANDAG

Heritage Station Pedestrian Access

February 19, 2013



Legend: 2-3 min Walking Distance 4-5 min Walking Distance 6-7 min Walking Distance 7-10 min Walking Distance

South Bay BRT - Rapid and reliable transit service

Kimley-Horn
and Associates, Inc.

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Lomas Verdes Station Pedestrian Access

February 19, 2013



Legend: 2-3 min Walking Distance 4-5 min Walking Distance 6-7 min Walking Distance 7-10 min Walking Distance

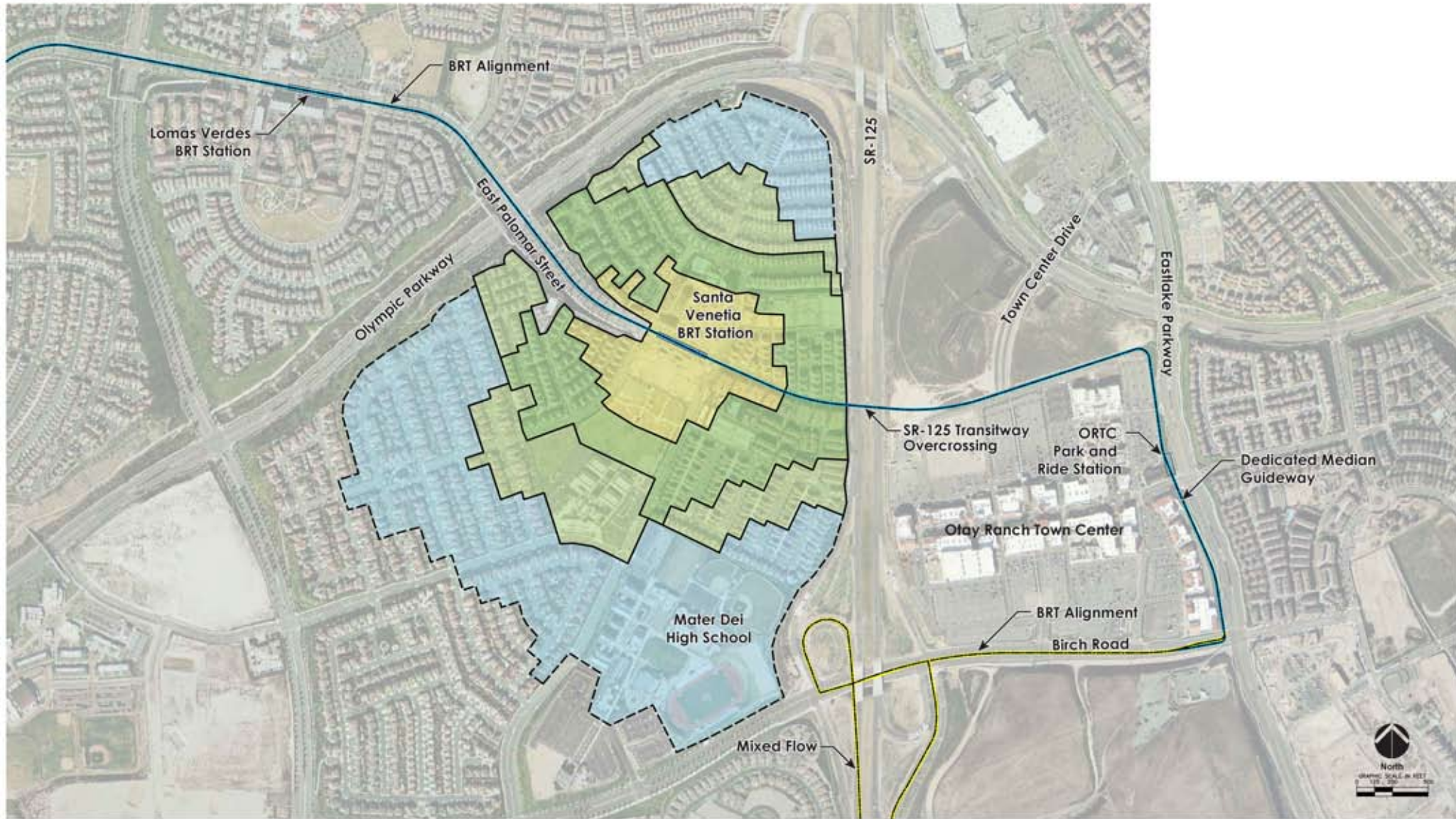
South Bay BRT - Rapid and reliable transit service

 Kimley-Horn
and Associates, Inc.

 **SANDAG**

Santa Venetia Station Pedestrian Access

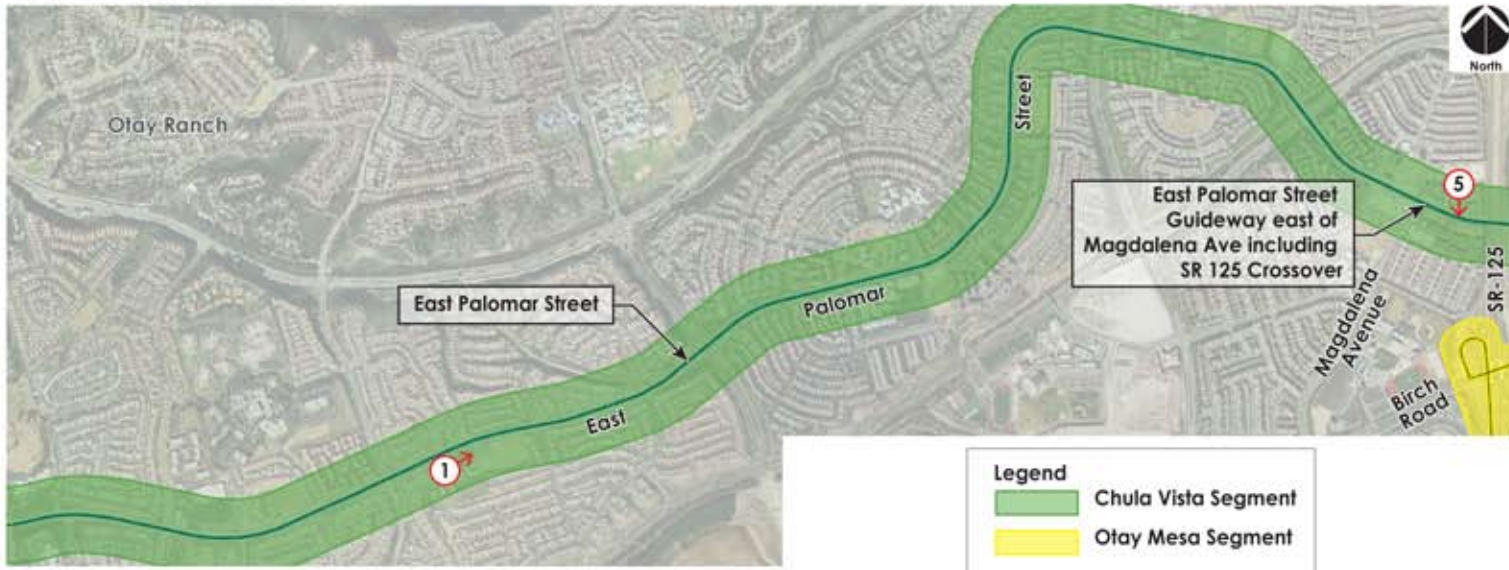
February 19, 2013



Legend: 2-3 min Walking Distance 4-5 min Walking Distance 6-7 min Walking Distance 7-10 min Walking Distance

Visual Analysis

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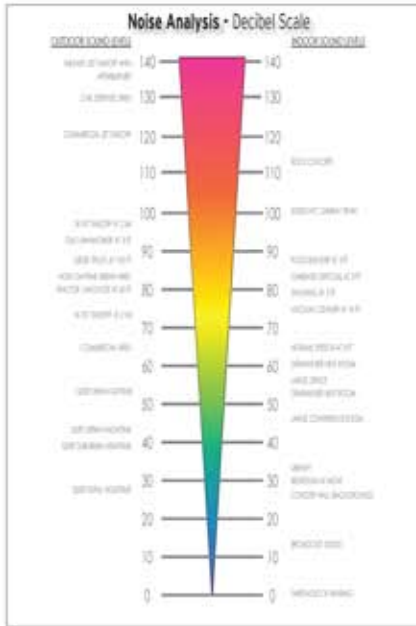
Project Location	Photos
	Before
	After
East Palomar Street ① →	

Project Location	Photos
	Before
	After
East Palomar Street Guideway East of Magdalena Avenue Including SR 125 Bridge Crossing Structure ⑤ →	

Project Location	Photos
	Before
	After
Olay Mesa ITC ⑨ →	

Noise

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Proposed Project - Noise Levels				
Construction - Typical Noise Exposure				
74 - 89 dBA				
SR 125 to Magdalena Avenue				
< 74 - 89 dBA with mitigation incorporated				
Operations (Ldn (dBA))				
Segment (or area)	2014 Without Project	2014 Project	2014 With Project	FTA Impact
Downtown San Diego	53 - 65	49 - 50	54 - 65	No
I-805/SR 94	Project noise imperceptible / No sensitive receptors			
Chula Vista	58 - 66	49 - 51	59 - 66	Moderate
SR 125 to Magdalena Avenue	51 - 66	53 - 57	53 - 66	Moderate
Otay Mesa	Project noise imperceptible / No sensitive receptors			

Note: Ldn is reported at 50 feet from center of closest lane.
Source: Kimley-Horn and Associates, 2012



SR 125 to Magdalena Avenue

Temporary sound walls would be installed between construction noise sources and residential areas to reduce noise levels, by 11-16 dBA north of guideway and 5-16 dBA south of guideway, to within allowable construction limits. Vibration from construction would be perceptible but will be reduced through control of construction sources.

Segment Overview

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South Bay BRT - Rapid and reliable transit service

Kimley-Horn and Associates, Inc.

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Segment Overview with Segment Features Table

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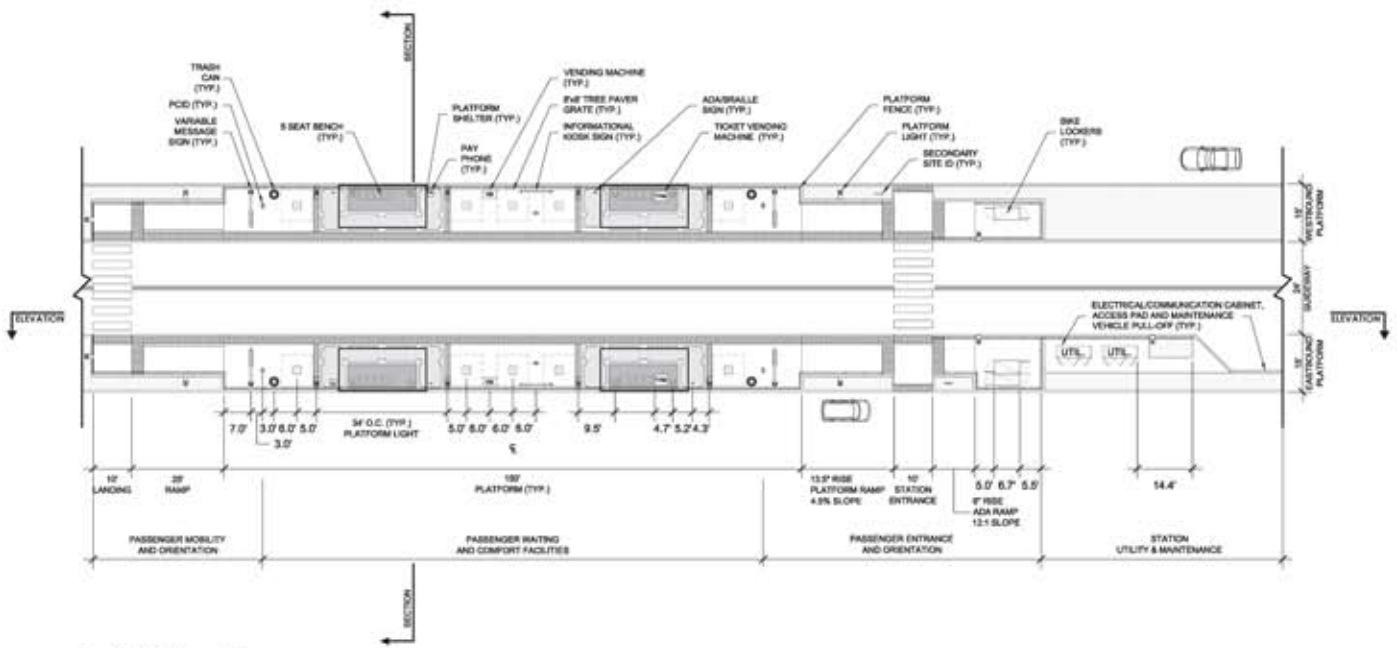
Oleander Avenue to Heritage Road



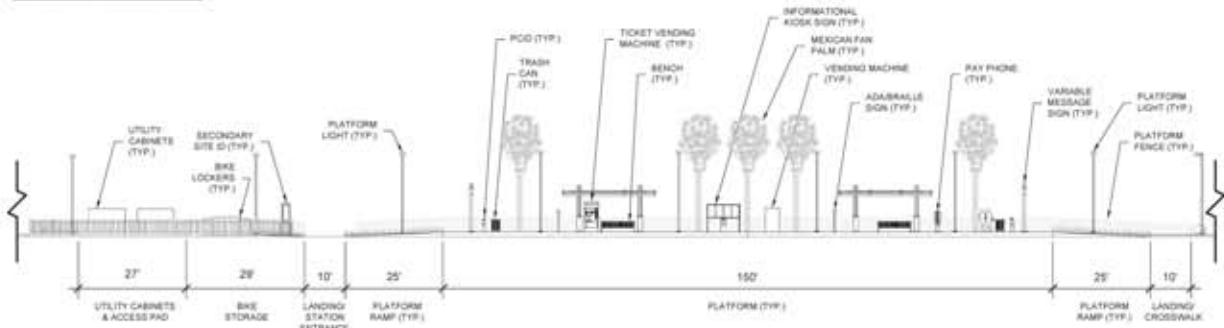
Heritage Road to Magdalena Avenue

BRT Station Features

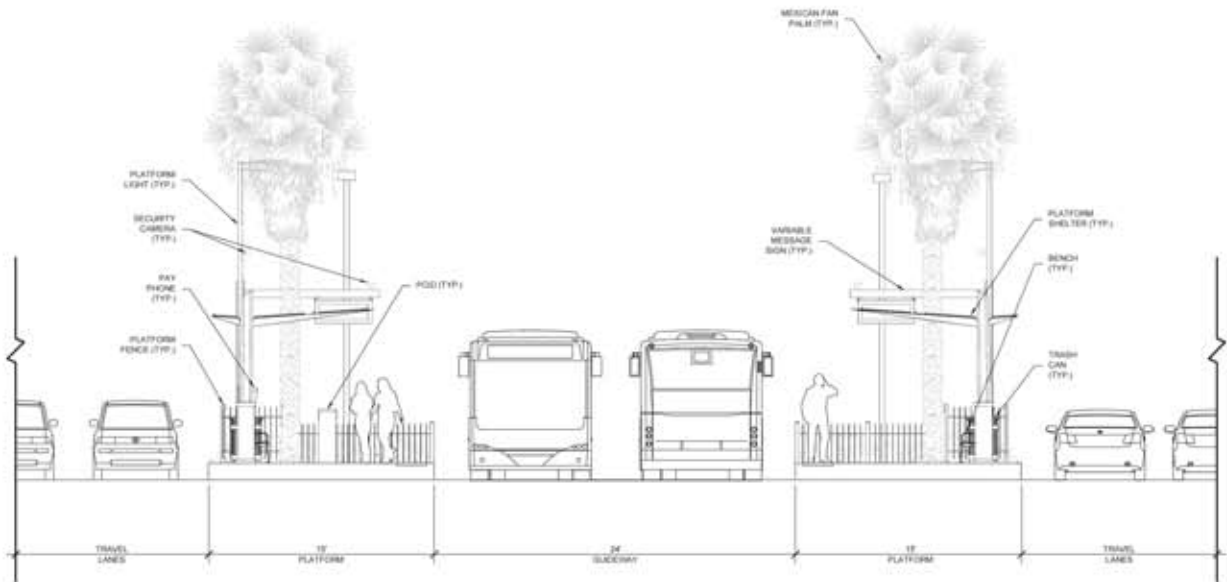
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Basic Platform Plan



Basic Platform Elevation



Basic Platform Section

South Bay BRT - Rapid and reliable transit service

BRT Station Features

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Signage at Lomas Verdes Station

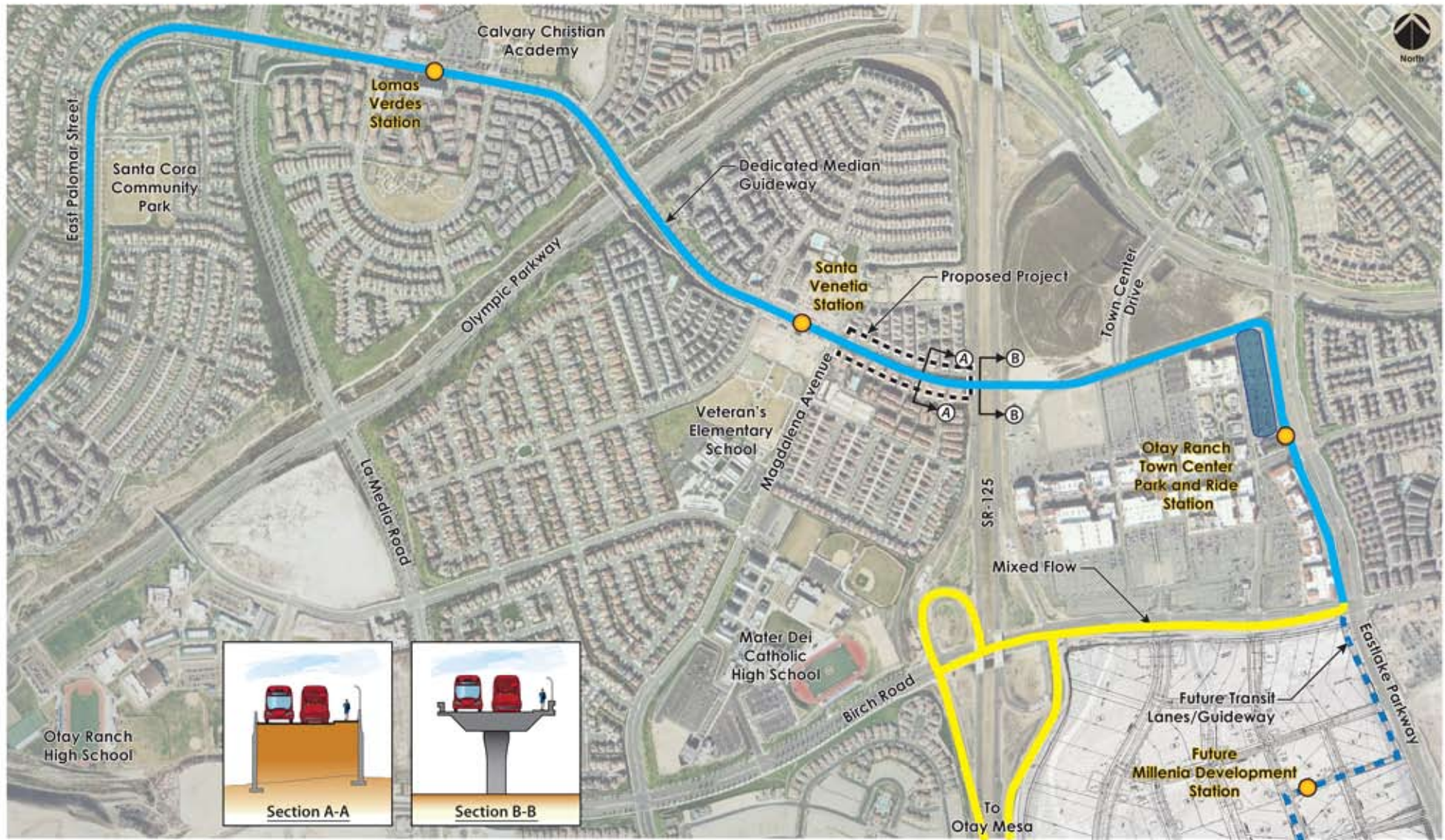


Basic Station Platform Amenities

South Bay BRT - Rapid and reliable transit service

Proposed Project - Two Lane Guideway, SR-125 Transit and Pedestrian Bridge

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Proposed Project: Two lane guideway approach to transit / pedestrian bridge over SR-125

BRT Vehicle Features

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Swift BRT
Snohomish, Washington
Community Transit



RapidRide
King County, Washington
Metro Transit



MAX
Las Vegas, Nevada
Regional Transportation Commission



Passenger Comfort

- Provides up to 56 seating capacity
- High tapered back seating
- Increased leg and foot room
- Designed for low interior and exterior noise

Easy to Use

- Convenient entering and exiting with low-level floors
- Wheelchair ramp access is quick, safe, and reliable
- Faster boarding with smart "tap" card

Visual Experience

- LED lighting and destination signs
- Panoramic windows for a better view
- Appealing exterior finish with new "Rapid" branding

Improved Technology

- Powered by Compressed Natural Gas for cleaner fuel technology
- Optimized engine and bus performance
- State-of-the-art air conditioning and filtration systems

City of Chula Vista's General Plan - Regional Transit Vision

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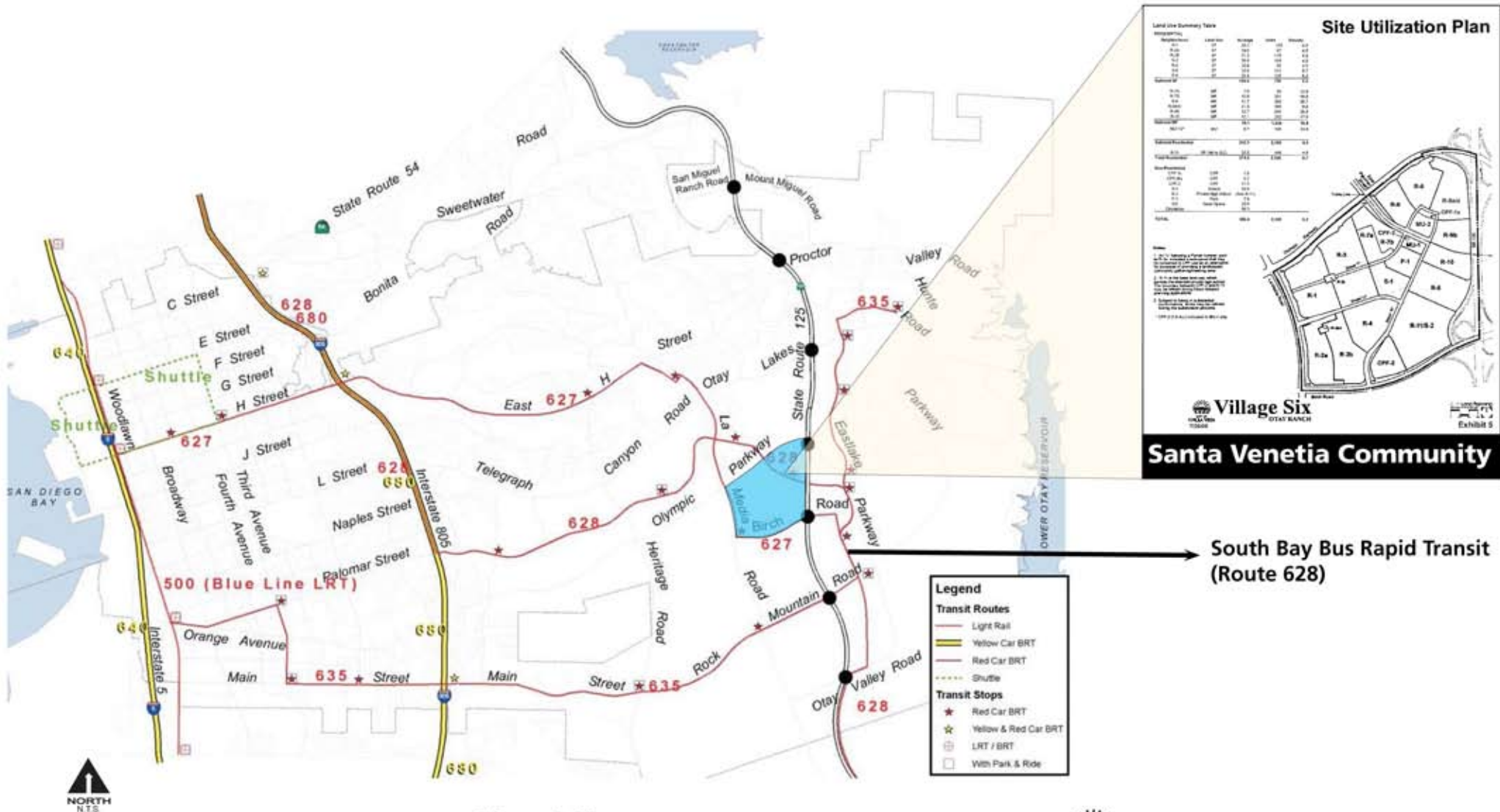


Figure 5-14

South Bay Bus Rapid Transit (Route 628)

Legend

Transit Routes

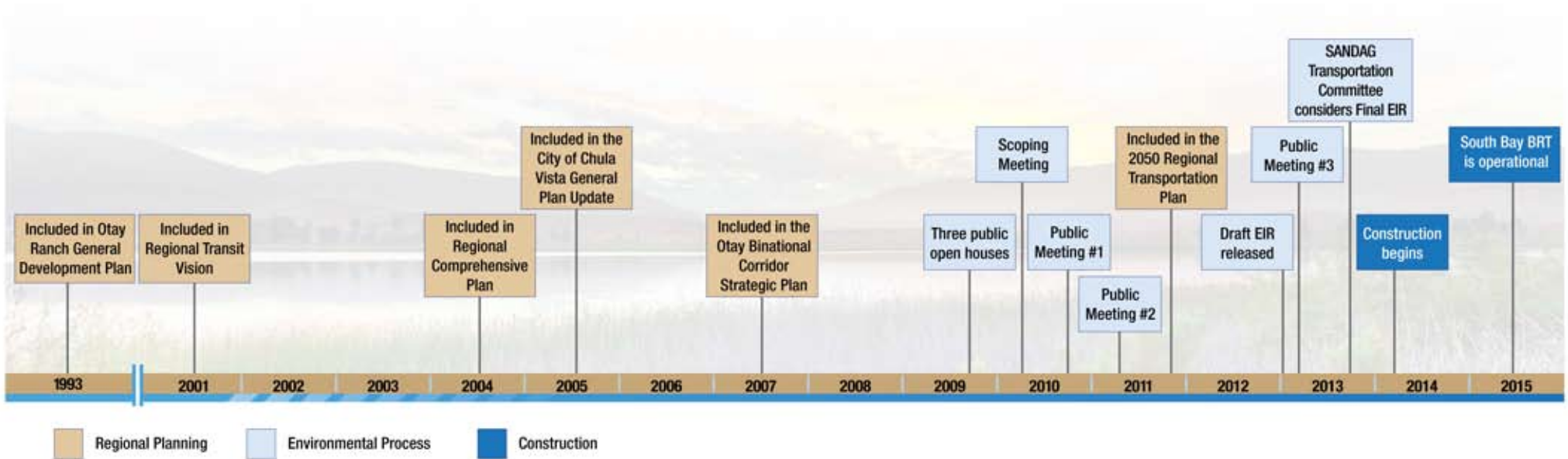
- Light Rail
- Yellow Car BRT
- Red Car BRT
- Shuttle

Transit Stops

- Red Car BRT
- Yellow & Red Car BRT
- LRT / BRT
- With Park & Ride

South Bay Bus Rapid Transit Project Timeline

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Guideway Bridge - State Route 125 - Looking North

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Existing View



Proposed View

Otay Ranch Town Center Station - Eastlake Parkway - Looking North

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Existing View



Proposed View

Santa Venetia Station - East Palomar Street - Looking East

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Existing View



Proposed View

Lomas Verdes Station - East Palomar Street - Looking West

February 19, 2013



Existing View



Proposed View

East Palomar Street DAR, Transit Station and Park & Ride - Looking Northeast

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Existing View - Looking Northeast from the East Palomar Street Bridge



Proposed View

Technical Documents Completed Include:

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- Visual Impact Study
- Air Quality Technical Study
- Noise and Vibration Technical Study
- Traffic Impact Study
- Habitat Assessment/Jurisdictional Delineation
- Cultural Resources Study

Proposed Project - Overall Route Map

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South Bay Bus Rapid Transit (BRT)/Interstate 805 South Project

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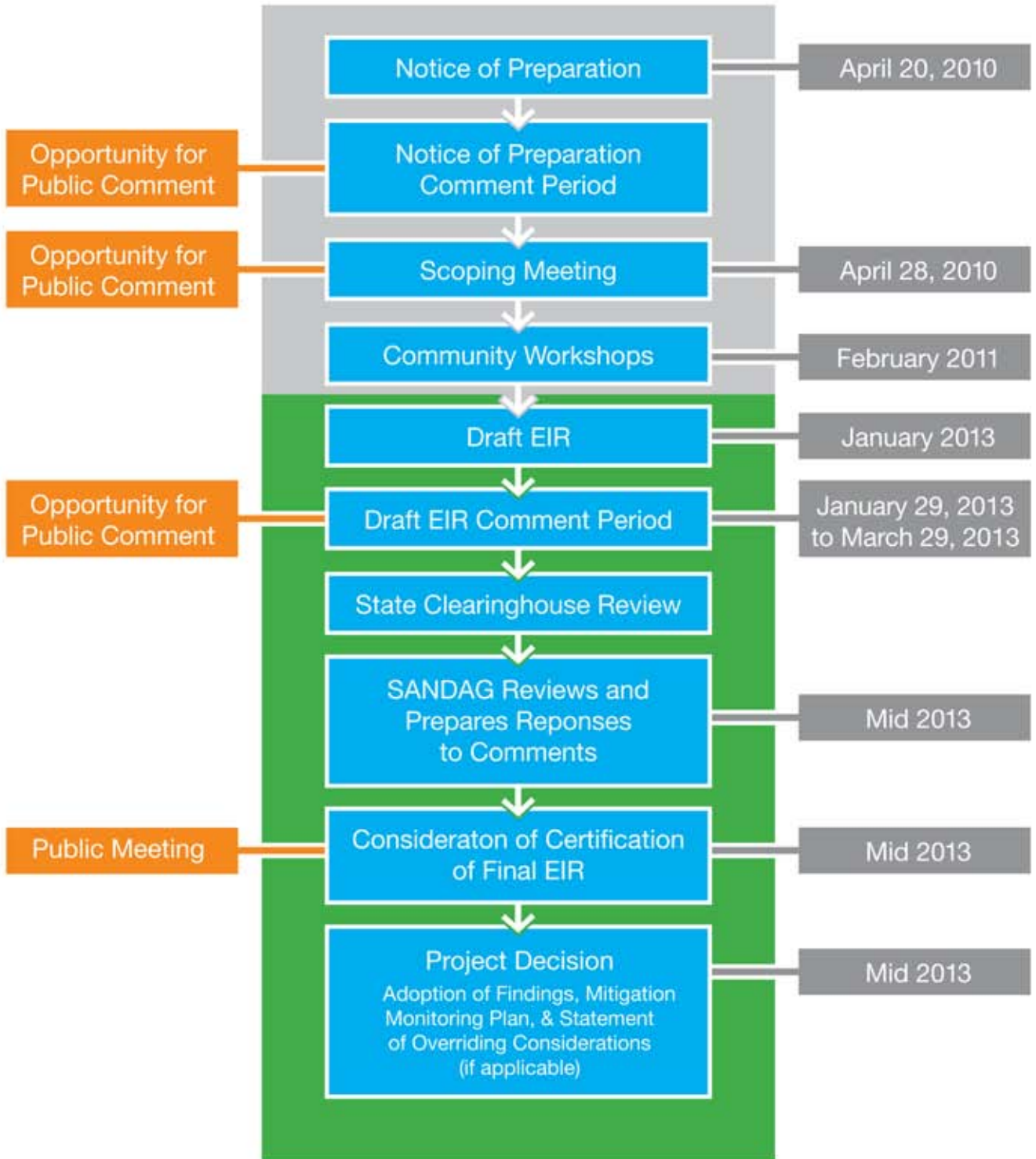


South Bay BRT - Rapid and reliable transit service

CEQA Process - California Environmental Quality Act

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EIR (Environmental Impact Report)



Proposed Project - Significant & Unavoidable Impacts

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● = With Mitigation and Design Enhancements

ENVIRONMENTAL RESOURCE	PROJECT	CUMULATIVE
Aesthetics	● Construction and Operations (Between SR125 & Magdalena Ave)	
Agricultural and Forestry Resources		
Air Quality		● Construction
Biological Resources		
Cultural Resources		
Geology and Soils		
Greenhouse Gases		
Hazards and Hazardous Materials		
Hydrology/Water Quality		
Land Use and Planning		
Mineral Resources		
Noise	● Construction Vibration (Between SR125 & Magdalena Ave)	
Public Services		
Population and Housing		
Recreation		
Transportation and Traffic		
Utility/Service Systems and Energy		

Proposed Project - Less than Significant Impacts

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✓ = Less than Significant – No Mitigation Required

With Mitigation = Less than Significant with Mitigation

ENVIRONMENTAL RESOURCE	PROJECT	CUMULATIVE
Aesthetics		✓
Agricultural and Forestry Resources	✓	✓
Air Quality	With Mitigation	
Biological Resources	With Mitigation	✓
Cultural Resources	With Mitigation	✓
Geology and Soils	✓	✓
Greenhouse Gases	✓	✓
Hazards and Hazardous Materials	✓	✓
Hydrology/Water Quality	✓	✓
Land Use and Planning	✓	✓
Mineral Resources	✓	✓
Noise	With Mitigation	✓
Public Services	✓	✓
Population and Housing	✓	✓
Recreation	✓	✓
Transportation and Traffic	With Mitigation	With Mitigation
Utility/Service Systems and Energy	✓	✓

Proposed Project - Next Steps

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EIR PROCESS

