

Alternative Matrix

DRAFT - February 2011

Objectives	Travel Demand and Capacity		Operating Characteristics										Smart Growth				Total Score
	(1) Increase Transit Capacity	(2) Add Service to Population and Employment Centers	(3) 35-40 mph Average Speed	(4) Direct Travel	(5) Operability	(6) Use Guideway	(7) Existing Easement (R/W)	(8) Station Access	(9) Use Planned Stations	(10) 10-Minute Headway	(11) Intra-Community Circulation Corridor	(12) Regional Connectivity	(13) Support Local and Regional Plans / Policies	(14) Fully Addresses Mitigation Req's	(15) Support Existing Transit Oriented Development	(16) Support Future Transit Oriented Development	
Alternative 1a - 2 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	31
Alternative 1b - 1 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	1	1	1	1	27
Alternative 2 - Olympic Gdwy	2	1	2	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	15
Alternative 3a - Olympic Gdwy / Town Center Dr	2	1	0	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 3b - Olympic Mixed Flow / Town Center Dr	2	1	2	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 4 - Olympic / Eastlake Mixed Flow	2	1	0	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 5 - Magdalena / Birch	2	2	-2	-2	-2	1	1	2	2	2	2	2	-1	-1	2	2	12
Alternative 6 - La Media / Birch	2	2	-2	-2	-2	1	1	1	-1	1	1	1	-1	-1	1	1	4
Alternative 7 - Magdalena Roundabout	2	2	-2	-2	-2	1	1	2	2	2	2	2	1	-1	2	2	12

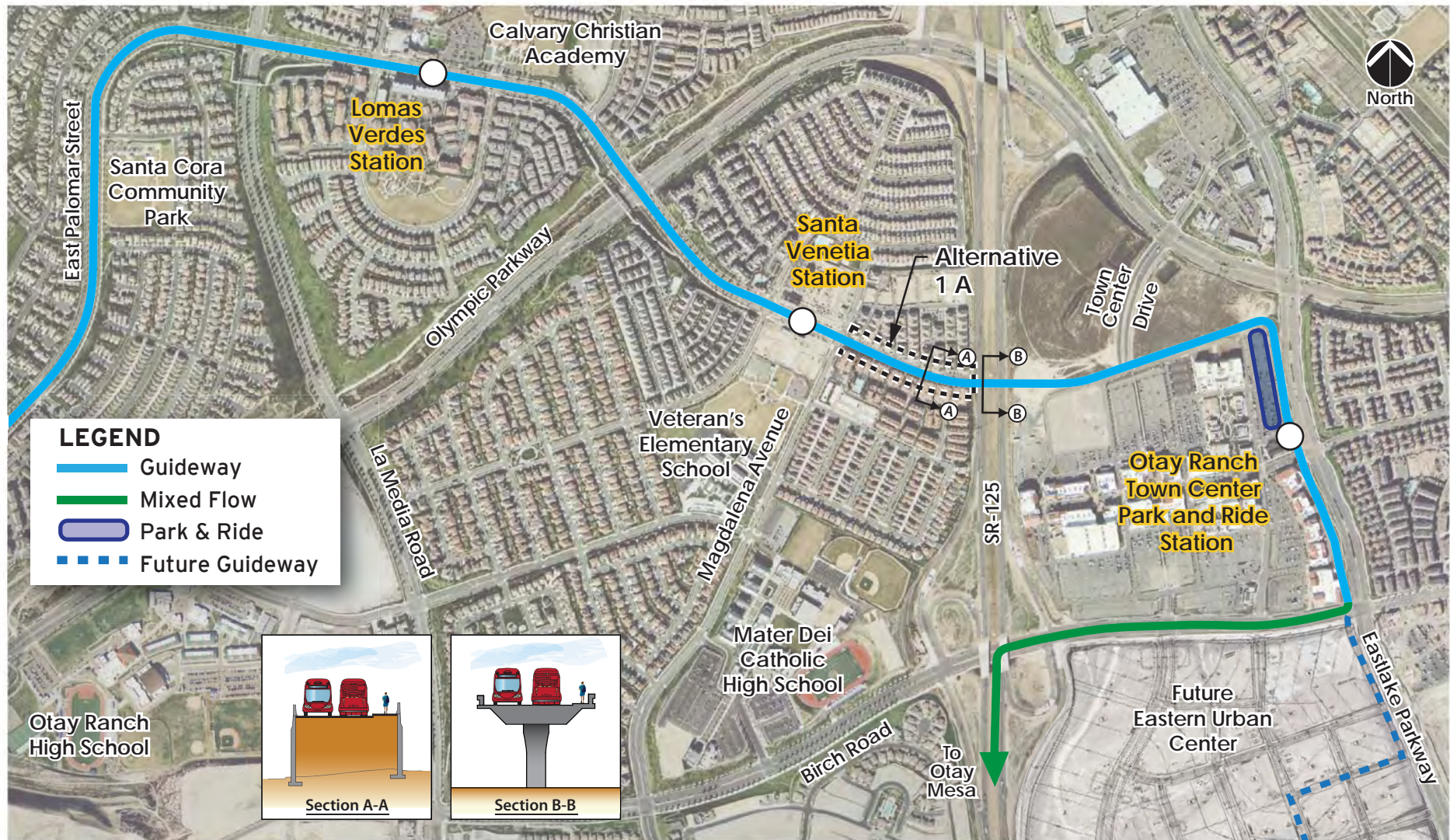
Operationally Inefficient

Operationally Infeasible

- 2 - Would meet the objective
- 1 - Would meet objective along a portion but not all of the proposed corridor
- 0 - Would not meet the objective
- 1 - Limits ability to meet objective
- 2 - Detrimental to objective

Otay Ranch Route Alternatives 1 A – SR-125 Transit and Pedestrian Bridge

October 2010



Alternative 1A: Two lane guideway approach to transit / pedestrian bridge over SR-125

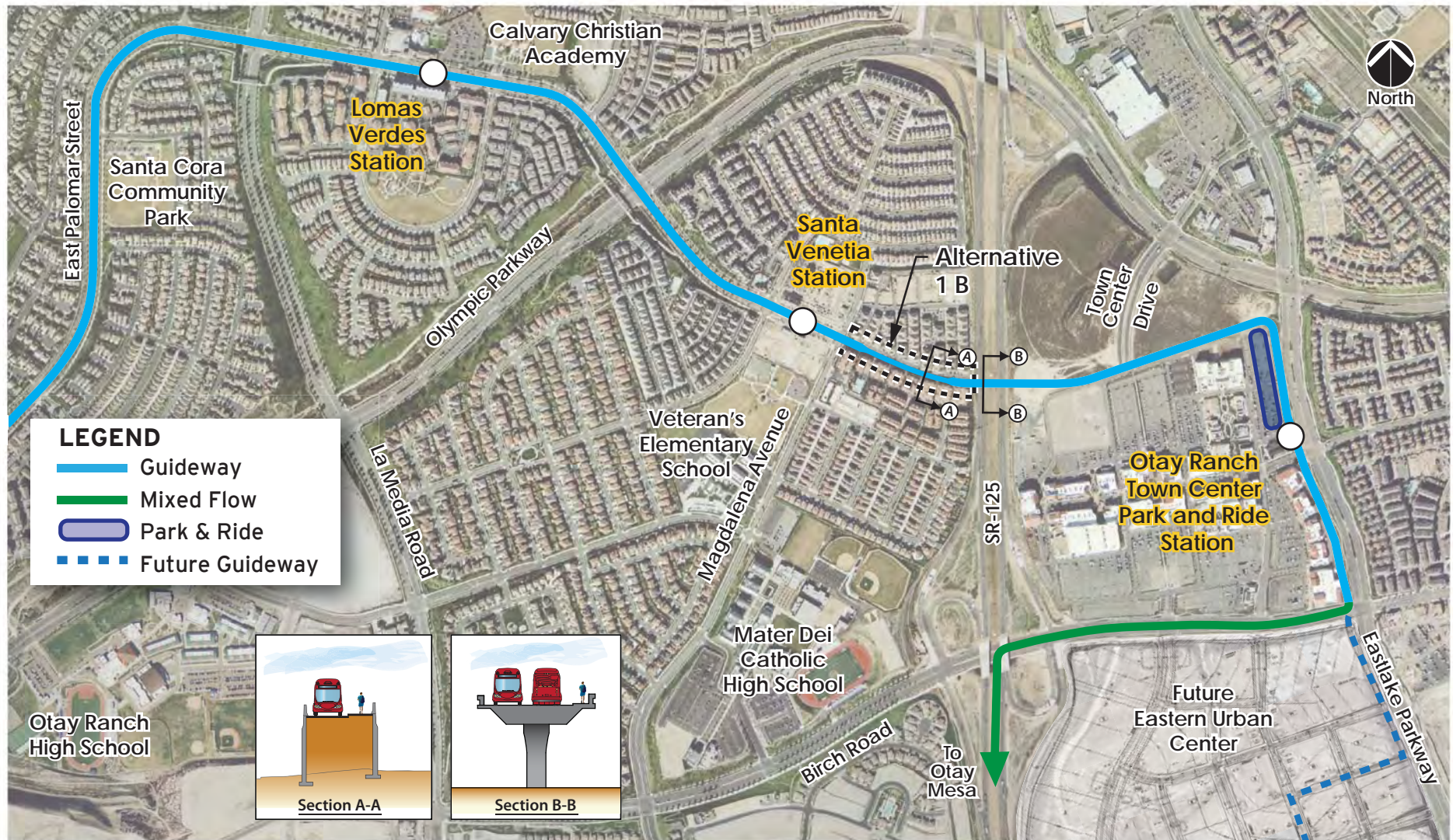
South Bay BRT - Rapid and reliable transit service



Kimley-Horn and Associates, Inc.

Otay Ranch Route Alternatives 1 B – SR-125 Transit and Pedestrian Bridge

October 2010



Alternative 1B: Single lane guideway approach to transit / pedestrian bridge over SR-125

Otay Ranch Route Alternatives 2 – Olympic Parkway Guideway

October 2010



Alternative 2: Olympic Parkway (with an eastbound transit guideway and westbound mixed flow between SR-125 northbound off-ramp and Town Center Drive) with service to Otay Ranch Town Center (ORTC) via a two lane guideway between Town Center Drive and ORTC Station

South Bay BRT - Rapid and reliable transit service



Kimley-Horn and Associates, Inc.

Draft BRT Project Criteria

Draft - November 2010

- Increase Transit Capacity for Unmet Demand
- Serve Population and Employment Centers
- Direct, High-Speed Travel
- Operationally Feasible
- Frequent & Reliable Service
- Use Guideway and Existing Right-of-Way
- Use Planned Stations
- Provide Accessible Stations
- Enhancing Inter-Community Connections
- Provide Regional Connectivity
- Support Local and Regional Smart Growth Plans/Policies
- Supports Existing and Future Transit Oriented Development

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