

MID-CITY RAPID BUS FACT SHEET

**More Transit, More Options,
Better Traffic Flow Along
Thoroughfares**

The Mid-City Rapid will be a high-quality bus service that is faster, more frequent, and more comfortable than current transit services along the corridor.



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The Project

Mid-City Rapid is among the first of a new breed of high-frequency, limited-stop bus services that SANDAG is building in collaboration with the Metropolitan Transit System (MTS). The project is an integral part of a regionwide strategy to create a network of Bus Rapid Transit (BRT) services, so residents have travel choices that are attractive alternatives to driving.

The new bus line will shuttle passengers between San Diego State University (SDSU) and Downtown San Diego along El Cajon and Park boulevards. It will provide North Park, City Heights, and College Area residents, students, workers, and visitors with a faster and more reliable alternative to local bus service. Major activity centers that will be served include the downtown Trolley stations, Balboa Park, San Diego Zoo, Mid-City communities, and SDSU.

Rapid will have a look and feel that is distinctively different from regular city bus services. Passengers will notice the difference not just in terms of branding, but also their ridership experience. Key project features include enhanced stations, technology integration, and street improvements. Buses will travel on both dedicated bus lanes and shared travel lanes improved by transit signal priority. Stations will be equipped with customized shelters and electronic signs showing the arrival time of the next bus.

While the bus line is ten miles long, construction will be limited to 4.6 miles of El Cajon Boulevard and 0.5 mile of Park Boulevard. That's where new stations will be built, and streets will be reconfigured.

Project Need

Mid-City Rapid will serve some of San Diego's oldest, most densely populated, and ethnically diverse communities. The urban communities along the route are identified as smart growth areas. New development continues to occur along the route, with an emphasis on residential in-fill and walkability. In addition, El Cajon Boulevard has been enhanced with landscaped medians to improve its appeal. The Mid-City Rapid project will continue this trend and support the revitalization of El Cajon Boulevard.

The project is included in the *TransNet* Extension Ordinance approved by San Diego County voters in 2004. *TransNet* is the regional half-cent sales tax for transportation administered by SANDAG.

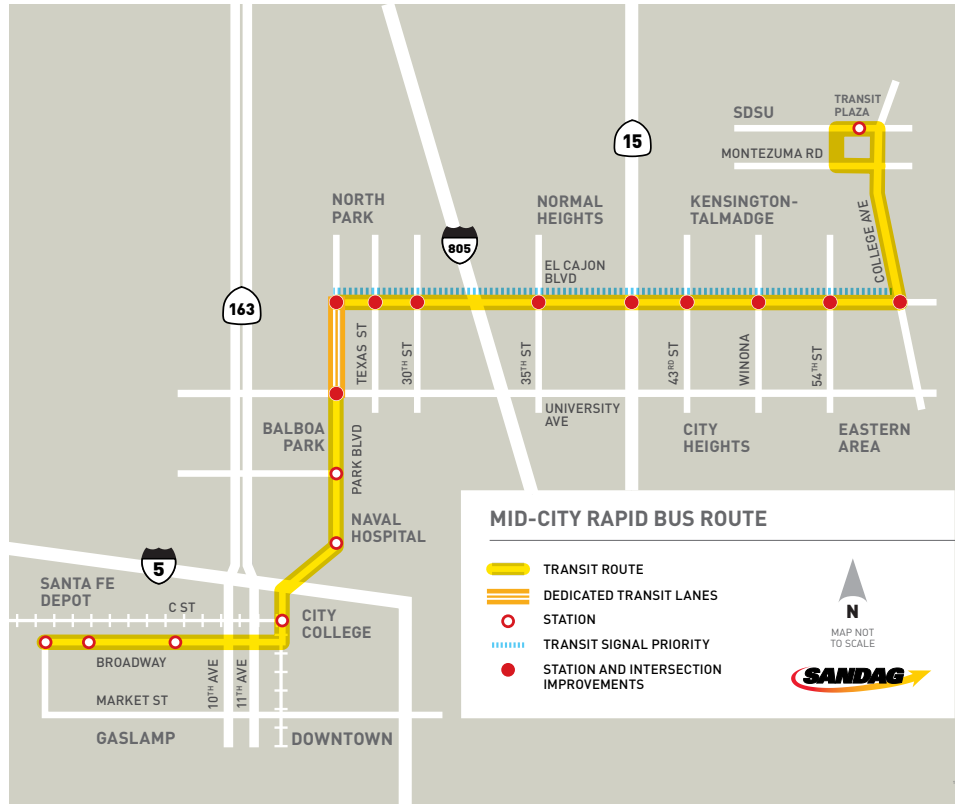
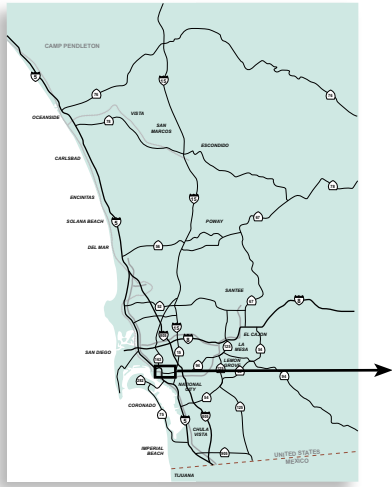
Project Features

Stations: New stations will be located at major activity centers and transfer points. They will feature customized shelters, passenger seating, and real-time bus arrival signs. Station architectural features will include landscaping, street lighting, and curb pop-outs to provide more room for waiting and boarding passengers.

All stations will be located in the public right-of-way, except for the SDSU station, which will be part of an off-street transit plaza. Stations will be designed to provide safe pedestrian access at intersections. Improved crosswalks will be installed.

Rapid Bus Vehicles: Buses on the route will have low floors for easy boarding and will be specially branded to differentiate them from other local buses.

(Continued on reverse)



Transit Priority: On Park Boulevard between University Avenue and El Cajon Boulevard, buses will travel on dedicated lanes. On El Cajon Boulevard, stations will pop out into the parking lane so buses can more easily merge back into traffic. As part of this project, new fiber optic cables will be installed so that traffic signals can be synchronized along El Cajon Boulevard to expedite travel. Transit signal priority will provide buses with a few seconds of extra green time to cross key intersections.

Americans with Disabilities Act (ADA): In compliance with the Americans with Disabilities Act, each station will have uniform design features, and each vehicle will be accessible to passengers with disabilities.

Operating Plan

MTS will operate the Mid-City Rapid. Buses will run every 10 minutes during weekday peak hours and every 15 minutes during weekday off-peak hours and on weekends.

Project Status

Construction for the Mid-City Rapid is expected to begin in July 2013. SANDAG, which did the planning and engineering for the project, will oversee the construction.

Project Costs

The budget for the project is about \$44 million, which includes buying new buses. About half of the funding comes from the regional *TransNet* half-cent sales tax, and the other half comes from the Federal Transit Administration.

For More Information

KeepSanDiegoMoving.com/MidCityRapid