

Draft EIR Released for South Bay Bus Rapid Transit Project

60-Day Public Comment Period Begins

The San Diego Association of Governments (SANDAG) released its Draft Environmental Impact Report (EIR) for the South Bay Bus Rapid Transit (BRT) project recently, culminating an intensive effort of community engagement and an environmental study of the potential new regional transit service intended to connect eastern Chula Vista with Downtown San Diego.

The public will have 60 days to review the Draft EIR and submit comments, which are due by March 29, 2013. A public meeting will be held during this period to provide information about the EIR and an additional opportunity for public comment.

Since 2007, SANDAG has been evaluating the feasibility of providing a rapid bus service that connects the South County with employment and activity centers throughout the San Diego region. This process has involved several years of public outreach, including numerous community meetings. The effort culminated with the recent release of a Draft EIR for a 60-day public review.

There will be 11 stations along the 21-mile route connecting residents to offices, shopping centers, recreational facilities, transit-oriented residential communities, schools, and Park & Ride lots, as well as the U.S.-Mexico port of entry at Otay Mesa. The South Bay BRT will have direct connection to the carpool lanes now under construction on Interstate 805 (I-805) via a Direct Access Ramp (DAR) at East Palomar Street.

The Draft EIR studied three different alignments for the service, as well as a "no build" alternative, evaluating the option of not constructing the project.

It outlines the results of studies conducted to gauge any potential visual and noise impacts. The study also includes an assessment of potential impacts to plant and animal species and waterways. The document can be viewed at KeepSanDiegoMoving.com.

Written responses to the public's comments on the Draft EIR will be included in the project's Final EIR. The Final EIR will be considered by the SANDAG Transportation Committee in mid-2013. Construction is scheduled to begin in early 2014. The South Bay BRT is planned to be in operation by mid-2015.



The Otay Mesa Intermodal Transportation Center will provide direct access to and from the South Bay BRT and the U.S. and Mexico border. The station will feature amenities such as upgraded shelters and platforms, bicycle lockers, restrooms and an informational kiosk.

Public Meeting Scheduled for South Bay Bus Rapid Transit Project



Please join SANDAG at a public meeting on the South Bay BRT project's Draft EIR. The meeting will provide information about the EIR and an opportunity to comment on the alternatives outlined in the document.

JOIN US! Public Meeting February 19, 2013

6 to 8 p.m.
Heritage Elementary School
1450 Santa Lucia Road
Chula Vista, CA 91913

Taking a Closer Look at the South Bay BRT

Project Route and Alternatives

The South Bay BRT will provide a rapid and reliable transportation alternative from the Otay Mesa Port of Entry to Downtown San Diego via Eastern Chula Vista. South Bay BRT vehicles will travel north on State Route 125 (SR 125) from the Otay Mesa border crossing, then west through eastern Chula Vista along a dedicated transit guideway, north on I-805 in the carpool lanes, and then west on State Route 94 into Downtown San Diego. In the Otay Ranch community, three alternative routes, and one “no build” alternative, were studied.

No Project Alternative

The “no build” alternative evaluates the option of not constructing the project.

Alternative 1a—Proposed Project

The South Bay BRT project would construct a dedicated two-lane guideway and pedestrian bridge from Magdalena Avenue, over SR 125 to the Otay Ranch Town Center, providing direct access to the Santa Venetia Station on East Palomar Street.

Alternative 1b

The South Bay BRT project would construct a dedicated single-lane guideway and pedestrian bridge from Magdalena Avenue, over SR 125 to the Otay Ranch Town Center, providing direct access to the Santa Venetia Station on East Palomar Street.

Alternative 2

The South Bay BRT would utilize Olympic Parkway to bypass the Santa Venetia Station with service to Otay Ranch Town Center via mixed traffic and a two-lane guideway between Town Center Drive and the new Otay Ranch Town Center Station.



South Bay BRT Regional Planning Timeline

The timeline to the right details the planning documents in which the South Bay BRT was included.

A rapid transit corridor has been a planned component for the development of Otay Ranch for more than two decades. The proposed route for the South Bay BRT was included in numerous regional planning documents, including Chula Vista's General Plan, the Otay Ranch General Development Plan, and the SANDAG 2050 Regional Transportation Plan.

1993

Otay Ranch General Development Plan

2001

Regional Transit Vision

2004

Regional Comprehensive Plan

2005

City of Chula Vista General Plan Update

2007

Otay Binational Corridor Strategic Plan

2011

2050 Regional Transportation Plan

SANDAG South Bay BRT Project Team

401 B Street, Suite 800
San Diego, CA 92101

KeepSanDiegoMoving.com

Nota: Desdoble el documento para leerlo en español.

South Bay BRT Critical Element of a Regional Planned Rapid Bus System

The South Bay BRT is part of a larger system of rapid bus lines being designed and built by SANDAG in partnership with Caltrans and the region's transit operators, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD).

The BRT system will bring an additional choice to travelers in the region—providing a fast, comfortable service at high frequencies, similar to the San Diego Trolley, in order to make traveling on transit more convenient for riders.

Bus rapid transit is a critical component of regional transportation plans. Three rapid bus routes are in various stages of development throughout the region: the South Bay BRT; the Mid-City Rapid Bus, a 10-mile, high-speed, limited-stop service between San Diego State University and Downtown San Diego along El Cajon and Park boulevards; and the Interstate 15 BRT, which will provide high-frequency express bus service between Downtown San Diego and Escondido.

**Comments on the South Bay BRT
Draft EIR can be submitted by mail
or email to the following:**

Andrew Martin
Associate Environmental Planner

SANDAG
401 B St., Ste. 800
San Diego, CA 92101
andrew.martin@sandag.org

» Project Schedule

January 29, 2013	Project Draft EIR released for 60-day public review
February 19, 2013	Public meeting on South Bay BRT project
March 29, 2013	Public comment closes
Mid 2013	SANDAG Transportation Committee Considers Final EIR
Early 2014	Construction scheduled to begin
Mid 2015	South Bay BRT in operation

Contact:

For more information about the South Bay BRT, please visit **KeepSanDiegoMoving.com** or contact David Hicks, SANDAG communications manager, at (619) 699-6939 or david.hicks@sandag.org.