

WELCOME

South Bay Bus Rapid Transit (BRT) Draft Environmental Impact Report (DEIR) Public Meeting

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Please comment in any of the following manners:

1. Submit a comment form
2. Provide verbal comments to a court reporter
3. Submit comments by mail, email or fax to the following:

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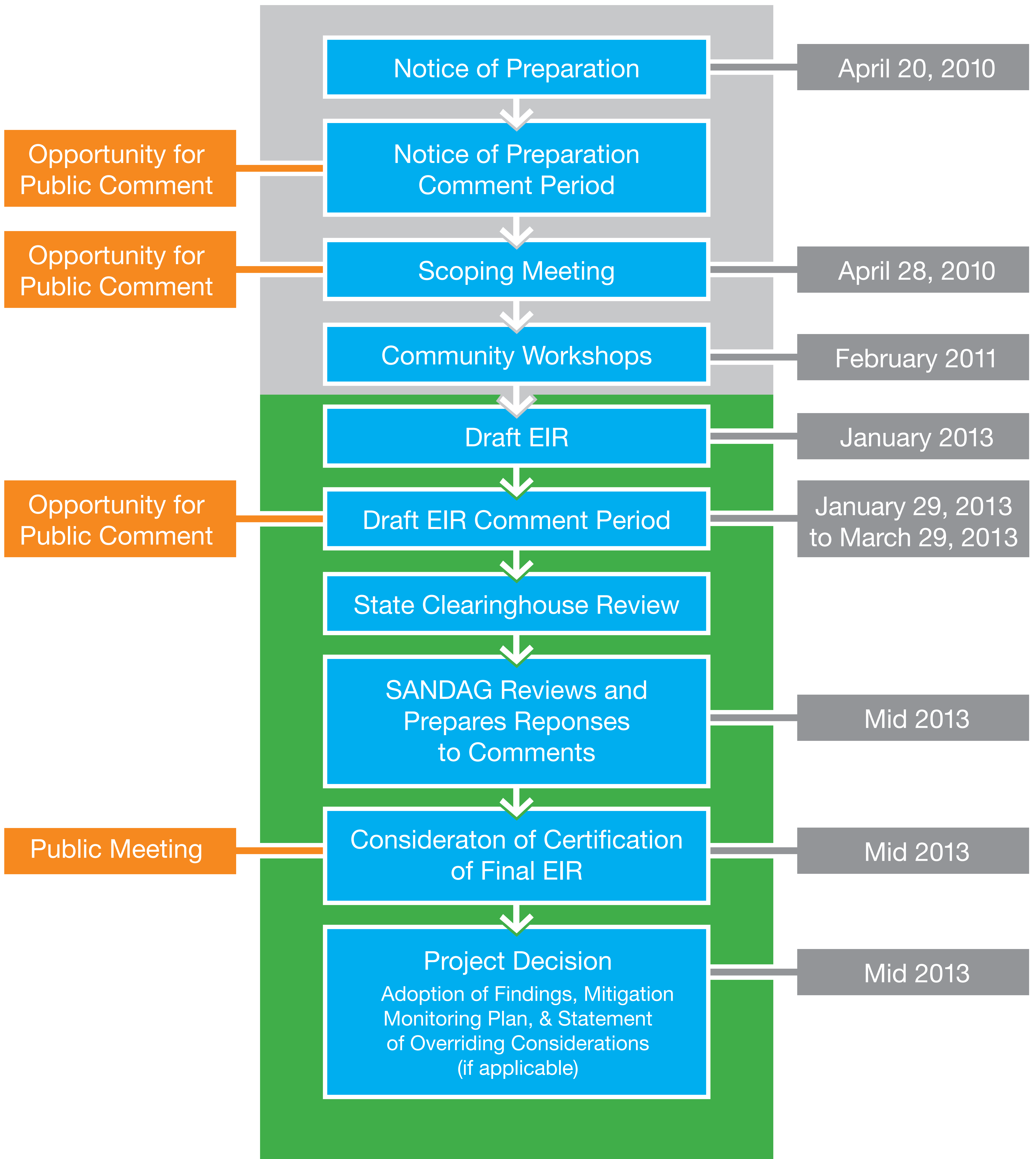
(619) 699-1909 (fax)

**Comments on the South Bay BRT Draft EIR are due by
March 29, 2013**

CEQA Process - California Environmental Quality Act

February 19, 2013

EIR (Environmental Impact Report)



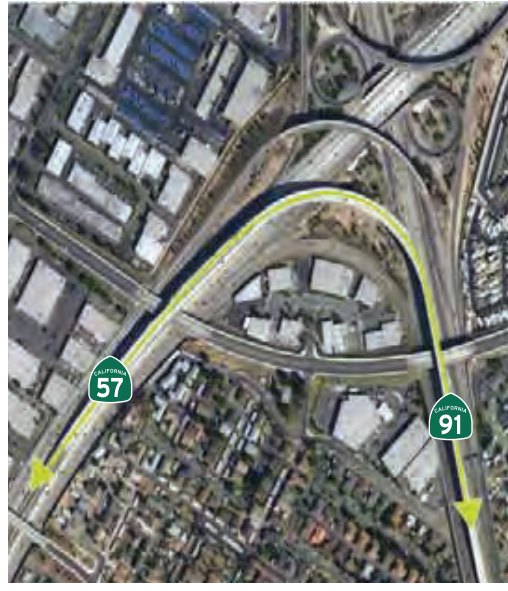
South Bay Bus Rapid Transit (BRT)/Interstate 805 South Project

February 19, 2013



Direct Connectors

Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.



Bus Rapid Transit (BRT)

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay Bus Rapid Transit Project. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system's upscale, high-frequency buses will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.



HOV/Express Lanes

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak, and Bus Rapid Transit riders.



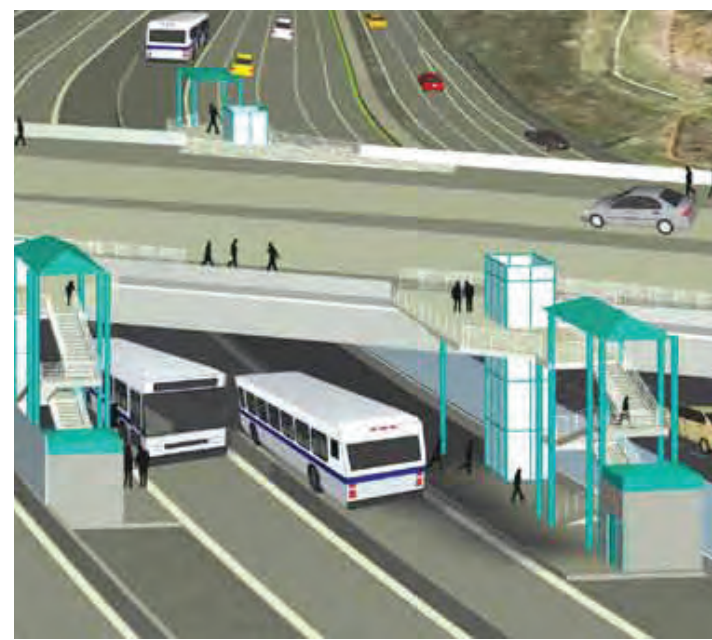
Direct Access Ramp (DAR)

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak, motorcycles, and buses to enter the Express Lanes without having to navigate through the freeway's general purpose lanes. This will help improve travel times and reduce congestion.



In-Line Transit Stations

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency SANDAG South Bay Bus Rapid Transit system and reduce travel times by eliminating the need for buses to exit the freeway.



Park & Ride Stations

Park & Ride stations will be constructed near the in-line transit stations on Plaza Boulevard and H Street and near the proposed DAR and transit station at Palomar Street. The purpose of the stations is to provide travelers with convenient access to the Bus Rapid Transit system, and to provide carpoolers with a convenient location to leave their cars.



Revised April 23, 2012

South Bay BRT - Rapid and reliable transit service

Proposed Project - Overall Route Map

February 19, 2013



South Bay BRT - Rapid and reliable transit service

Technical Documents Completed Include:

February 19, 2013

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

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

Lomas Verdes Station - East Palomar Street - Looking West

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Existing View



Proposed View

Santa Venetia Station - East Palomar Street - Looking East

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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

Guideway Bridge - State Route 125 - Looking North

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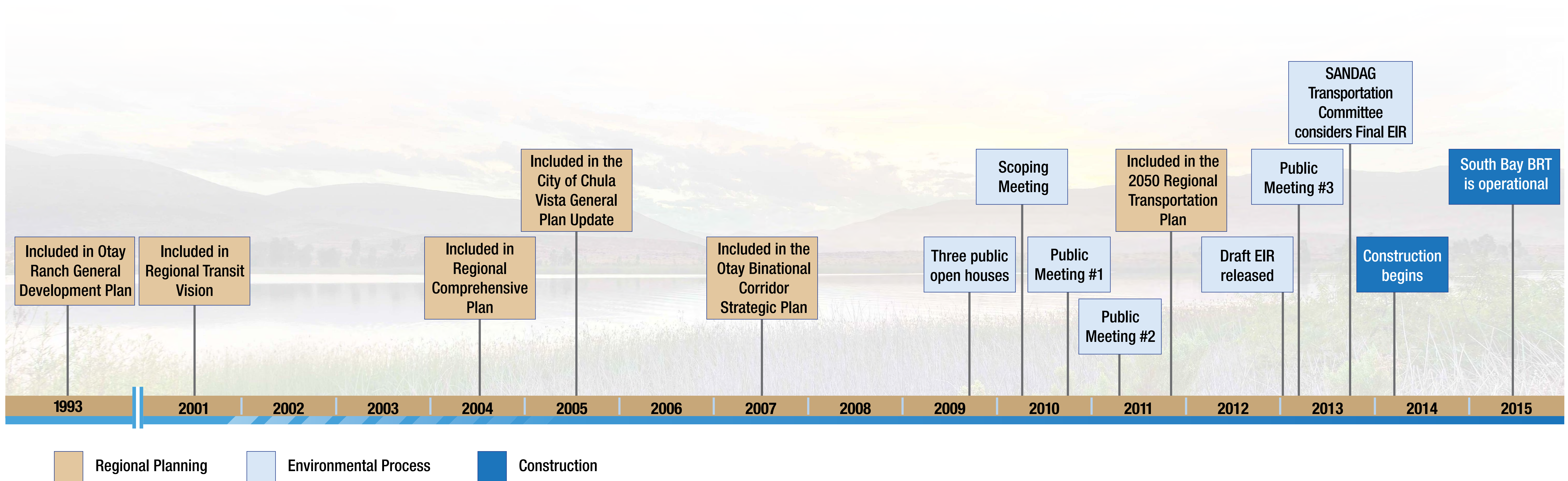
Existing View



Proposed View

South Bay Bus Rapid Transit Project Timeline

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South Bay BRT – Rapid and reliable transit service

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

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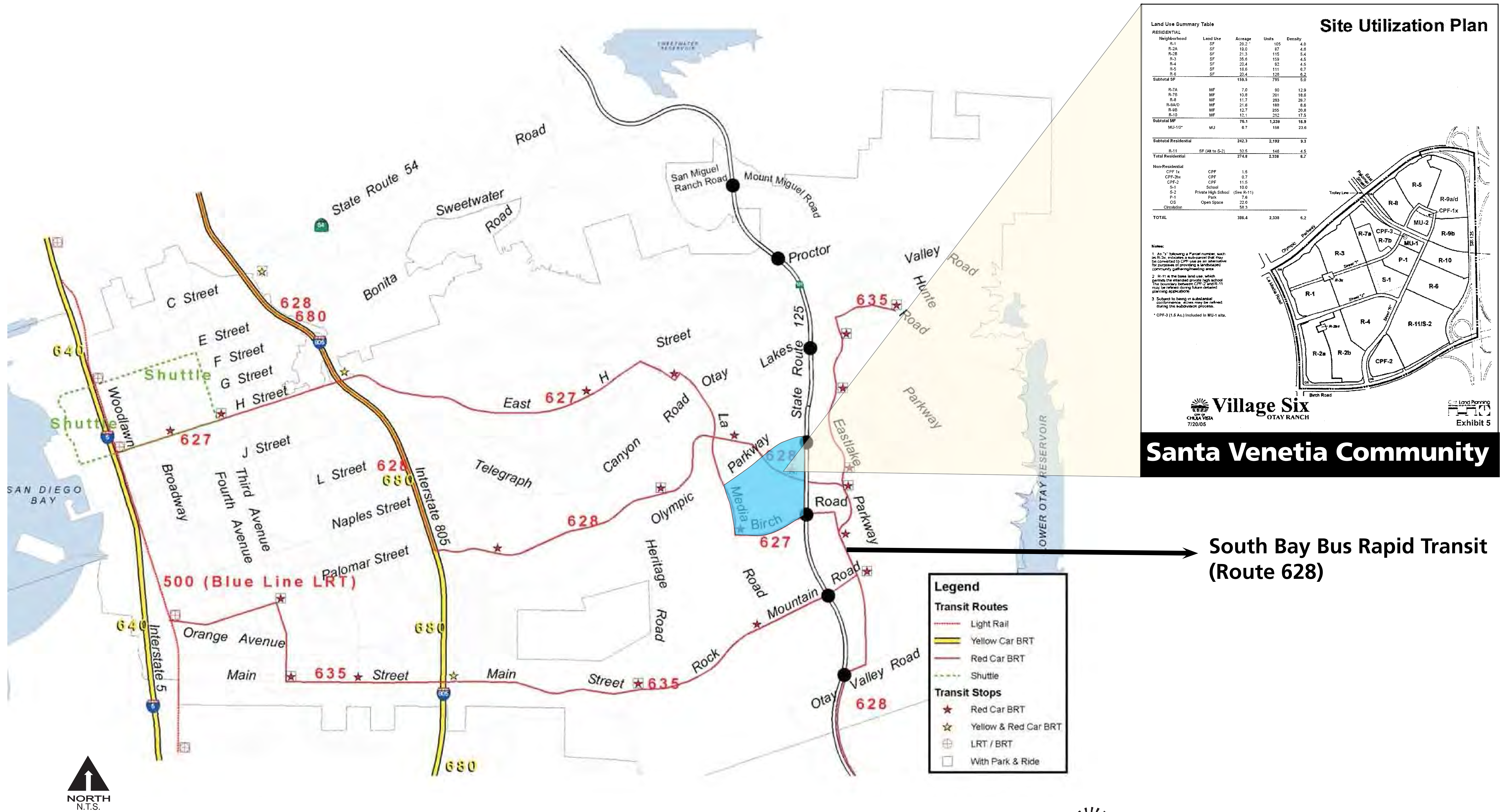


Figure 5-14

