



South Bay Bus Rapid Transit Public Meeting #2

February 17, 2011



Tonight's Meeting

- Brief introduction to South Bay BRT project
- Short recap of the November 17 meeting
- Results of draft alternatives/criteria evaluation
- Overview of the environmental review process



Project Schedule

- Release Draft Environmental Impact Report
- 45-day public comment period – Summer 2011
- Route selection – Summer/Fall 2011
- In service by 2014





Objectives

- Serve the unmet need between downtown, eastern Chula Vista and Otay Mesa
- Connect residents to employment and activity centers with rapid, reliable transit
- Provide a system that's consistent with regional and local smart growth plans



Benefits & Features

- Rapid and reliable service
- Accessible and convenient service
- Streamlines commute and offers mobility choices
- Dedicated transit-only lanes/guideway
- Limited stop spacing
- Service every 10- 15 minutes
- Modern, comfortable vehicles
- Station amenities



Public Meeting #1

- First of three meetings held November 17, 2010
- Criteria developed based on project objectives and local and regional plans
- Nine draft alternatives were presented and feedback gathered
- Criteria was used to advance/reject alternatives based on criteria scoring



Criteria

- Increase transit capacity for unmet demand
- Serve population and employment centers
- Direct, high-speed travel
- Operationally feasible
- Frequent and 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



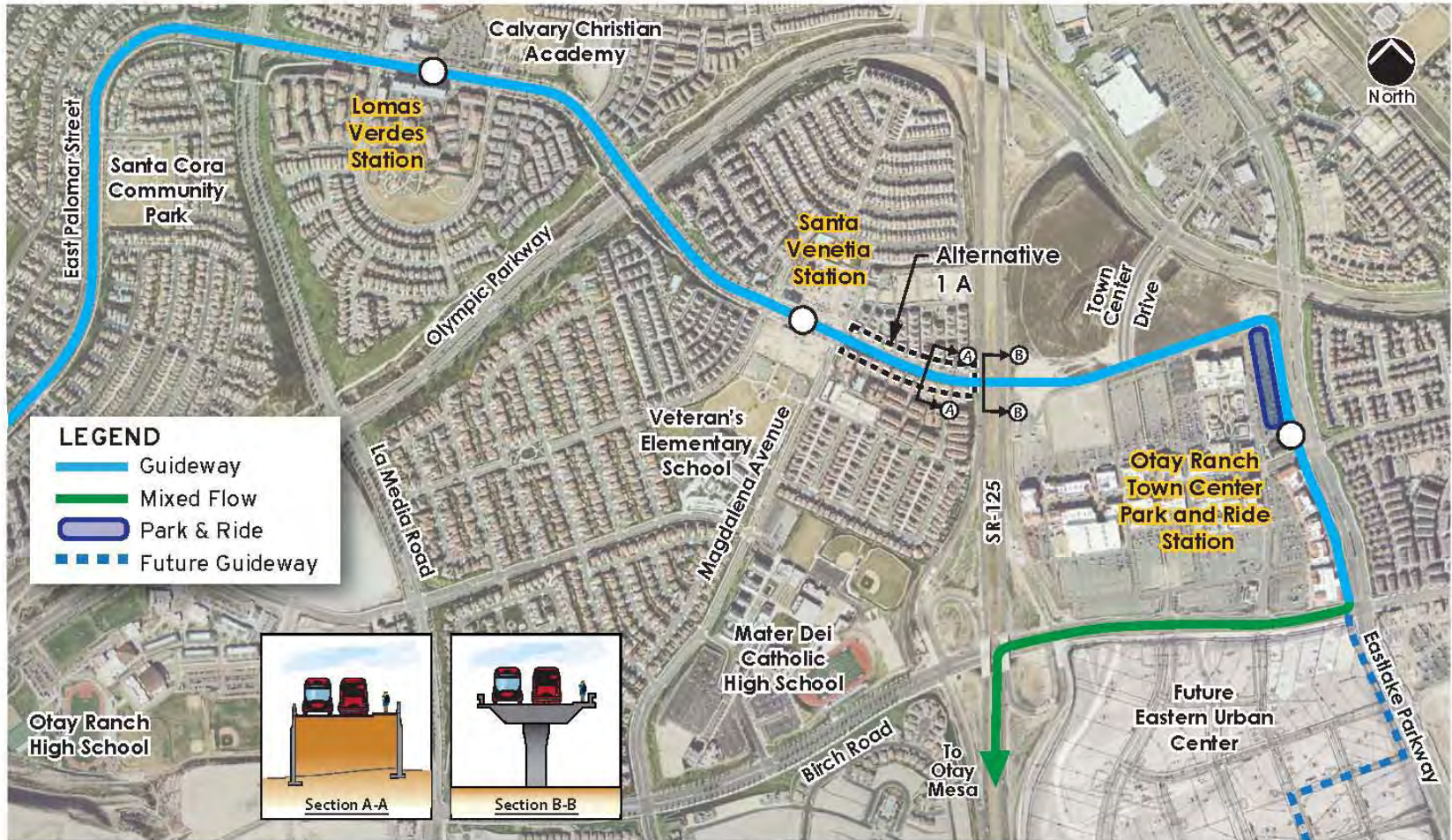
Evaluation Results

- Criteria used to evaluate how alternatives met the project objective
- Scoring on scale up to 32 points
- Three alternatives advance to environmental review
 - Alternative 1a – Two-Lane Guideway
 - Alternative 1b – Single-Lane Guideway
 - Alternative 2 – Olympic Guideway
- CEQA standards of evaluation
- **All three evaluated equally**



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

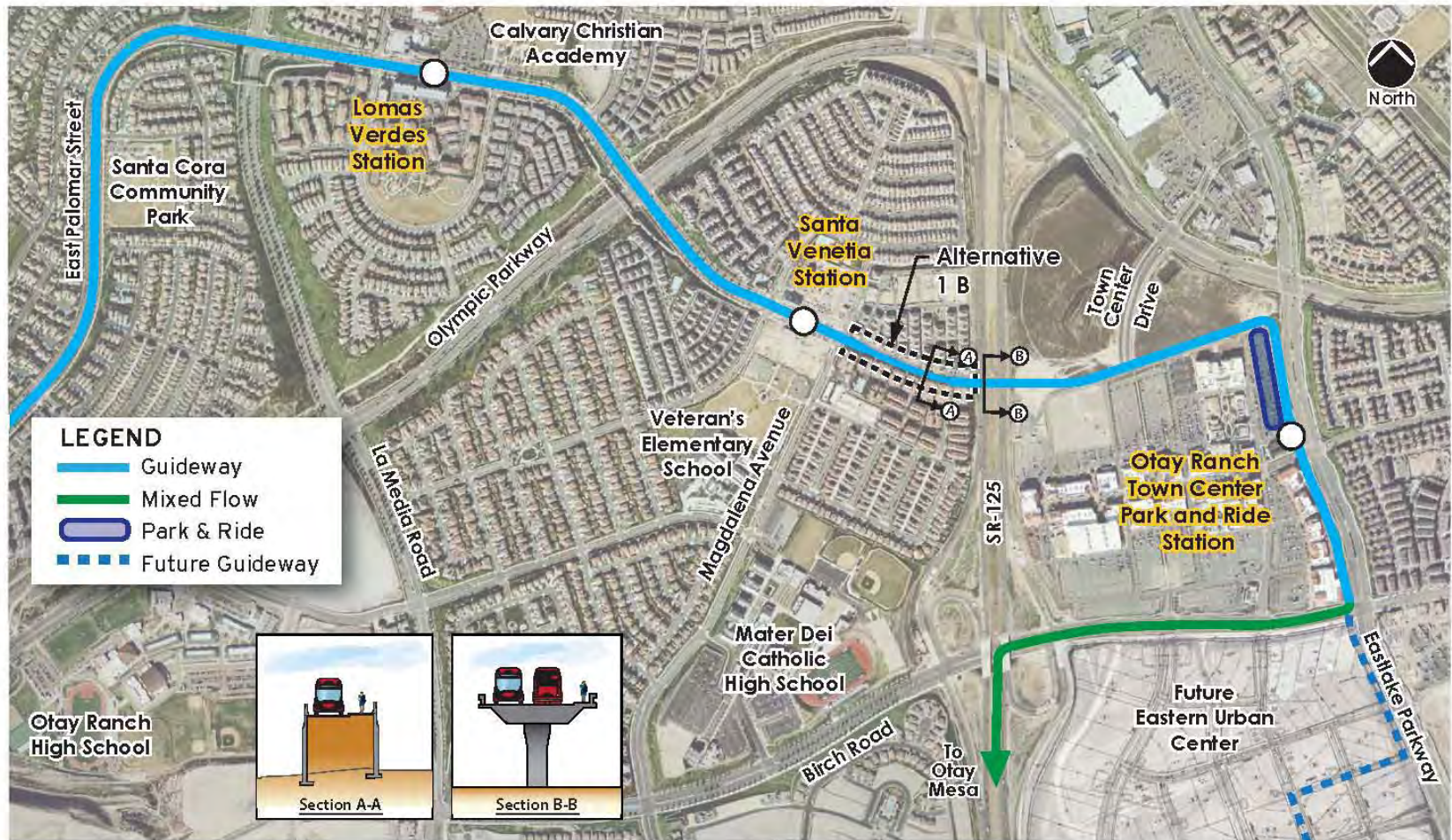
October 2010



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

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

October 2010

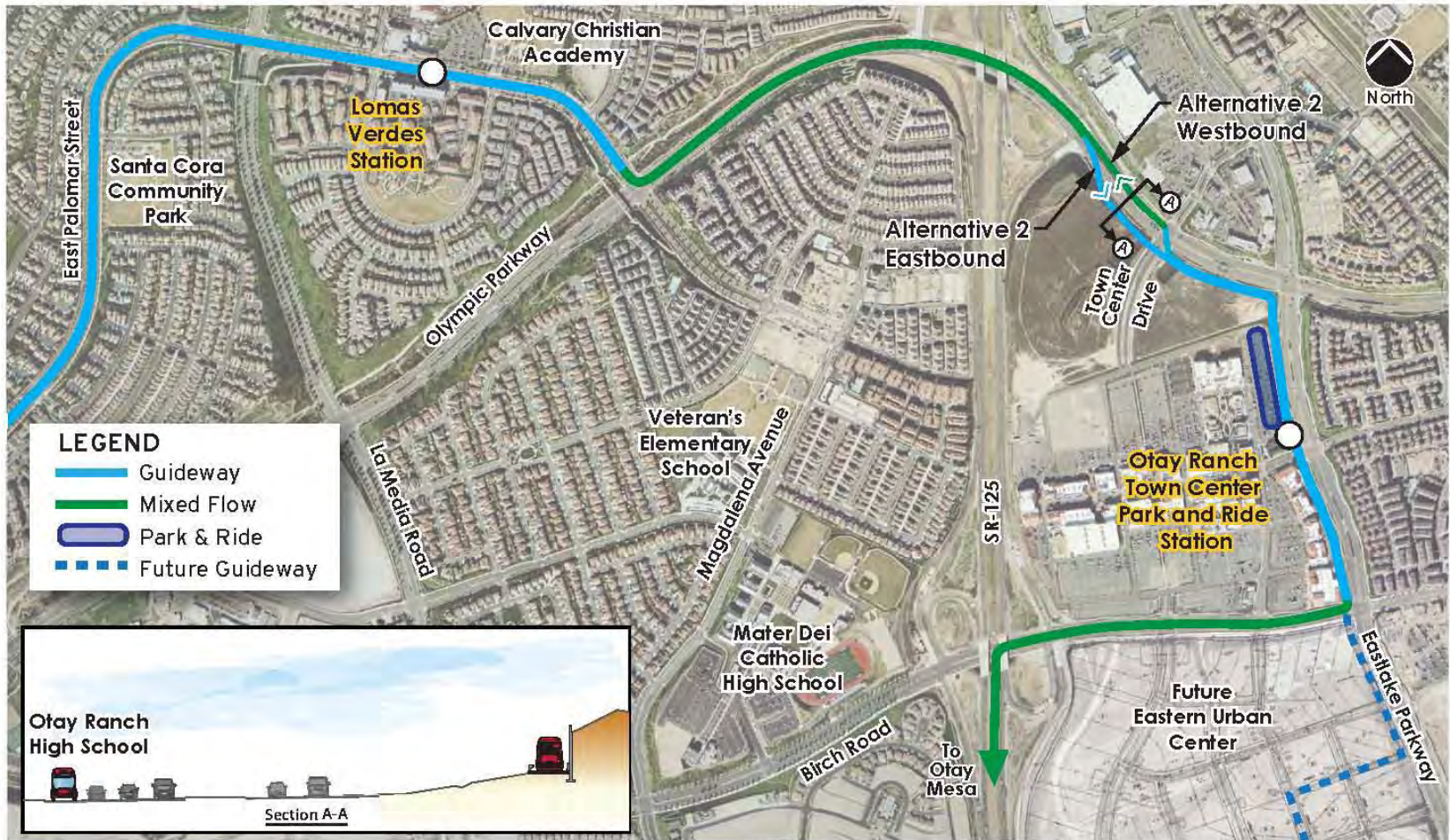


Alternative 1B: Single lane guideway approach to transit / pedestrian bridge over SR-125

South Bay BRT - Rapid and reliable transit service

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

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	0	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	2	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

CEQA Review

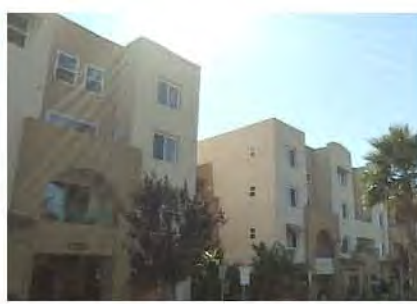
- California Environmental Quality Act (CEQA)
- Requires public agencies to evaluate a project to identify impacts and mitigation
- Examples of study areas
 - Noise
 - Air quality
 - Visual



Next Steps

- Conduct technical analysis
- Release Draft EIR for public comment
- Public Meeting #3 – the results of the EIR (Summer 2011)
- Final route selection (Summer/Fall 2011)
- Scheduled to be in service in 2014





Thank You!