

# SOUTH BAY RAPID

## FACT SHEET

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### **Better Transit, More Choices, and a Multi-modal Approach**

*The South Bay Rapid will offer passengers high-quality transit that is fast, frequent, and comfortable. The project will provide new upgraded vehicles and enhanced stations resulting in a premium transit service. The stations' architectural design will reflect the surrounding community's character.*

### **The Project**

The South Bay *Rapid* is the fourth *Rapid* transit project in the San Diego region. Three new *Rapid* lines along Interstate 15 (I-15) and in the Mid-City area of San Diego began service in 2014. *Rapid* is an exciting level of transit service that provides high-frequency and limited-stop trips, as well as new amenities. SANDAG is collaborating with Metropolitan Transit System, Caltrans, and the City of Chula Vista to develop stations and other infrastructure for the South Bay *Rapid*. The project is divided into two phases of implementation.

**Phase One:** Design and build a 12-mile transit line between the Otay Mesa Port of Entry and Downtown San Diego via eastern Chula Vista, Interstate 805 (I-805), and State Route 94 (SR 94). The line will provide residents of Chula Vista and San Diego with fast, frequent, high-quality transit service and new access to the international border at Otay Mesa. The project will include eight stations, a Direct Access Ramp at the East Palomar Street station, arterial transit-only lanes, transit signal priority, and enhanced customer amenities.

**Phase Two:** This phase will include two new in-line (freeway-level) stations and Park & Ride lots at H Street and Plaza Boulevard. Phase two of the project will result in increased access for National City residents as well as reduced travel times for most passengers.

### **The Solution**

The South Bay *Rapid* project aims to achieve high-speed service along a corridor that currently does not offer a mass transit

alternative. The service will offer faster travel times and better reliability than regular bus service by using transit-only lanes, traffic signal improvements, limited station stops, and real-time vehicle arrival information. Station amenities to provide a pleasant waiting environment include new shelters, level platforms to ease boarding, landscaping, and enhanced paving.

### **Project Status**

Construction for the first phase, which includes the transit guideway between Magdalena Avenue and State Route 125, is expected to begin in early 2016, with service to start in 2018.

### **Route**

The South Bay *Rapid* route is 21 miles between Downtown San Diego and the Otay Mesa Port of Entry. There will be 12 stations in the first phase (15 at full build out) serving major activity centers and transfer points in Downtown San Diego and the South Bay, including offices, shopping, recreational facilities, residential communities, and Park & Ride lots, as well as the Otay Mesa Port of Entry.

### **Project Features**

**Stations:** Along with new passenger shelters, the stations will be designed with technological enhancements that will provide real-time vehicle arrival information. Combined with landscaping, the aim is to create a unique architectural design that identifies these as *Rapid* stations. All stations will be located in the public right-of-way. Stations will be designed to provide safe pedestrian access at intersections.

*(Continued on reverse)*



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# South Bay Rapid



## Americans with Disabilities Act (ADA):

In compliance with the ADA, each station will have uniform design features, and each vehicle will be accessible to passengers with disabilities.

## Operating Plan

During peak periods, the service frequency will be 15 minutes. During off-peak periods and weekends, the service frequency will be 30 minutes. The transit-only lanes and signal treatments, along with low-floor vehicles and Compass Card fare technology, are aimed at minimizing travel delays and creating a high-speed service similar to the Trolley system. This enhanced transit experience is expected to attract new riders who currently do not use transit.

## Funding:

The first phase of the project will be funded predominately by *TransNet*, the regional half-cent sales tax for transportation approved by San Diego County voters. The budget for the first phase is estimated at \$100 million, which includes design, engineering, construction, property acquisition, and procurement of new vehicles. The second phase of the project will use federal, state, and local funding sources.

## For More Information

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

**Rapid Vehicles:** Rapid vehicles will be articulated buses that have a low-floor design to ease boarding, and new fare boxes which will accept Compass Cards to speed passenger boarding. Multiple doors also will streamline the boarding process. Comfortable seating and larger windows will improve the ride quality.

## Transit Lane Priority and Funding:

Coordinated traffic signals will be timed to allow Rapid vehicles to move quickly through busy intersections. Signal priority treatments will extend green light times for transit vehicles.