



CONCEPTUAL PLANNING FOR NEXT GEN *RAPID*
ROUTES 41, 471, AND 625

PUBLIC OUTREACH SUMMARY - FINAL

SEPTEMBER
2023



Prepared by



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1.0 Introduction

1.1 SANDAG Regional Plan and Next Gen *Rapid*

With the adoption of the 2021 Regional Plan¹, San Diego Association of Governments (SANDAG) is set to implement Next Gen *Rapid*: a system of faster, more reliable bus service that will reshape how travelers move throughout San Diego County. Though the 2021 Regional Plan identifies approximate route alignments and stop locations, additional analysis is needed to define service characteristics and identify transit-supportive improvements along Next Gen *Rapid* corridors. Doing so will position SANDAG, San Diego Metropolitan Transit System (MTS), and North County Transit District to secure the funding needed to provide quality, reliable transit; maximize ridership by ensuring travel times that are competitive with automobiles; eliminate first- and last-mile barriers; serve basic needs, opportunities, and major destinations; and improve transit service while maximizing corridor passenger throughput.

1.2 Project Description

The Conceptual Planning for Next Gen *Rapid* Routes 41, 471, and 625 study (Study) will identify a path to implementing bus rapid transit (BRT) service along *Rapid* Routes 41, 471, and 625, providing reliable, high-capacity transit service to diverse communities in San Diego, National City, Chula Vista, Escondido, and San Marcos.

Advanced planning of *Rapid* routes is a critical first step in providing the region's residents and visitors with more mobility options, better connectivity, and greater access to resources across the region. This study is the first step in conducting advanced planning for *Rapid* Routes 41, 471, and 625.

1.3 Purpose of this Report

This report summarizes the public outreach and engagement activities undertaken during this planning effort. These efforts helped to provide stakeholders and members of the public information about the study, concept routing and station locations, and potential trade-offs needed to implement effective service. The effort also gave the project team a more comprehensive understanding of traveler behavior, transit use, mobility preferences and challenges within each corridor.

For detailed information about each corridor, please see the *Conceptual Planning for Next Gen Rapid Routes 41, 471, 625 Existing Conditions Report*.

¹ SANDAG (San Diego Association of Governments). 2021. 2021 Regional Plan. December 2021. Available at: <https://www.sandag.org/regional-plan/2021-regional-plan/-/media/8D0F181A086844E3A84C3D44576BED6B.ashx>.

Figure 1. Study Area - Rapid 41 Corridor

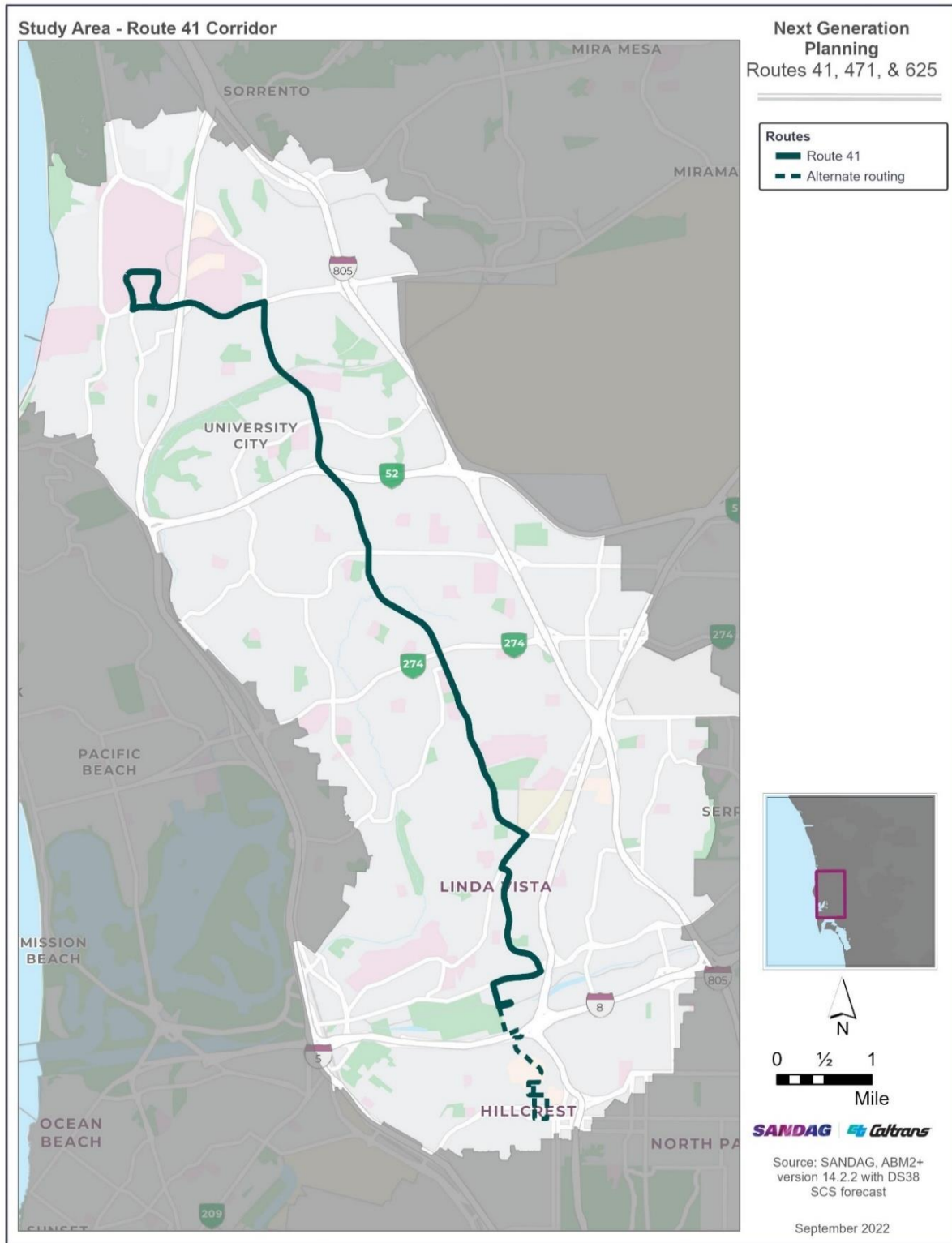


Figure 2. Study Area - Rapid 471 Corridor

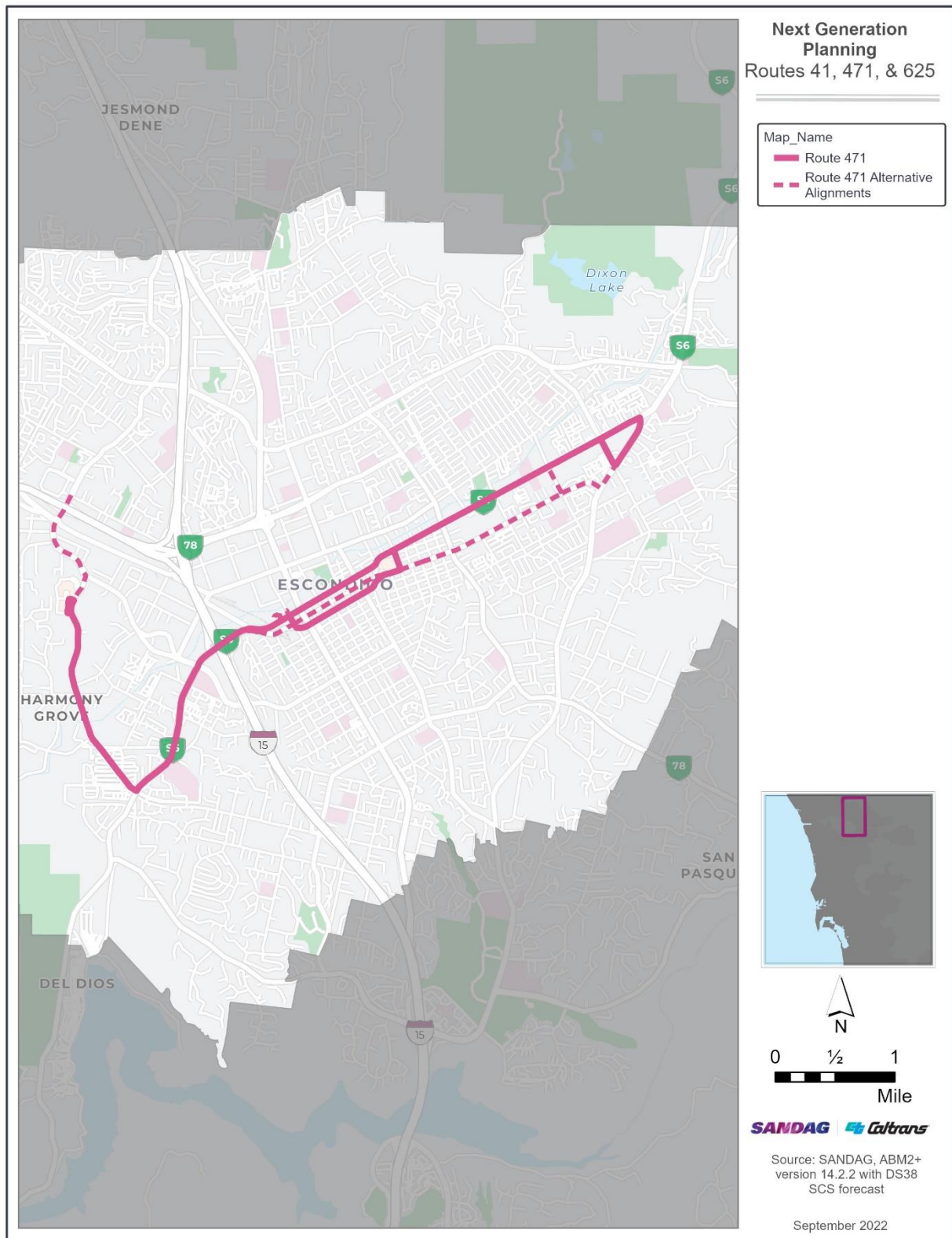


Figure 3. Study Area - Rapid 625 Corridor



2.0 Public Outreach and Engagement

Public outreach and engagement for the Conceptual Planning Study was conducted in two phases.

- **Phase One** took place in October and November 2022. The purpose of the outreach during this phase was to educate stakeholders and the public in each corridor about the planning effort and future service, discuss and confirm existing conditions, and seek input about mobility challenges and transit use in the corridor.
- **Phase Two** took place in April and May 2023. Concepts for each corridor were shared with the public and they were asked for feedback on routing options, station locations, and potential trade-offs that would be necessary to implement bus-only lanes to enhance service.

Ensuring social equity in outreach efforts was a key priority. As such, SANDAG contracted with three Community-Based Organizations (CBOs) to conduct grassroots outreach with key stakeholders and the public in each corridor, including disadvantaged communities, low- and moderate-income residents, and residents with limited English proficiency. Bayside Community Center conducted events in the Route 41 corridor, Escondido Education COMPACT conducted events in the Route 471 corridor, and City Heights Community Development Corporation conducted events in the Route 625 corridor.

The outreach methods used to gather input from the public are summarized below.

2.1 Informational Materials

Informational materials were created to support outreach efforts. These included:

- A fact sheet, available in English, Spanish, and Vietnamese (for *Rapid 41* only)
- Web page on the sandag.org website

These materials were distributed at outreach events and by each of the CBOs. Materials updated for Phase Two to reflect new information. A copy of the fact sheet and a screenshot of the website are included as Appendix A.

2.2 Community Roundtables

Community Roundtable meetings were hosted in each corridor during each phase of outreach. Invitees to the Community Roundtable meetings included key stakeholders and community leaders in each corridor, including representatives from Community Planning Groups, partner agencies, community-based organizations, transportation advocacy groups, educational institutions, and faith-based organizations. The purpose of these meetings was to provide an early opportunity for key stakeholders to learn about the project and concepts, provide input, and offer suggestions to SANDAG about broader community outreach efforts.

Community Roundtable meetings consisted of a presentation by the project team followed by open discussion facilitated by the CBO partners.

2.2.1 Phase One

During Phase One, the Community Roundtables were used to present information about *Rapid* service, the purpose of the planning study, and existing conditions in each of the corridors. Specific questions asked to attendees during the facilitated discussion included:

- What are the key mobility challenges for residents that live in the corridor?
- What barriers to transit access currently exist?
- What are the major destinations within the corridor?
- What mobility problems in the corridor do you think could be helped by more robust transit services?

Attendees were given the opportunity to ask open-ended questions or share insight freely.

A copy of the presentation for Phase One Community Roundtables and a list of attendees is included as Appendix B.

2.2.2 Phase Two

During Phase Two, the Community Roundtables were used to present alternative concepts for each corridor, including route options and station locations. The following questions were posed to the group to elicit input and drive the discussion:

- Route Alignment and Transit Stop Questions:
 - Are there alterations to the proposed routes you would suggest? Why?
 - Are the transit stops in the right locations?
 - Would you suggest moving any of them?
- Road Modification Strategy Questions:
 - Are there alterations to the proposed routes you would suggest? Why?
 - Several road segments along the route would require reconfiguration to accommodate a dedicated bus lane. Which trade-offs do you think should be made in each road segment to make a dedicated bus lane possible?

Attendees were given the opportunity to ask open-ended questions or share insight freely.

- A copy of the presentation for the Phase Two Community Roundtable and a list of attendees is included as Appendix C.

2.3 Pop-Up Outreach Events

2.3.1 Phase One

Pop-up outreach events during Phase One focused on providing information about the study to the community and seeking input about common origins and destinations, transit use, and mobility challenges. A series of display boards and activities encouraged participation from the public. Materials were available in English and Spanish for all corridors, and in Vietnamese for Route 41. Spanish- and Vietnamese-speaking staff were available to help with language interpretation, as needed.

- Bayside Community Center conducted a pop-up outreach event during Phase One at the Linda Vista Farmers Market on November 3, 2022. More than 40 members of the public participated in the activities.
- Escondido Education COMPACT hosted a pop-up outreach event during Phase One at the Escondido Transit Center on November 9, 2022. Approximately 40 people were engaged during the pop-up event.
- The City Heights Community Development Corporation dedicated one of their signature “Transit and Tacos” events to seek input on this project during Phase One. The event was held at the corner of 54th Street and El Cajon Blvd. on November 9, 2022. A total of 76 people were engaged during the pop-up event.

Copies of the display boards used at Phase One pop-up events are included as Appendix D.

2.3.2 Phase Two

During Phase Two, pop-up outreach events included information about alternative concepts, including route options and station locations. Activities were conducted to seek input from the public about preferred route options, station locations, and trade-offs that may be necessary to implement dedicated bus lanes to improve service. Materials were available in English and Spanish for all corridors, and in Vietnamese for Route 41. Spanish- and Vietnamese-speaking staff were available to help with language interpretation, as needed.

- Bayside Community Services hosted two pop-up outreach events for Route 41, one at the Gilman Transit Center on April 18, 2023, and the other at the Linda Vista Multicultural Fair on April 29, 2023. More than 120 members of the public participated in these two pop-up events.
- Escondido Education COMPACT hosted a pop-up event for Route 471 at the Neighborhood Healthcare food distribution event in Escondido on April 15, 2023. A total of 25 members of the public participated in this event.
- City Heights Community Development Corporation hosted a second “Transit and Tacos” event for Route 625 on April 19, 2023 at the Palomar Street Trolley Station in Chula Vista. Nearly 190 members of the public participated in this event.

Copies of the display boards used during pop-up events in Phase Two are included as Appendix E. The results from the pop-up outreach activities are included as Appendix F.

2.4 Virtual Public Meetings

Virtual public meetings were conducted via Zoom during Phase One. The purpose of the virtual public meetings was to provide interested members of the public with a more in-depth understanding of the corridors and the proposed service and allow them to interact with and ask questions of the project team. The meetings were conducted in English with live Spanish interpretation. The meetings were recorded and placed on SANDAG's YouTube channel to be available for those that could not attend.

One meeting was conducted for each route on the following dates:

- Rapid 41: November 17, 2023
- Rapid 471: November 16, 2023
- Rapid 625: November 15, 2023

The meetings were promoted to the public via e-blast, SANDAG's social media channels, with flyers at the pop-up outreach events, and with assistance from stakeholders that attended the Community Roundtable meetings.

2.5 Online Survey

After assessment of Phase One outreach activities, it was determined that an online survey during Phase Two would be more effective at increasing participation than a second round of virtual public meetings. A survey for each route was conducted via the SurveyMonkey app from April 15 through May 18, 2023. Surveys were available in English and Spanish for all three corridors, and in Vietnamese for Route 41.

The surveys were promoted to the public via e-blast, SANDAG's social media channels, with flyers at the pop-up outreach events, and with assistance from stakeholders that attended the Community Roundtable meetings.

The surveys shared information about the study and asked questions about alternative concepts in each corridor, including route alternatives and station locations. The survey also asked about preferred trade-offs and roadway modifications that may be needed to implement bus-only lanes to provide faster, more reliable service.

Survey participation for each route was as follows:

- Route 41: 311 responses
- Route 471: 1,074 responses
- Route 625: 1,276 responses

A copy of the survey is included as Appendix G.

2.6 Community Planning Group Presentations

During Phase Two, presentations were made to the following community planning groups in the Route 41 corridor upon their request:

- Clairemont Community Planning Group on April 18, 2023
- Linda Vista Planning Group on April 24, 2023
- University Community Planning Group on May 9, 2023

3.0 Public Input Received

A significant amount of public input was received through the outreach and engagement activities described above. Input received during Phase One was used to confirm and augment the information presented in the Existing Conditions Report and inform the development of draft alternative scenarios for each route. Input received during Phase Two was used to refine alternative concepts, route alignments, and station locations, and to provide guidance to SANDAG about community preferences for road modifications needed to implement dedicated bus lanes on existing streets.

Below is a summary of key themes heard in each corridor from the public through outreach and engagement efforts in both phases. For more details, results from pop-up outreach activities are included as Appendix G, and survey results are included as Appendix H.

3.0 Route 41

3.0.1 Phase One

Key themes and comments received from stakeholders and the public during Phase One outreach activities for Route 41 include the following:

- Additional destinations were suggested, including North Clairemont Recreation Center, Clairemont Mesa Senior Center, shopping centers in Clairemont, and the Linda Vista Library.
- Concern about the terrain in the corridor and its impact on access was expressed.
- Several comments were made about including bike access and non-motorized access near transit to help with accessing transit (flexible fleets/micro mobility/bikes, etc.).
- Support for connecting the route to USD and Mesa College was expressed.
- There was concern about the poor condition of sidewalks and street crossings and that they need improvement to ensure that walking to bus stops is safe and secure.
- Level boarding onto the buses was cited as an important feature.
- Concern was expressed that traffic from new development on Morena Blvd. and Friars Road could slow down service.
- Support was shared for implementing traffic signal priority on Genesee Avenue to speed up transit.
- Most participants support increased transit frequency.
- Consider 24-hour bus and trolley service.

- Concern was expressed about how local routes could be affected by the focus on Rapid services.
- Some suggested fewer stops should be included to ensure faster travel times.

3.0.2 Phase Two

Key themes and comments received from stakeholders and the public during Phase Two outreach activities for Route 41 include the following:

- Option 3, which extends the route south from Fashion Valley to Hillcrest, was generally preferred as the best alternative concept.
- A large majority of participants indicated station locations were appropriate, although a number of other locations were suggested.
- There is concern about the impact of removing travel lanes to accommodate bus lanes in many locations.
- Several suggested that the route should be adjusted to serve USD.
- Pedestrian and bike safety was a concern, especially with shared bike/bus lanes and potential removal of medians.

3.1 Route 471

3.1.1 Phase One

Key themes and comments received from stakeholders and the public during Phase One outreach activities for Rapid 471 include the following:

- Additional destinations were noted, including California Center for the Arts, Interfaith Community Services/Swap Meet, community clinics on Valley and Grand.
- Concern was expressed about the lack of comfort at transit stops (e.g., shelter, benches, lights) and that SANDAG should consider including landscaping and trees to help provide shade and control heat.
- Safe access to transit stops was cited as an issue, especially for elderly riders; SANDAG should consider mid-block crossings to provide safe access.
- Additional stops were suggested, including Valley High School, grocery stores, Neighborhood Health Care clinics, downtown Escondido, and Ash/Valley Parkway, Rose/Valley Parkway, and Midway/Valley Parkway intersections.
- Suggestions were made that sidewalk extensions in the master plan need to be implemented.
- Bike access was cited as important to increase access to transit.

- Educating residents about transit was highlighted to help people become more frequent transit users.

3.1.2 Phase Two

Key themes and comments received from stakeholders and the public during Phase Two outreach activities for Rapid 471 include the following:

- Support for the three alternative concept options was evenly split, with some comments that Option 1 would support proposed new development.
- Most participants thought station locations were in the right place, although a number of additional locations were suggested.
- Some thought the route should not go on Grand Avenue because there are roundabouts planned and businesses are trying to create a more pedestrian-friendly environment.
- Concern expressed about loss of trees/coverage if medians are reduced or eliminated.
- There was support for allowing school buses to use bus-only lanes.

3.2 Route 625

3.2.1 Phase One

Key themes from input received from stakeholders and the public during Phase One outreach activities for Rapid 625 include the following:

- Several mentioned that affordable housing areas should be included as destinations in the corridor (e.g., Euclid Avenue and Hilltop Street).
- Additional destinations were suggested, including recreation centers, Livewell Center, intersection of El Cajon Blvd. and College Avenue (large number of businesses), Third Avenue in Chula Vista, student housing on Montezuma Avenue.
- It was suggested that 47th Street be used as an alternative to Euclid and Division to bypass traffic congestion. Participants also noted that rail grade separation at Euclid Avenue is desired by the community.
- Several noted that the lack of bike infrastructure to access transit is a mobility challenge.
- A need for transit priority lanes on El Cajon Blvd. and University Avenue was expressed.
- The lack of safe and walkable streets was cited as a barrier to transit; the lack of lighting is an issue for people using transit at night.
- Some suggested that SANDAG needed to spend time on the branding and image of transit; people don't use it because they think of buses as slow and dirty.

- The importance of being thoughtful and inclusive when developing this project was mentioned; consider improvements needed in different communities like cleanliness, humane bus stops, etc.
- More frequent service and faster travel times on transit were mentioned as the most important improvements needed.

3.2.2 Phase Two

Key themes from input received from stakeholders and the public during Phase Two outreach activities for Rapid 625 include the following:

- Option 2 was the most preferred alternative concept, with some commenting that the route should be on 4th Avenue to speed service. Others thought keeping the route on 3rd Avenue was more accessible.
- Most participants thought that proposed stations were in the right places, although some additional station locations were suggested.
- The most preferred road modification to enable bus-only lanes was the removal of street parking. Preferences for removal of a lane or modifications to a median were about evenly split.

Appendix A – Fact Sheets and Website

FACT SHEET



Next Gen Rapid

Conceptual Planning for Rapid Routes **41**, **471**, and **625**

Project Overview

We're planning three new Next Gen Rapid bus routes to get more people where they need to go faster. This will make it easier to access jobs, education, healthcare, and more without a car.

- Rapid 41 will connect the Fashion Valley Transit Center to UTC and UC San Diego
- Rapid 471 will connect eastern Escondido to Palomar Medical Center Escondido and the Escondido Transit Center
- Rapid 625 will connect SDSU, City Heights, and Southeastern San Diego to National City and Chula Vista

In Fall 2022, we asked for input about transportation problems people experience traveling between these neighborhoods. Now that we've reviewed this feedback and analyzed regional travel data, we plan to share the bus routes, stops, and road upgrades we're considering with the public, so you have another opportunity to weigh in.

Next Gen Rapid

We'll be expanding Rapid bus service all over the region in the next decade! These buses will come more often and have newer stop shelters, digital displays, and fewer stops than regular bus service.

As part of the 2021 Regional Plan's "Transit Leap" strategy, Next Gen projects take Rapid service to a new level—encouraging people to take the bus instead of driving by:

- Avoiding traffic with separate bus lanes
- Getting priority at traffic lights to improve travel times
- Offering service every ten minutes all day



Our Goals

- Create a plan for Next Gen Rapid service along each of the routes.
- Find funding to make these routes a reality.

At the end of this study, all three routes will be ready for environmental review, preliminary engineering, and construction once funding is available.

Proposed Rapid Routes



Rapid 41 will serve Linda Vista, Mission Valley, Clairemont, and University City. It will connect high-transit-need communities in Clairemont Mesa and Linda Vista to the VA hospital, UC San Diego, the Golden Triangle employment center, UTC shopping center, San Diego Mesa College, and Fashion Valley Mall.



Rapid 471 will connect eastern Escondido to the Escondido Transit Center and Palomar Medical Center Escondido, providing reliable transfers to the SPRINTER and other Rapid routes while expanding access to medical centers, shopping, jobs, and schools. This will support transit-friendly housing and business development in the area.



Rapid 625 will serve College Area, Mid-City, City Heights, Southeastern San Diego, National City, and Chula Vista. It will connect these communities to key destinations, including: San Diego State University, Jacobs Center, Paradise Valley Hospital, Scripps Mercy Hospital, several schools, Chula Vista's Bayfront development project (currently under construction), and other resources from South Bay to Mid-City.

For more information

Zaccary Bradt Associate Regional Planner. Phone: 619.744.8523 E-mail: zaccary.bradt@SANDAG.org

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí
 免費語言協助 | 免費語言協助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь
 Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ
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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | 619.699.1900

SANDAG.org



WEBSITE



[Projects & Programs](#) / [Transit](#) / [Transit Projects](#) / [Next Generation Rapid](#)

We're planning new bus routes to get you where you need to go faster and without a car! These buses will come every 10 minutes during service hours and have fewer stops. They will also get around traffic in designated bus lanes and get green light priority at smart stoplights. To help key destinations connect to these stops, we'll also be improving bike lanes and walkways along the routes.

The first three Next Gen routes we're planning now are:

- *Rapid 41* connecting Fashion Valley, Linda Vista, Clairemont, University City, UTC, and UC San Diego
- *Rapid 471* connecting Eastern Escondido, Escondido Transit Center, and Palomar Medical Center Escondido
- *Rapid 625* connecting San Diego State University, City Heights, Southeast San Diego, National City, and Chula Vista

These projects are part of the [2021 Regional Plan's Transit Leap strategy](#), which aims to:

1. Move people and goods more efficiently
2. Provide affordable, dependable, and safe transit options for all
3. Clean up our air while reducing climate change-causing pollution regionwide

This project is funded through a [Caltrans Sustainable Transportation Planning Grant](#).



Appendix B – Phase One Community Roundtable Presentation and Attendees

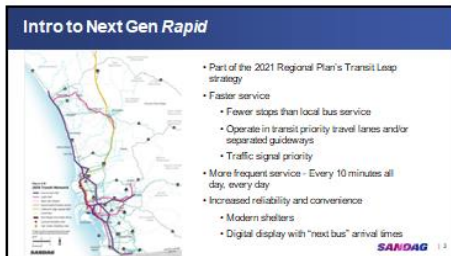
ROUTE 41 PRESENTATION



1



2



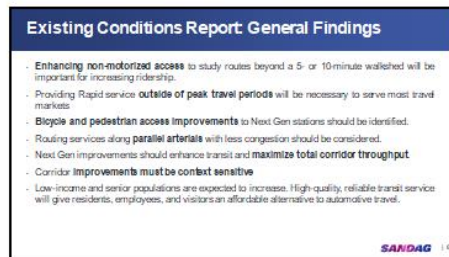
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4



5



6

Existing Conditions: Transit Services



Existing Transit Services

- Route 17
- Numerous Rapid services near UC San Diego, University City, and Mission Valley/Linda Vista
- UC San Diego campus shuttles
- Blue Line Trolley
- Green Line Trolley


Planned Transit Services

- Routes 10 and 11 overlaid with Rapid services
- Purple Line commuter rail from South Bay to UTC
- Green Line Trolley service frequencies 7.5-minute along
- Blue Line Trolley service frequencies to UTC, T.S. repeat
- Bus service frequency improvements
- Expanded service hours for bus and light rail services
- MTS Route 60 will be discontinued

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Existing Conditions: Roadways



Existing Roadways

Roadway	# of Lanes	Width (feet)
Genesee Ave/17	2/6	50-130
La Jolla Village Dr	6-7	105-125
Gilman Dr	4	70-100
Via La Jolla Dr	2-4	30-70
Ulric St	2-3	60-70
Linda Vista Rd	4	80-85
Fifers Rd	5-7	90-130
Fashion Valley Rd	4	50-70
SR-163	8*	

* Update derived in January 2022
* This road is overlaid along Genesee with the Oakridge
* This road is overlaid with the bus service from University City to
* SR-163 overlaid with 67-088.

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Existing Conditions: Active Transportation



Existing Bicycle Facilities

- Several Class I multi-use paths exist, primarily on the UC San Diego campus
- Class II bike lanes along Genesee Ave and intersecting roadways
- Class II bike lanes along Linda Vista Rd and Ulric St

Planned Bicycle Facilities

- Class I multi-use path in Rose Canyon
- Upgrading Class II bike lane along Bablos Ave to a Class IV cycle track
- Class I multi-use paths in the Riverwalk development west of Fashion Valley TC
- New Class II bike lanes along Fifers Rd west of Fashion Valley Rd

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Existing Conditions: Roadway Congestion



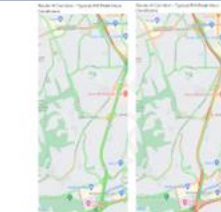
Existing Roadway Congestion (northern segments)

- Gilman Dr north of La Jolla Village Dr (AM and PM peaks)
- Genesee Ave
- La Jolla Village Dr to Claremont Mesa Blvd (PM peak)

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Existing Conditions: Roadway Congestion



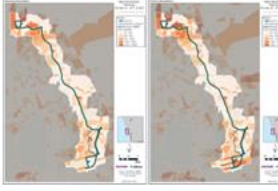
Existing Roadway Congestion (southern segments)

- Genesee Ave
- Near Bablos Ave (PM peak)
- Near Linda Vista Rd (PM peak)
- Linda Vista Rd near Ulric St (AM and PM peaks)
- Fifers Rd from Fashion Valley Rd to SR-163 (PM peak)
- SR-163 Southbound, Genesee Ave to Fifers Rd (PM peak)

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Existing Conditions: Population



Population

- Existing concentrations:
 - UC San Diego campus
 - University City/UTC
 - Mission Valley/Fashion Valley
 - Claremont along Genesee Avenue and Claremont/Mesa Blvd
- Notable growth anticipated:
 - UC San Diego campus
 - University City/UTC
 - Mission Valley/Fashion Valley

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Existing Conditions: Employment

Employment

- Existing concentrations:
 - UC San Diego campus
 - UTC
 - Mesa College
 - Sharp Metro Campus
 - Fashion Valley Mall
- Notable growth anticipated:
 - University City
 - Mission Valley

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Existing Conditions: Activity Centers

Concentrations of activity centers:

- Near UC San Diego/University City
- Along Linda Vista Rd
- Mission Valley
- Along Genesee Ave

Other Notes

- 40 to Sherman Point
- 40 to Linda Vista Plaza
- Genesee Plaza (Genesee Ave/Delaware Ave) will be included

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We Want To Hear From You!

- What are the key mobility challenges for residents that live in the corridor?
- What barriers to transit access currently exist?
- What are the major destinations within the corridor?
- What mobility problems in the corridor do you think could be helped by more robust transit services?
- Is there any other input you would like to share?

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Upcoming Activities: Phase 1 Outreach

10/10 Route 41 Community Roundtable

11/3 Route 41 Pop-up

11/17 Route 41 Virtual Public Meeting

Community Roundtable: Understand public input goals & objectives.
Pop-Up Outreach: Introduction to public input opportunities.
Public Meeting: Present and discuss alternatives, and provide feedback.

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How You Can Help

- Help us get the word out about public engagement opportunities
- Participate in the events
- Join us for a second Community Roundtable meeting in early 2023 to discuss proposed alternatives

THANK YOU!

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ROUTE 41 ATTENDEES

- Kim Heinle - Bayside Community Center and Linda Vista Planning Group
- Cynthia Dillon - Linda Vista planning group and UCSD communications director
- Diem Nguyen - Bayside Community Center
- Johanna Aleman - San Diego Mesa Community College
- Leticia Diaz - San Diego Mesa Community College
- Barbarah Torres - Bike Clairemont
- Chris Nielsen - University City Community Planning Group
- Sarah Saluta - San Diego Cooperative Charter School
- Rose Ceballos - Bayside Community Center
- Nick Reed - Clairemont Mesa Planning Group
- Jeff Davis - Linda Vista Public Library
- Noel Musicha - local resident, pastor, Linda Vista Town Council
- Chris Wahl - HNTB
- Brian Lane - SANDAG
- Zaccary Bradt - SANDAG

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Conceptual Planning for Next Gen Route 471

Community Roundtable #1

October 19, 2022

1

Agenda

- Welcome and Introductions
- Intro to Next Gen **Rapid**
- Study Overview
- Existing Conditions Overview
- Discussion and Input
- Upcoming Activities
 - Pop-up at Escondido Transit Center on November 3
 - Virtual Public Meeting on November 16

2

Intro to Next Gen **Rapid**

- Part of the 2021 Regional Plan's Transit Leap strategy
- Faster service
 - Fewer stops than local bus service
 - Operate in priority travel lanes and/or separated guideways
 - Traffic signal priority
- More frequent service - Every 10 minutes all day
- Increased reliability and convenience
 - Modern shelters
 - Digital display with "next bus" arrival times

3

Next Gen **Rapid** Study Overview

- First step in the process to implement Next Gen **Rapid** routes identified in the 2021 Regional Plan
- Route 471 selected because it would serve large numbers of social equity focus populations and does not currently have **Rapid** service
- Finalize route and station locations
- Define service characteristics and transit-supportive improvements
- Identify potential funding sources
- Make project "shovel ready" to move forward into environmental review, preliminary engineering, and construction when funding is secured
- SANDAG Board of Directors responsible for determining timing of implementation for Next Gen **Rapid** projects

4

Route 471 Corridor


5

Existing Conditions Report: General Findings

- Enhancing **non-motorized access** to study routes beyond a 5- or 10-minute walkshed will be important for increasing ridership.
- Providing **Rapid service outside of peak travel periods** will be necessary to serve most travel markets
- Bicycle and pedestrian access improvements** to Next Gen stations should be identified.
- Routing services along **parallel arterials** with less congestion should be considered.
- Next Gen improvements should enhance transit and **maximize total corridor throughput**.
- Corridor **improvements must be context sensitive**
- Low-income and senior populations are expected to increase. High-quality, reliable transit service will give residents, employees, and visitors an affordable alternative to automotive travel.

6

Existing Conditions: Transit Services



Existing Transit Services

- SPRINTER light rail
- NCTD Rapid Route 300
- Numerous BREEZE local bus routes
- MTS Rapid 235 and Rapid Express Route 280


Planned Transit Services

- Route 471 BRT service between Kaiser Medical Center Escondido, Downtown Escondido, and East Escondido
- Service frequency improvements for bus and SPRINTER service
- Expanded service hours for bus and SPRINTER services

SANDAG 17

7

Existing Conditions: Roadways



Existing Roadways


Roadway	# of Lanes	Width (feet)
Valley Pkwy*	4-6	60-130
Auto Park Way	2-4	35-75
Citracado Pkwy*	2-4	65-90
Grand Ave	2-4	45-70
2nd Ave	3-4	50-65
Bear Valley Pkwy	4	80-90

* Updates planned to capacity 2025
 - Valley Pkwy from Valley Blvd to Highway Dr widened to six lanes
 - Citracado Parkway from Center Stage Parkway to W Valley Pkwy widened to four lanes by 2025
 - Citracado Parkway widened from 65 feet to 90 feet and widening Center Stage Parkway by 2025

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8

Existing Conditions: Active Transportation



Existing Bicycle Facilities

- Class I multi-use paths along Mission Rd
- Escondido Creek Bike Path
- Class II bike lanes along Valley Pkwy and Citracado Pkwy
- Class II bike lanes along several roadways that intersect Valley Pkwy and Grand Ave, including Centre City Pkwy and NBroadway.

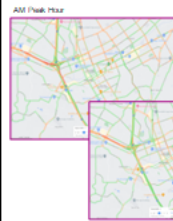
Planned Bicycle Facilities

- Class II bike lane along San Pascual Valley Rd, which would intersect Valley Pkwy and Grand Ave

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9

Existing Conditions: Roadway Congestion



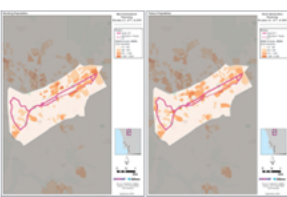
Existing Roadway Congestion

- West Valley Pkwy - Citracado Parkway to I-15 (AM/PM)
- West 2nd Avenue, West Grand Ave to East Grand Ave (AM/PM)
- Grand Ave
 - 2nd Ave to San Pascual Valley Rd (AM/PM)
 - Rose Street to Bear Valley Pkwy (AM)
- Valley Pkwy
 - Bear Valley Pkwy to Valley Blvd (AM)
 - Rose St to San Pascual Valley Rd (PM)

SANDAG 10

10

Existing Conditions: Population




Population

- Existing concentrations:
 - North of Valley Pkwy, East of I-15
 - Along Grand Ave, East of San Pascual Valley Rd
 - South of Citracado Pkwy
- Notable growth anticipated:
 - West of Citracado Pkwy
 - North of Valley Pkwy near Centre City Pkwy

SANDAG 11

11

Existing Conditions: Employment




Employment

- Existing concentrations:
 - West of I-15, along Auto Park Way and Citracado Pkwy
- Notable growth anticipated:
 - West of I-15
 - Along Auto Park Way
 - Along Citracado Pkwy
 - East of I-15, mainly north of Washington Ave

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Existing Conditions: Activity Centers



- Other known activity centers
 - Palomar College, Escondido
 - Village Square/Escondido Village shopping center (Valley/Escondido)

SANDAG | 13

13

Key Findings: Route 471

- Most roadway congestion occurs along Valley Parkway and Grand Avenue east of Centre City Parkway, both at intersections and in between them. Additional congestion occurs along West Valley Parkway between I-15 and Auto Park Way in the PM peak hour. Strategies to minimize travel time impacts along these segments should be explored.
- High levels of delayed collisions occurred along Route 471 roadways and key roadways connecting to West Valley Parkway and Grand Avenue. Improving safety for pedestrians and cyclists in these areas will increase ridership potential.
- A higher number of work and other-based trips occur west of I-15, whereas a higher school-based trips occur east of I-15.

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14

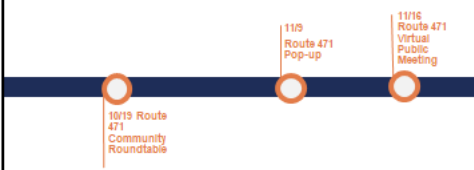
We Want To Hear From You!

- What are the key mobility challenges for residents that live in the corridor?
- What barriers to transit access currently exist?
- What are the major destinations within the corridor?
- What mobility problems in the corridor do you think could be helped by more robust transit services?
- Any other input you'd like to share?

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15

Upcoming Activities: Phase 1 Outreach



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16

How You Can Help

- Help us get the word out about public engagement opportunities
- Participate in the events
- Join us for a second Community Roundtable meeting in early 2023 to discuss proposed alternatives

THANK YOU!

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ROUTE 471 ATTENDEES

- Ed Alberto - Traffic Engineer, City of Escondido
- Gabriela Lopez - Assoc. Director, Palomar College TRIP NCEOC
- Paul McNamara - Mayor, City of Escondido
- Veronica Morones - Principal Planner, City of Escondido
- Jazmin Oregon - Director of Supportive Services, Interfaith Housing
- Dr. Rakesh Patel - CEO, Neighborhood Healthcare
- Amanda Phillips - Asst. Superintendent of Business Services, EUHSD
- Julie Procopio - City Engineer, City of Escondido
- Kheng Waiche - Asst. Director of Proficiency Services, CSUSM
- Craig Williams - Associate Engineer, City of Escondido
- Andy McGrine - Asst. Superintendent of Business Services, EUSD
- Patricia Huerta - Executive Director, Escondido Education COMPACT
- Linda Puebla - Active Transportation Coordinator, Escondido Education COMPACT
- Carolina Plancarte - Youth & Community Leadership Specialist, Escondido Education COMPACT
- Pearl Cerda - DFC Community Organizer, Escondido Education COMPACT
- Chris Wahl - HNTB
- Zaccary Bradt - SANDAG

ROUTE 625 PRESENTATION

7/19/2023

SANDAG

Conceptual Planning for Next Gen Route 625
Community Roundtable #1

October 18, 2022

1

Agenda

- 1. Welcome and Introductions
- 2. Intro to Next Gen Rapid
- 3. Study Overview
- 4. Existing Conditions Overview
- 5. Discussion and Input
- 6. Upcoming Activities
 - A. Paper at SF & CO Open Govt (tentatively scheduled for November 9)
 - B. Virtual Public Meeting on November 15

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2

Intro to Next Gen Rapid

- Part of the 2021 Regional Plan's Transit Leap strategy
- Faster service
 - Fewer stops than local bus service
 - Operate in priority travel lanes and/or separated guideways
 - Traffic signal priority
- More frequent service - Every 10 minutes all day
- Increased reliability and convenience
 - Modern shelters
 - Digital display with "next bus" arrival times

SANDAG | 3

3

Next Gen Rapid Study Overview

- First step in the process to implement Next Gen Rapid routes identified in the 2021 Regional Plan
- Route 625 selected because it would serve large numbers of social equity focus populations and does not currently have Rapid service
- Finalize route and station locations
- Define service characteristics and transit-supportive improvements
- Identify potential funding sources
- Make project "shovel ready" to move forward into environmental review, preliminary engineering, and construction when funding is secured
- SANDAG Board of Directors responsible for determining timing of implementation for Next Gen Rapid projects

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4

Route 625 Corridor

SANDAG | 5

5

Existing Conditions Report: General Findings

- **Enhancing non-motorized access** to study routes beyond a 5- or 10-minute walkshed will be important for increasing ridership.
- Providing Rapid service **outside of peak travel periods** will be necessary to serve most travel markets.
- **Bicycle and pedestrian access improvements** to Next Gen stations should be identified.
- Routing services along **parallel arterials** with less congestion should be considered.
- Next Gen improvements should enhance transit and **maximize total corridor throughput**.
- Corridor **improvements must be context sensitive**.
- Low-income and senior populations are expected to increase. High quality, reliable transit service will give residents, employees, and visitors an affordable alternative to automotive travel.

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6

Existing Conditions: Transit Services



Existing Transit Services

- Numerous local and Rapid routes
- Green Line Trolley
- Orange Line Trolley
- Blue Line Trolley


Planned Transit Services

- Route 655 BRT service between SDSU and Palomar Street Transit Center
- Route 10 is planned to be converted to Rapid service
- Rapid 610 BRT service between San Ysidro Transit Center and the Central Bus Station, with a stop at SDSU
- Rapid Route 709 BRT service between In Street TC and City Ranch TC
- Rapid Line conversion station to San Ysidro, SDSU TC
- Bus service frequency improvements
- Expanded service hours for bus and trolley services
- MTS Route 60 will be discontinued

SAN/DAG | 7

7

Existing Conditions: Roadways



Roadway	# of Lanes	Width (feet)
College Ave	4	85-90
Montezuma Rd	4	85
El Cajon Blvd	4	85-90
University Ave	4-5	85-100
54 th Street/College Ave	4	85-90
Market St	4	85-75
4 th St	2	30-40
Division St	3	80-85
Piazza Blvd	4-6	85-90
Highland Ave/4 th Ave	2-6	85-90
3 rd Ave	2-4	40-100
Palomar St	4-6	85-100


Notes:

- SDSU updates
- College Ave from Alvarado Rd to Montezuma Ave widened to six lanes
- Renaissance Blvd & Highland Ave widened to six lanes

SAN/DAG | 8

8

Existing Conditions: Active Transportation



Existing Bicycle Facilities

- Class I multi-use paths on SDSU campus
- Class III bike lanes added primarily on Montezuma Rd, 54th St, and College Ave south of El Cajon Blvd
- Class II bike lanes exist along 43rd St, portions of College Ave, and Division St
- Class III bike lanes along 4th Ave between C St and J St
- Class II bike lanes along 4th Ave south of J St
- Class II bike lanes and Class III bike lanes on most arterials that intersect 3rd Ave and 4th Ave

Planned Bicycle Facilities

- Class II bike lanes along Fairmount Ave south of El Cajon Blvd
- Class II bike lanes along University Ave between 34th St and College Ave
- Class II bike lanes along L St between I-5 and 4th Ave

SAN/DAG | 9

9

Existing Conditions: Roadway Congestion



Existing Roadway Congestion

- College Ave
 - Montezuma Rd to University Ave (PM)
 - Montezuma Rd
 - Near City College (AM)
 - 5th St to College Ave (PM)
- El Cajon Blvd
 - Near City College (AM)
 - 5th St to College Ave (PM)
- University Ave
 - 5th St to College Ave (PM)
- 54th St
 - Near City College (AM)
- University Ave and San Marcos St (PM)
- College Ave
 - 5th St to 4th St (PM)

SAN/DAG | 10

10

Existing Conditions: Roadway Congestion



Existing Roadway Congestion

- Guadalupe Ave
 - Near Market St (AM/PM)
 - Market St to Imperial Ave (AM/PM)
 - Near Logan Ave (AM/PM)
 - Logan Ave to Division St (PM)
 - Division St to Plaza Blvd (AM/PM)
- Piazza Blvd
 - Highland Ave to I-05 (PM)
 - I-05 to Guadalupe Ave (AM/PM)
- Highland Ave
 - Plaza Blvd to 3rd St (AM/PM)
- Division St
 - Guadalupe Ave to Highland Ave (AM)
 - I-05 to Guadalupe Ave (PM)
- Market St
 - 1st St to Guadalupe Ave (AM)
- 4th St
 - Market St to Logan Ave (AM)
 - Imperial Ave to Logan Ave (PM)

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11

Existing Conditions: Roadway Congestion

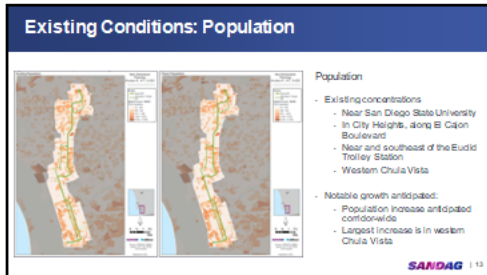


Existing Roadway Congestion

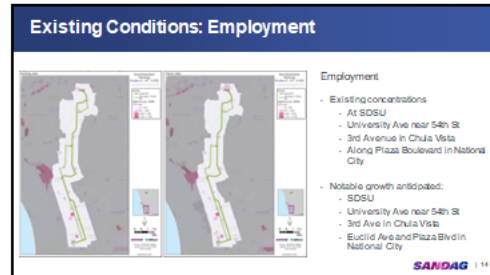
- 4th Ave
 - 3rd St to C St (PM)
 - I-05 to Palomar St (AM)
 - C St to I-05 (PM)
 - Market St to Palomar St (PM)
- 3rd Ave
 - D St to I-05 (AM)
 - I-05 to I-05 (AM)
 - K St to Market St (AM)
 - E St to I-05 (PM)
 - Palomar St to Palomar St (PM)
- Palomar St
 - 3rd Ave to I-05 Ave (AM/PM)
 - I-05 to I-05 Ave (PM)

SAN/DAG | 12

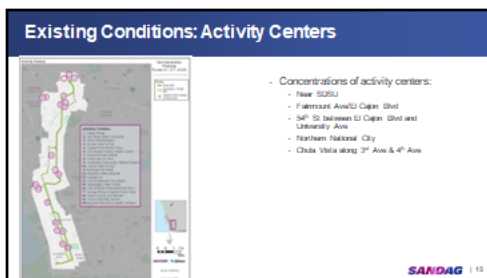
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Key Findings: Route 625

- Roadway congestion is near major signalized intersections throughout the corridor and along longer stretches several roadways. Strategies that prioritize bus movements through corridor intersections and minimize travel time impacts along congested segments should be identified.
- High levels of bike/ped collisions occurred along Route 625 roadways and key intersecting roadways. Improving safety for pedestrians and cyclists in these areas has the potential to increase ridership.
- Trip purposes north of National City are balanced between work-based and other purposes. There is a high amount of high school and college students taking transit.
- There is strong demand between SDSU and points south.

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16

We Want To Hear From You! - Roundtable Discussion

- What are the major destinations within the corridor that were not included/ mentioned?

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We Want To Hear From You! - Roundtable Discussion


- What are the key mobility challenges for residents that live in the corridor?
And/ Or
- What barriers to transit access currently exist?

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18

We Want To Hear From You!


- What mobility problems in the corridor do you think could be helped by more robust transit services?



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We Want To Hear From You!

- Any other input you'd like to share?



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Upcoming Activities: Phase 1 Outreach




10/18 Route 525 Community Roundtable

11/9 (tentative) Route 525 Pop-up

11/15 Route 525 Virtual Public Meeting

Community Roundtable: Understand needs, inform public decisions
Pop-Up Outreach: Provide feedback, promote upcoming public meetings
Public Meeting: Present corridor conditions, alternatives, draft plan, and public input and feedback




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How You Can Help

- Help us get the word out about public engagement opportunities
- Participate in the events
- Join us for a second Community Roundtable meeting in early 2023 to discuss proposed alternatives

THANK YOU!



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ROUTE 625 ATTENDEES

- Randy Torres Van Vleck - City Heights CDC
- Jesse Ramirez City Heights CDC
- Haneen Mohamed - City Heights CDC
- Maria Cortez - City Heights CDC
- Omar Calleros - Chula Vista Community Collaborative
- Toshi Ishihara - San Diego 350
- Nicolle Morrow - SDSU
- Danielle M. - San Diego 350
- Jim Schneider - College Area Business District
- Barry Pollard - Urban Collaborative Project
- Melissa Languren - Casa Familiar
- Alyssa Ann - SDSU
- Carmina Paz - Urban Collaborative Project
- Edwin Lohr - City Heights Built Environment Team
- Belen Hernandez - Mid City CAN
- Chris Wahl - HNTB
- Zaccary Bradt - SANDAG
- Brian Lane - SANDAG

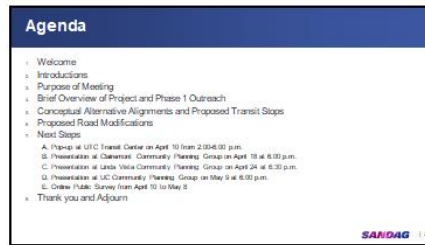
Appendix C – Phase Two Community Roundtable Presentation and Attendees

ROUTE 41 PRESENTATION

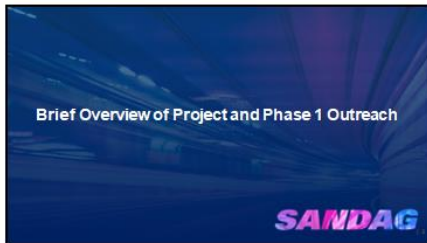
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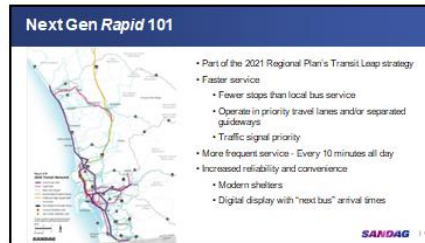
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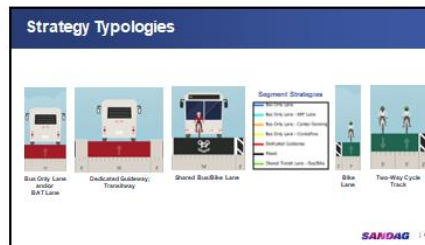
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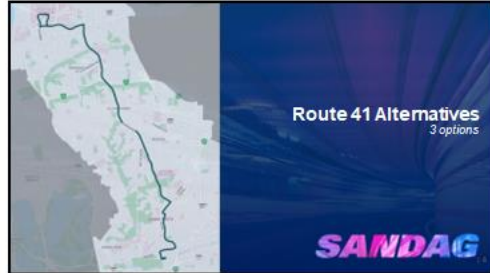
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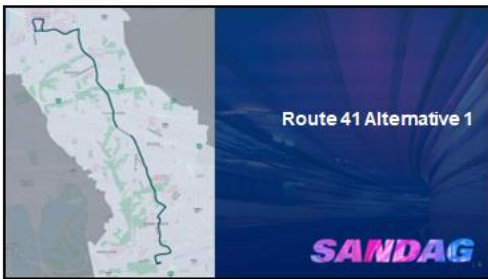
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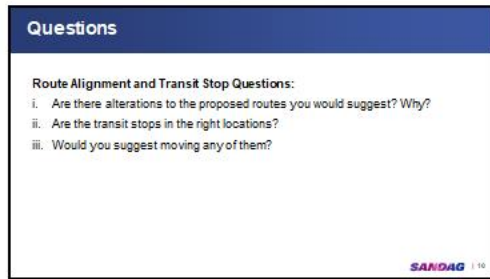
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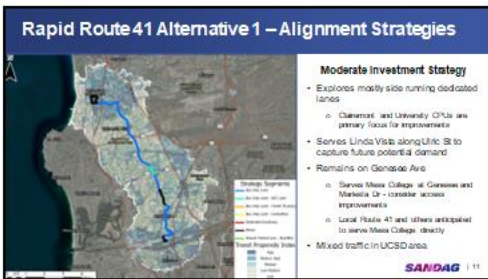
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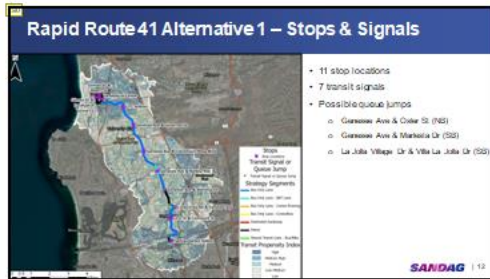
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Questions




Road Modification Strategy Questions:

- i. Are there alterations to the proposed routes you would suggest? Why?
- ii. Several road segments along the route would require reconfiguration to accommodate a dedicated bus lane. Which trade-offs do you think should be made in each road segment to make a dedicated bus lane possible?
- iii. Do you have any additional questions/comments you'd like to share?

SANDAG 1-13

13

Route 41
A: From Rd between Fashion Valley Rd & Ulloa St



41-A Existing (west facing)

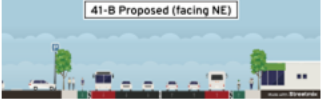
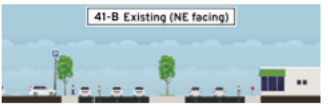
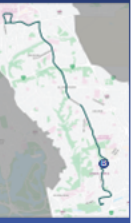
41-A Proposed (facing west)

Applies to Alternatives 1, 2, and 3

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Route 41
B: Linda Vista between Ulloa and Geneva



41-B Existing (NE facing)

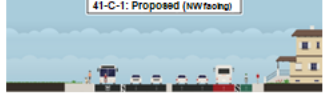
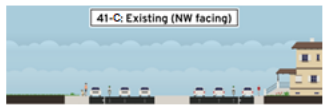

41-B Proposed (facing NE)

Applies to Alternatives 1, 2, and 3

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Route 41
C-1: Geneva between Maribou Dr and Center Dr



41-C Existing (NW facing)


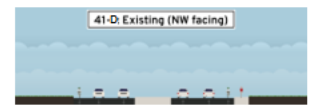
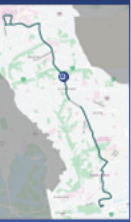
41-C-1 Proposed (NW facing)

Applies to Alternative 1

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Route 41
D: Geneva between SR-52 and Clairmont Mesa



41-D Existing (NW facing)




41-D Proposed (NW facing)

Applies to Alternatives 1, 2, and 3

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Route 41
E: Geneva between Governor and Nobel



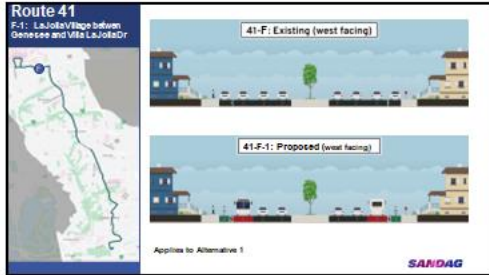
41-E Existing (NW facing)

41-E Proposed (NW facing)

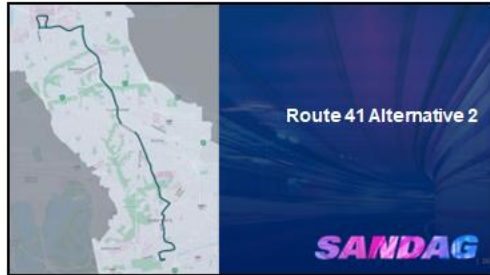
Applies to Alternatives 1, 2, and 3

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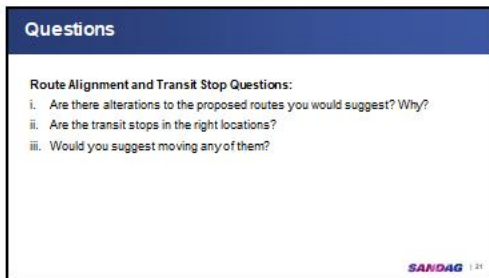
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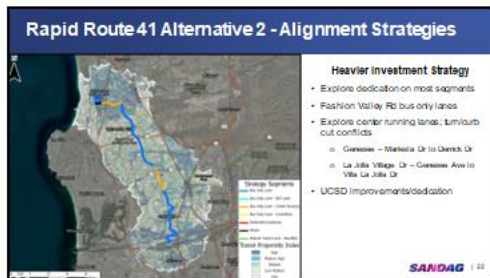
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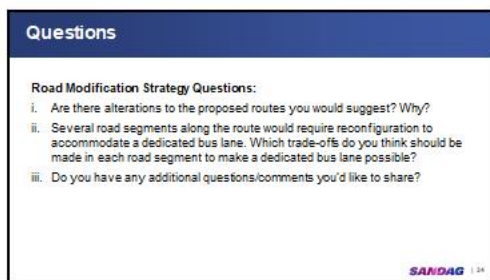
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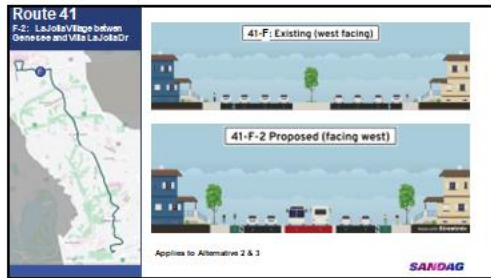
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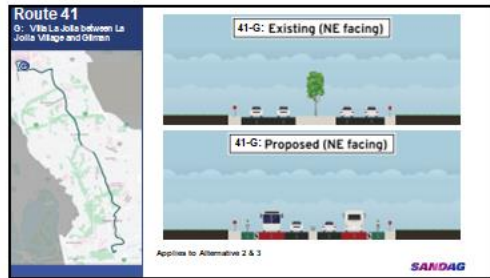
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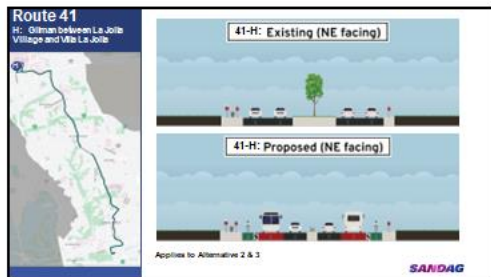
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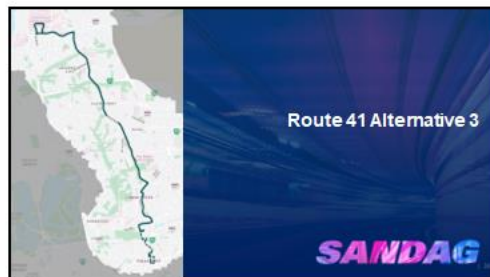
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Questions

Route Alignment and Transit Stop Questions:

- Are there alterations to the proposed routes you would suggest? Why?
- Are the transit stops in the right locations?
- Would you suggest moving any of them?




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Rapid Route 41 Alternative 3 - Alignment Strategies



Heavier Investment Strategy and Extension

- Explore dedication on most segments
- Fashion Valley RTD bus only lanes
- Explore center running lanes, turn/curb out conflicts
 - Greene - Market Dr to Denmark Dr
 - La Jolla Village Dr - Greene Ave to Villa La Jolla Dr
- UCSD improvements/dedication
 - Extension to UCSD Hillcrest Medical Center & connection to Hillcrest bus routes



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Rapid Route 41 Alternative 3 - Stops & Signals



- 12-13 stop locations
- 9 transit signals
 - Additional required to support side and center running lanes
- Possible queue jumps
 - La Jolla Village Dr & Villa La Jolla Dr (SS)




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We want your feedback!


Upcoming Events & Survey

- Please help spread the word about upcoming pop-up events and online survey
 - Upcoming Events**
 - Pop-up at UTC Transit Center on April 10 from 2:00-4:00 p.m.
 - Presentation at Chatsworth Community Planning Group on April 18 at 6:00 p.m.
 - Presentation at San Marcos Community Planning Group on April 24 at 6:30 p.m.
 - Presentation at University Community Planning Group on May 3 at 6:00 p.m.
 - Online Public Survey from April 10 to May 8
 - Online Survey**
 - Link to be distributed on April 10



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Thank you & Adjourn



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Backup Slides



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Overview & Goals

- 1. Strategy Development Approach
 - 1. Alignments – segment strategies
 - 2. Stop locations
 - 3. Transit signals & queue jumps
- 2. Route 41 Strategy Alternative Walkthrough
- 3. Upcoming Events & Online Survey

Goals for today's Community Roundtable

- Introduce corridor strategy development approach and draft alternatives
- Collect feedback on draft strategies

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Strategy Development Approach

Strategy Approach: Alignments/Segments

- Utilize initial routing analysis (existing conditions, TPI, ridership, ROW, built environment, etc.), area CPUs, and existing/planned transit to determine segmentation and strategies
- Focus on maximizing transit competitiveness in corridors
 - o Initial focus is on most effective transit strategy feasible with considerations for bike lanes
 - o Stop lanes are present in most places where transit dedication is suggested
 - o Transit dedication may be possible for ~50-60% of each corridor
- Alternatives explore multiple strategies and varied level of investment
 - o Strategies explored are at the conceptual-level
 - o Future impact assessments and analyses are required to determine actual feasibility

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38

Strategy Development Approach

Strategy Approach: Draft Stop Locations

- Utilized NextGen 2035 stops, TPI, ridership, and stop spacing principles
 - o Locations initially reviewed by operations - focus is on speed, reliability, and serving key TPI (ride potential)
 - o Locations are similar across alternatives could include varied levels of investment – station elements, intersection/pedestrian improvements
- Created at intersection-level – includes initial options (near-side, far-side, either, or Transit Center/Facility)
 - o Transit center stops may be moved on-street to streamline operations and due to potential capacity limitations at facilities

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Strategy Development Approach

Strategy Approach: Draft Transit Signals and Queue Jumps

- TSP is assumed throughout most of the corridors but may vary for implementation
- Transit signals – select turning movements between dedicated lanes
 - o At a minimum, TSP is required at these locations
- Queue Jumps – typically for movements between mixed traffic and dedicated lanes

SANDAG | 40

40

ROUTE 41 ATTENDEES

- **Guillermina Ayala, Linda Vista Leaders in Action**
- **Leticia Diaz, San Diego Mesa College**
- **Noel Musicha - Ebenezer Church**
- **Chris Nielsen - University Community Planning Group**
- **Victor Tocco - Linda Vista Town Council**
- **Barbarah Torres - Bike Clairemont**
- **Ron Tomcek - American Legion (Linda Vista)**
- **Zaccary Bradt - SANDAG**
- **Brian Lane - SANDAG**
- **Eamon Johnston - HNTB**
- **Rose Ceballos - Bayside Community Center**
- **Kim Heinle - Bayside Community Center**

ROUTE 471 PRESENTATION

7/19/2023

SANDAG

Planning for Next Gen Rapid Route 471

Community Roundtable – Phase 2
Draft Route Options

April 3, 2023

1

Agenda

- Project Overview
- Present Proposed Route Options & Discuss
- Present Proposed Road Modifications & Discuss
- Next Steps

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2

Brief Project Overview

SANDAG

3

Next Gen Rapid 101

- Part of our 2021 Regional Plan's Transit Leap strategy
- Goal: create faster service with buses that:
 - Have fewer stops
 - Go around traffic in separate lanes
 - Get green light priority
 - Come every 10 minutes all day

SANDAG | 4

4

How did we develop these possible routes?

Background

- Analyzed data including: existing conditions, consumer probability of using transit (TPI), transit ridership, right of way, built environment, area community plans, and existing/planned transit
- Goal: make transit competitive with cars using different strategies and investments

Recommended Stops

- Considered Next Gen 2035 stops, TPI, ridership, and stop spacing principles
- Created at intersections (near-side, far-side, either, or Transit Center/Facility)

Recommended Stoplights and Queue Jumps

- Transit Signal Priority (TSP) assumed on most of the routes but may vary in practice
- Transit signals – select turning movements between dedicated lanes
- Queue Jumps – for movement between mixed traffic and dedicated lanes

SANDAG | 5

5

How do bus lanes work?

- Bus lanes can carry over five times as many people as car lanes
- Bicycle and pedestrian improvements will also increase access to buses & destinations
- Bus lanes along with car lanes balances moving people and providing options

<p>TRANSIT LANE</p> <p>1,000-2,000/HR</p>	<p>TRANSIT LANE WITH BUS LANE</p> <p>4,000-8,000/HR</p>
<p>TRANSIT LANE WITH TSP</p> <p>1,000-2,000/HR</p>	<p>TRANSIT LANE WITH TSP AND BUS LANE</p> <p>7,000/HR</p>
<p>TRANSIT LANE WITH TSP AND BUS LANE</p> <p>4,000-8,000/HR</p>	<p>TRANSIT LANE WITH TSP AND BUS LANE</p> <p>6,000/HR</p>

SANDAG | 6

6

What can non-car lanes look like?

Segment Strategies

- None for the lane
- Use the lane as-is
- No the lane (one-way)
- No the lane (two-way)
- Use the lane (one-way)
- Use the lane (two-way)
- None
- Use the lane as-is

Bus Only Lane with Business Access (BAT Lane) | Separated Curb-Running Bus Lane | Shared Bus/Bike Lane | One-Way Bike Lane | Two-Way Cycle Track

SANDAG 17

7

Proposed Routes and Stops

SANDAG

8

Option 1

SANDAG

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Option 1 Overview

Strategy Segments

Slightly Slower Service & Lower Capital Cost

- Add bus-only lanes (including shared bus and business lanes) in place of car lanes or parking
- Provide bus lanes on the side of the street from Palomar Medical Center to Downtown Escondido
- Have reverse direction bus lane to access Escondido Transit Center, both directions on Quince St
- In Downtown Escondido, use 2nd Ave and W Valley Pkwy oneway, shared with bus lanes on the side of the street
- Use E Valley Pkwy on west side of route
 - Route use of shared bus and business lanes to continue business access

SANDAG 10

10

Option 1 – Stops & Signals

Strategy Segments

- 17 stops
- Stops at Escondido Transit Center, Escondido Blvd, and Juniper St in Downtown Escondido
- Transit priority at stoplights along entire route with 3 specialized bus signals
- Possible queue jumps
 - W Valley Pkwy & E 1st St (going west) but may just be a transit priority signal

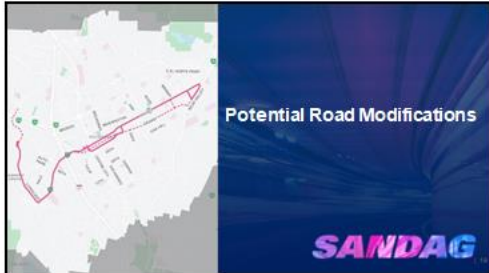
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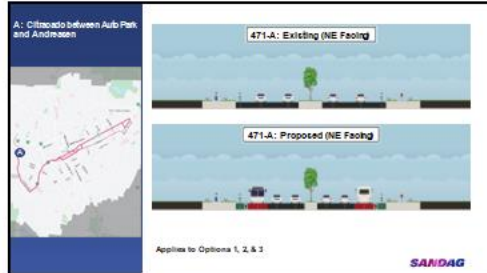
Option 2

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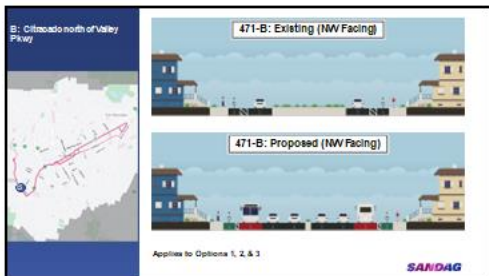
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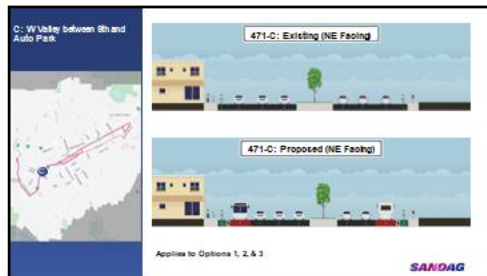
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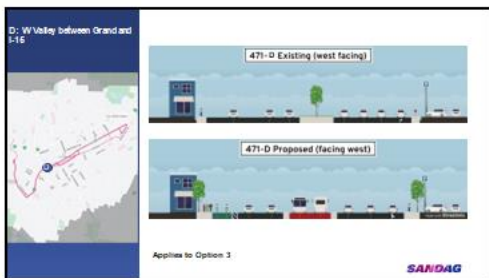
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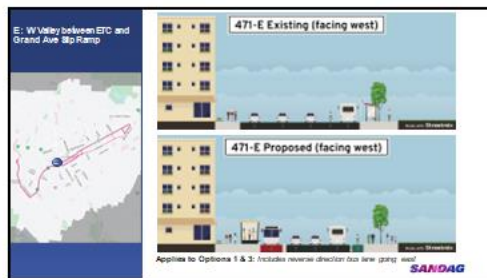
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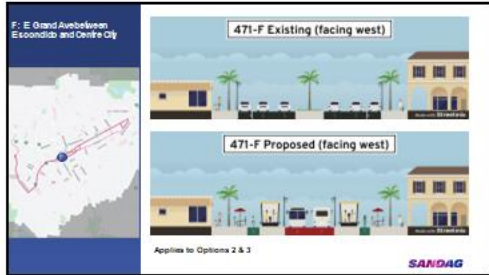
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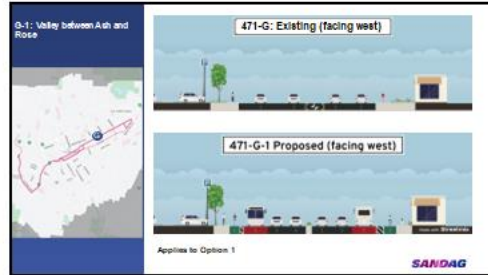
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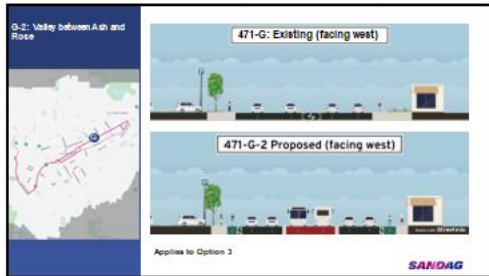
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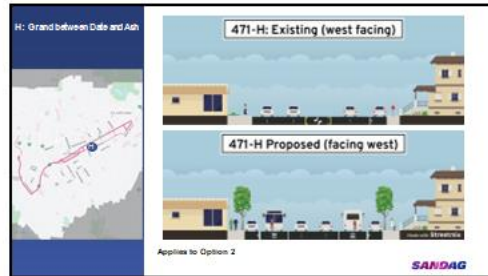
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28

Road Modification Questions

- i. Would you suggest any changes to the routes? Why?
- ii. Parts of the route would need to make room to add a bus lane. Which trade-offs do you agree should be made? Are there any you could see community members being strongly against?
- iii. Do you have any other questions/comments you'd like to share?

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Help us get more community feedback!

Upcoming Events & Survey

- Please help spread the word about upcoming pop-up events and online survey
 - **Upcoming Events**
 - A. Pop-up at Neighborhood Healthcare on April 15 from 10:30 a.m.-1:00 p.m.
 - Address: 425 N Dale St., Livermore, CA 94551
 - B. Online Public Survey open from April 14 to May 3, paper surveys will be available
 - **Online Survey**
 - Link to be distributed on April 14

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30

ROUTE 471 ATTENDEES

- Ed Alberto - Traffic Engineer, City of Escondido
- Jessica Elliot-Pomerence - Interfaith, Program Manager Social Services
- David Cramer - Escondido Police Department Captain
- Gabriela Lopez - Assoc. Director, Palomar College TRIP NCEOC
- Veronica Morones - Principal Planner, City of Escondido
- Julie Procopio - City Engineer, City of Escondido
- Linda Rendon - EUHSD Transportation Director
- Kheng Waiche - Asst. Director of Proficiency Services, CSUSM
- Craig Williams - Associate Engineer, City of Escondido
- Patrick Holstrom - Escondido COMPACT
- Carolina Plancarte - Youth & Community Leadership Specialist, Escondido Education COMPACT
- Chris Wahl - HNTB
- Zaccary Bradt - SANDAG

ROUTE 625 PRESENTATION

7/19/2023

SANDAG

Planning for Next Gen Rapid Route 625

Community Roundtable – Phase 2
Draft Route Options

April 3, 2023

1

Agenda

- 1. Project Overview
- 2. Present Proposed Route Options & Discuss
- 3. Present Proposed Road Modifications & Discuss
- 4. Next Steps

SANDAG 1.2

2

Brief Project Overview

SANDAG

3

Next Gen Rapid 101

- Part of our 2021 Regional Plan's Transit Leap strategy
- Goal: create faster service with buses that:
 - Have fewer stops
 - Go around traffic in separate lanes
 - Get green light priority
 - Come every 10 minutes all day

SANDAG 1.4

4

How did we develop these possible routes?

Background

- Analyzed data including: existing conditions, consumer probability of using transit (TPI), transit ridership, right of way, built environment, area community plans, and existing/planned transit
- Goal: make transit competitive with cars using different strategies and investments

Recommended Stops

- Considered Next Gen 2035 stops, TPI, ridership, and stop spacing principles
- Created at intersections (near-side, far-side, either, or Transit Center/Facility)

Recommended Stoplights and Queue Jumps

- Transit Signal Priority (TSP) assumed on most of the routes but may vary in practice
- Transit signals – select turning movements between dedicated lanes
- Queue Jumps – for movement between mixed traffic and dedicated lanes

SANDAG 1.5

5

How do bus lanes work?

- Bus lanes can carry over five times as many people as car lanes
- Bicycle and pedestrian improvements will also increase access to buses & destinations
- Bus lanes along with car lanes balances moving people and providing options

ROADS WITH BUS LANES	800-1,600/HR
ROADS WITH HOV 3+ PRESENT BUS LANE	1,000-2,000/HR
ROADS WITH HOV 3+ PRESENT BUS LANE AND TRANSIT SIGNAL PRIORITY	7,500/HR
DEDICATED TRANSIT LANES	4,000-8,000/HR
CONVEX	9,000/HR

SANDAG 1.6

6



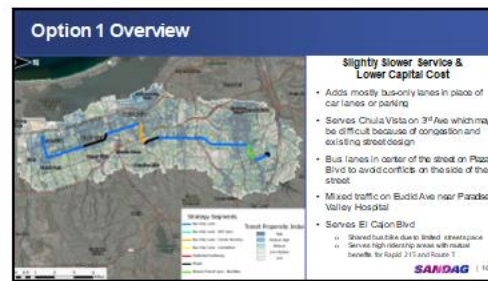
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Option 2 Overview



Faster Service & Higher Capital Cost With End of Route Options

- 3rd Ave and 4th Ave through Chula Vista
 - 3rd Ave between Federal St and H St
- Bus lanes in center of the street on Plaza Blvd and University Ave to avoid conflicts on the side of the street
- Possible dedicated quickway
 - Quickway between Federal Blvd and Grape St

Service Stops

- Chula Vista (Stops: Mercy Hospital)
- On University Ave


Transit Priority at Signalized Intersections

- Queue jump (small) needed because of street use two-way lanes (instead of transit traffic)

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Option 2 - Stops & Signals



- 2 stops more than Option 1
 - In Chula Vista (Stops: Mercy Hospital)
 - On University Ave
- Transit priority at signalized intersections along entire route with 12 specialized bus signals
 - Queue jump (small) needed because of street use two-way lanes (instead of transit traffic)

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Option 3

SANDAG

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Option 3 Overview



Somewhat Faster Service, Medium-High Capital Cost, Alternates Bus-Bike Space - 8th St

- Serves Chula Vista on 3rd Ave
 - Shared bus/bike lanes north of H St
- Highland Ave / 8th St to Euclid Ave
 - Serves 8th St in National City (intermediate speed and stop at Paradise Valley Hospital)
- Possible dedicated quickway
 - Quickway between Federal Blvd and Grape St
- Serves University/College Ave
 - More frequent service to University Ave
 - Possible bus lanes on the side of the street instead of the center

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Option 3 - Stops & Signals



- Similar stops as Option 1 with:
 - 1 new stop on University Ave
 - No stop at I-805
- Transit priority at signalized intersections along entire route with 11 specialized bus signals
 - Queue jump (small) needed because of street use two-way lanes (instead of transit traffic)

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17

Route and Stop Questions

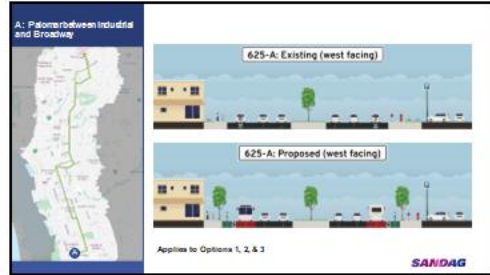
- Which option did you like best, and why?
- Are the stops in the right places? Would you suggest moving any of them?
- Did any major destinations get left out?

SANDAG | 18

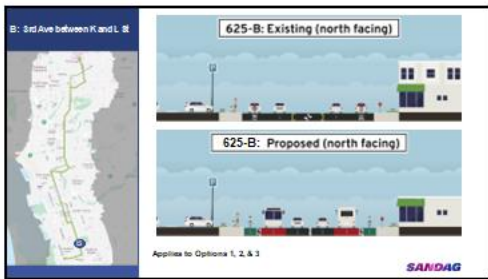
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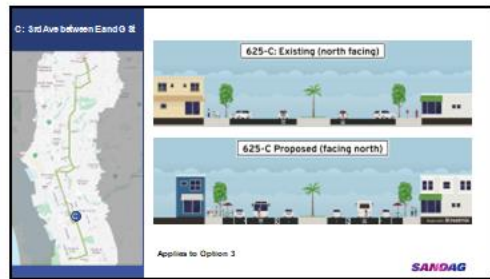
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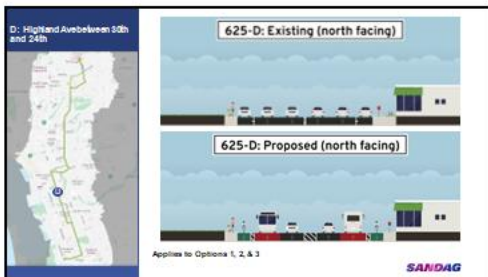
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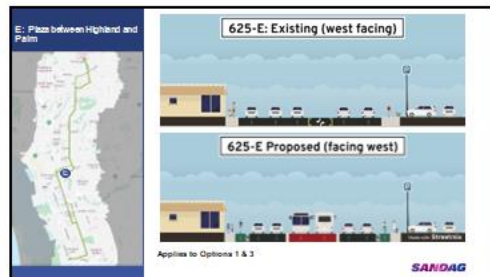
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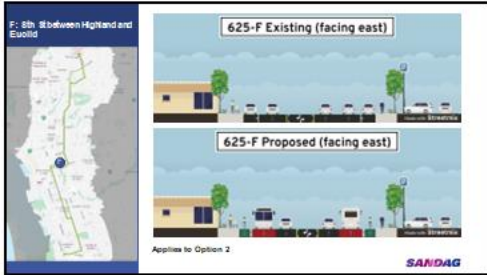
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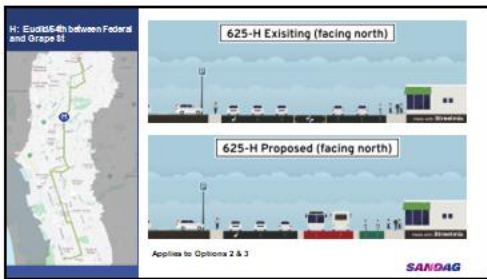
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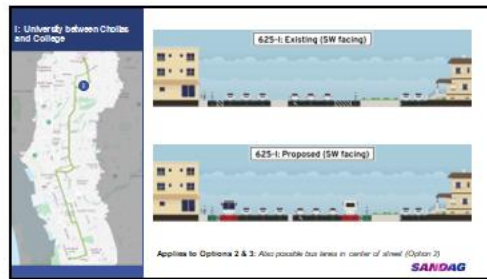
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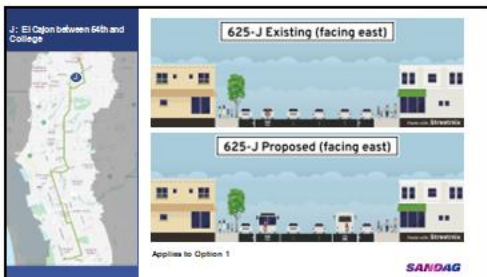
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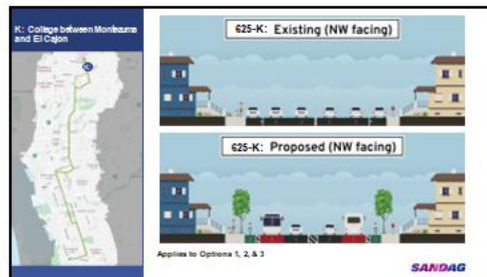
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Road Modification Questions

- i. Would you suggest any changes to the routes? Why?
- ii. Parts of the route would need to make room to add a bus lane. Which trade-offs do you agree should be made? Are there any you could see community members being strongly against?
- iii. Do you have any other questions/comments you'd like to share?

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31

Help us get more community feedback!

Upcoming Events & Survey

- Please help spread the word about upcoming pop-up events and online survey
 - [Upcoming Events](#)
 - A. Pop-up at Palomar Transit Station on April 19 from 2:30-5:30 p.m.
 - B. Colton (Pulse): Survey open from April 10 to May 8; paper surveys will be available
 - [Online Survey](#)
 - Link to be distributed on April 10

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Thank you for your time!

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ROUTE 625 ATTENDEES

- Randy Torres Van Vleck - City Heights CDC
- Jesse Ramirez City Heights CDC
- Haneen Mohamed - City Heights CDC
- Maria Cortez - City Heights CDC
- Omar Calleros - Chula Vista Community Collaborative
- Toshi Ishihara - San Diego 350
- Nicolle Morrow - SDSU
- Danielle M. - San Diego 350
- Jim Schneider - College Area Business District
- Barry Pollard - Urban Collaborative Project
- Melissa Languren - Casa Familiar
- Alyssa Ann - SDSU
- Carmina Paz - Urban Collaborative Project
- Edwin Lohr - City Heights Built Environment Team
- Belen Hernandez - Mid City CAN
- Chris Wahl - HNTB
- Zaccary Bradt - SANDAG
- Brian Lane - SANDAG

Appendix D – Phase One Pop-Up Outreach Display Boards

ROUTE 41



Project Overview

SANDAG is conducting a planning process for new *Rapid* routes to get more people where they need to go faster and more reliably using transit. Expanded *Rapid* service will make it easier for residents and commuters to access jobs, education, healthcare, and more without relying on a car.

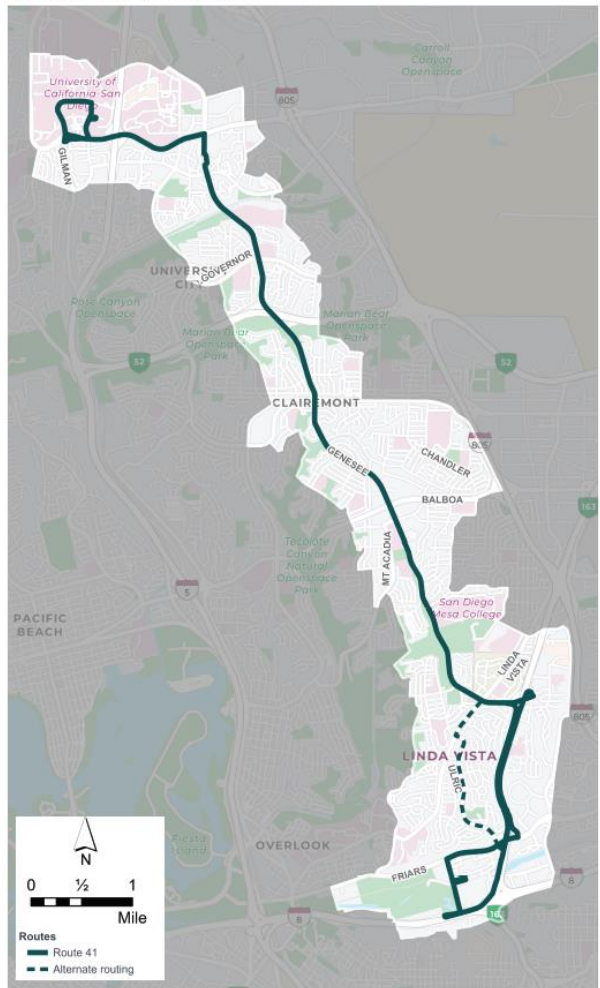
Rapid 41

- Add *Rapid* service in the existing Route 41 bus corridor running from Mission Valley to University City via Genesee Avenue
- Would serve Mission Valley, Linda Vista, Clairemont, University City
- Key destinations include Fashion Valley, VA Hospital, UTC, Golden Triangle, UC San Diego
- Would connect to Green Line Trolley at Fashion Valley and Blue Line Trolley at UC San Diego and UTC

Next Gen Rapid

- *Rapid* provides high-frequency service with increased reliability and convenience
- Faster and more frequent – service every 10 minutes all day
- Fewer stops than local bus service
- Will operate in priority travel lanes and/or separated guideways when possible
- Traffic signal priority to improve travel times
- Incorporates modern shelters and digital displays announcing next vehicle arrival time

Study Area Route 41



CONNECT WITH US AT sandag.org



CONTACT Zaccary Bradt
Associate Regional Planner
zaccarybradt@sandag.org
(619) 744-8523

Where do you travel in the corridor?

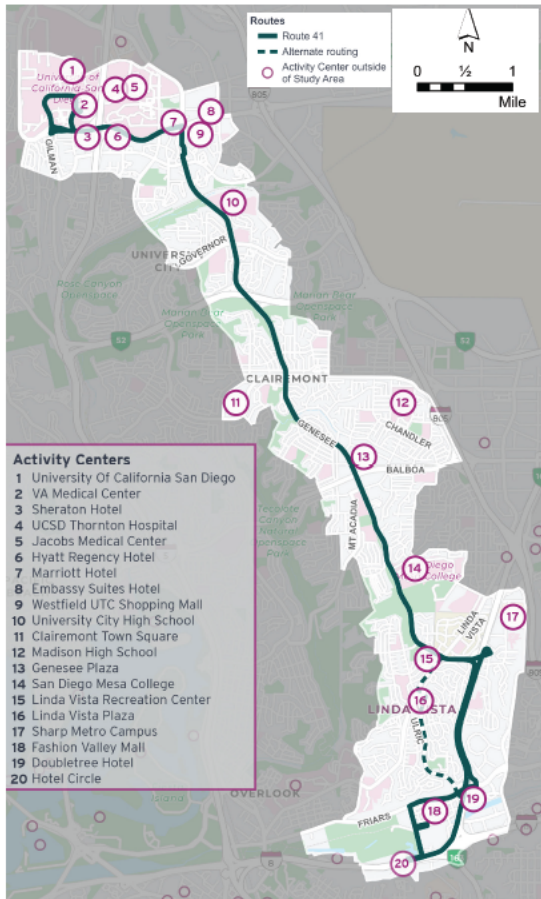
Place dots on the map where your trips begin. Place dots on the table where your trips end. Place multiple dots if you travel to more than one place during a trip.

¿A dónde viaja en el corredor?

Coloque puntos en el mapa donde inician sus viajes. Coloque puntos en la mesa donde sus viajes finalizan. Coloque múltiples puntos si usted viaja a más de un lugar durante un viaje.

Bạn đi lại ở những nơi nào trong hành lang giao thông công cộng?

Đặt các dấu chấm trên bản đồ nơi chuyến đi của bạn bắt đầu. Vui lòng chấm trên bảng nơi các chuyến đi của bạn kết thúc. Đặt nhiều dấu chấm nếu bạn đi chuyến đến nhiều địa điểm trong chuyến đi.



1 University of California San Diego	
2 VA Medical Center	
3 Sheraton Hotel	
4 UCSD Thornton Hospital	
5 Jacobs Medical Center	
6 Hyatt Regency Hotel	
7 Marriott Hotel	
8 Embassy Suites Hotel	
9 Westfield UTC Shopping Mall	
10 University City High School	
11 Clairemont Town Square	
12 Madison High School	
13 Genesee Plaza	
14 San Diego Mesa College	
15 Linda Vista Recreation Center	
16 Linda Vista Plaza	
17 Sharp Metro Campus	
18 Fashion Valley Mall	
19 Doubletree Hotel	
20 Hotel Circle	



NEXT GEN RAPID

Conceptual Planning for Rapid Route 41

Tell us about your transit use!

Do you use transit in this area now? Please mark an "X" in one of the first three columns. If you use transit, please write which route you use.

¡Cuéntenos acerca de su uso del transporte público!

¿Usted utiliza el transporte público en esta área actualmente? Por favor, marque con una "X" en una de las primeras tres columnas. Si usted utiliza el transporte público, por favor escribe cuál ruta utiliza.

Hãy cho chúng tôi biết về việc sử dụng phương tiện công cộng của bạn!

Bạn có sử dụng phương tiện công cộng trong khu vực này bây giờ không? Vui lòng đánh dấu "X" vào một trong ba cột đầu tiên. Nếu bạn sử dụng phương tiện công cộng, vui lòng ghi bạn sử dụng tuyến đường nào.

Yes, frequently	Sometimes	No	If you use routes other than Route 41, please list them here
Sí, frecuentemente	Algunas veces	No	¿Qué ruta (s) utiliza?
Có, thường xuyên	Đôi khi	No	Bạn sử dụng (những) tuyến đường nào?

ROUTE 471



NEXT GEN RAPID

Conceptual Planning for Rapid Route 471

Project Overview

SANDAG is conducting a planning process for new *Rapid* routes to get more people where they need to go faster and more reliably using transit. Expanded *Rapid* service will make it easier for residents and commuters to access jobs, education, healthcare, and more without relying on a car.

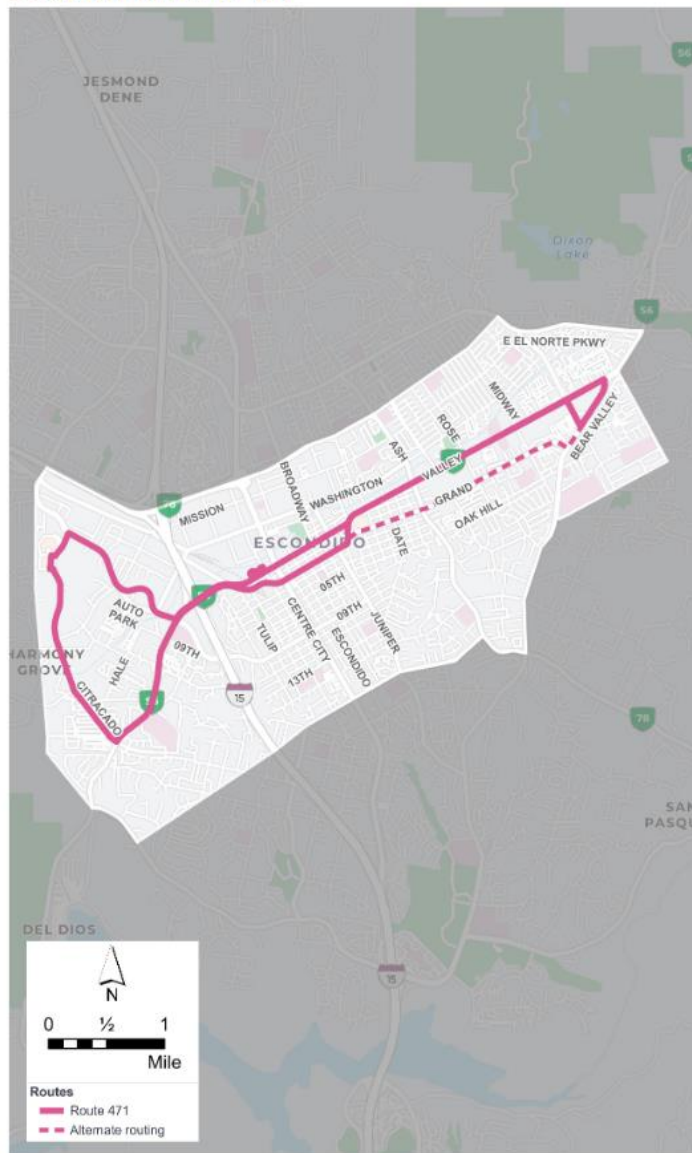
Rapid 471

- Would connect eastern Escondido to the Escondido Transit Center
- Essential transit service for vulnerable populations that rely on transit, including seniors, low-income, and disabled populations
- Key destinations include Palomar Medical Center Escondido, retail and employment centers, and planned transit-oriented development along the route
- Would connect to the SPRINTER and other *Rapid* and local bus routes

Next Gen Rapid

- Rapid* provides high-frequency service with increased reliability and convenience
- Faster and more frequent – service every 10 minutes all day
- Fewer stops than local bus service
- Will operate in priority travel lanes and/or separated guideways when possible
- Traffic signal priority to improve travel times
- Incorporates modern shelters and digital displays announcing next vehicle arrival time

Study Area Route 471



CONNECT WITH US AT sandag.org



CONTACT Zaccary Bradt
Associate Regional Planner
zaccarybradt@sandag.org
(619) 744-8523

NEXT GEN RAPID

Conceptual Planning for Rapid Route 471

Where do you travel in the corridor?

Place dots on the map where your trips begin. Place dots on the table where your trips end. Place multiple dots if you travel to more than one place during a trip.

¿A dónde viaja en el corredor?

Coloque puntos en el mapa donde inician sus viajes. Coloque puntos en la mesa donde sus viajes finalizan. Coloque múltiples puntos si usted viaja a más de un lugar durante un viaje.



1 Palomar Medical Center	
2 Escondido Promenade	
3 Escondido Transit Center	
4 City of Escondido-Administration	
5 Downtown Escondido Commercial Center	
6 Palomar Medical Center	
7 Palomar College Escondido	
8 Vineyard Square / Escondido Village	



NEXT GEN RAPID

Conceptual Planning for Rapid Route 471

Tell us about your transit use!

Do you use transit in this area now? Please mark an "X" in one of the first three columns. If you use transit, please write which route you use.

¡Cuéntenos acerca de su uso del transporte público!

¿Usted utiliza el transporte público en esta área actualmente? Por favor, marque con una "X" en una de las primeras tres columnas. Si usted utiliza el transporte público, por favor escribe cuál ruta utiliza.

Yes, frequently	Sometimes	No	If you use routes other than Route 41, please list them here
Sí, frecuentemente	Algunas veces	No	¿Qué ruta (s) utiliza?

Next page

3 of 4

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Tell us about your transit use!

Do you ride transit now? If so, please use green dots to identify the top 3 things that you would like to see improved. If not, please use red dots to indicate the top 3 things that would make you more likely to use transit.

¡Cuéntenos acerca de su uso del transporte público!

¿Actualmente viaja en transporte público? Si es así, use puntos verdes para identificar las 3 cosas principales que le gustaría ver mejoradas. Si actualmente no usa el transporte público, use puntos rojos para indicar las 3 cosas principales que lo harían más propenso a usar el transporte público.

Buses arriving more frequently	Buses traveling faster	Buses arriving on-time more often	Easier fare payment process	Fewer stops	Nicer transit vehicles	More comfortable transit stops/stations	Better sidewalks or bike lanes	Other
Que los autobuses lleguen con mayor frecuencia	Que los autobuses viajen más rápido	Que los autobuses lleguen a tiempo más a menudo	Que el proceso de pagos sea más sencillo	Menos paradas	Vehículos del transporte público más bonitos	Paraderos/ estaciones del transporte público más cómodas	Mejores aceras o carriles para bicicletas	Otro

Next page

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ROUTE 625



NEXT GEN RAPID

Conceptual Planning for Rapid Route 625

Project Overview

SANDAG is conducting a planning process for new *Rapid* routes to get more people where they need to go faster and more reliably using transit. Expanded *Rapid* service will make it easier for residents and commuters to access jobs, education, healthcare, and more without relying on a car.

Rapid 625

Would connect Chula Vista to City Heights and SDSU

Communities served include Chula Vista, National City, Southeast San Diego, City Heights, and the College Area

Key destinations include Northgate Market, the Jacobs Center, Paradise Valley Hospital, and Chula Vista's Bayfront Development project

Would connect to Green Line Trolley at SDSU Transit Center, the Orange Line Trolley in Southeast San Diego, and the Blue Line Trolley in Chula Vista

Next Gen Rapid

Rapid provides high-frequency service with increased reliability and convenience

Faster and more frequent – service every 10 minutes all day

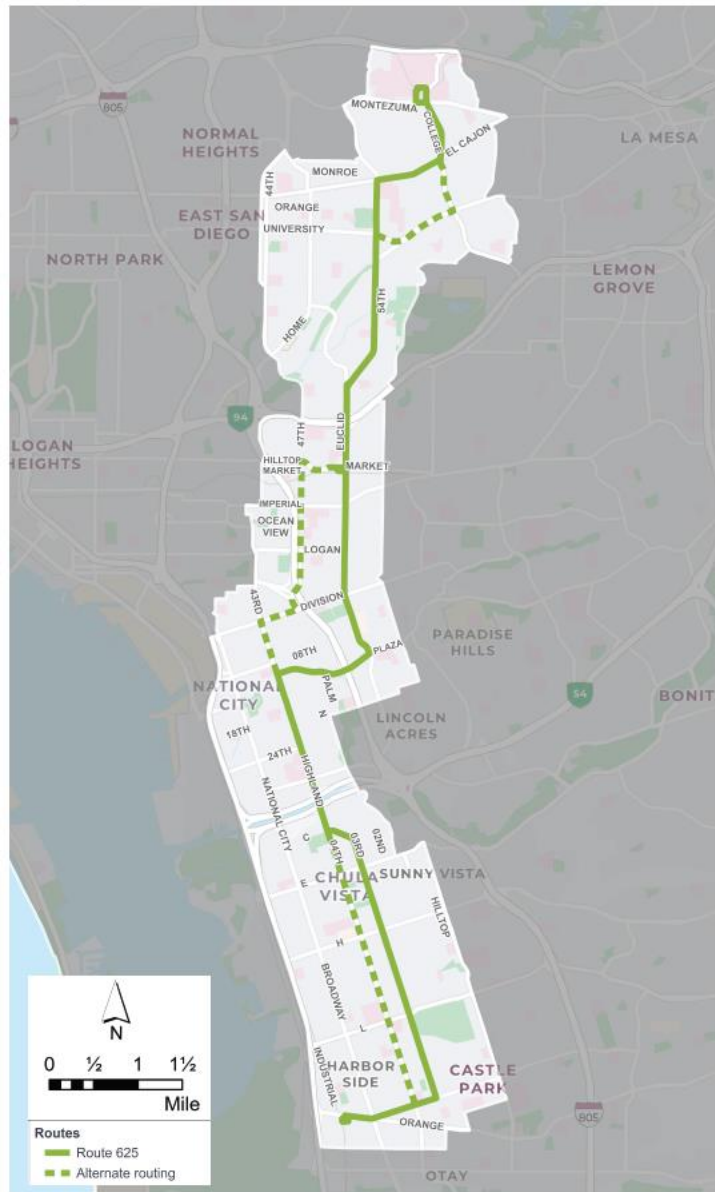
Fewer stops than local bus service

Will operate in priority travel lanes and/or separated guideways when possible

Traffic signal priority to improve travel times

Incorporates modern shelters and digital displays announcing next vehicle arrival time

Study Area Route 625



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NEXT GEN RAPID

Conceptual Planning for Rapid Route 625

Where do you travel in the corridor?

Place dots on the map where your trips begin.
Place dots on the table where your trips end.
Place multiple dots if you travel to more than one place during a trip.

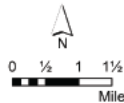
¿A dónde viaja en el corredor?

Coloque puntos en el mapa donde inician sus viajes. Coloque puntos en la mesa donde sus viajes finalizan. Coloque múltiples puntos si usted viaja a más de un lugar durante un viaje.



- Activity Centers**
- 1 Viejas Arena
 - 2 San Diego State University
 - 3 CCCU Amphitheatre
 - 4 Hoover High School
 - 5 Copley-Price Family YMCA
 - 6 City Heights Family Health Center
 - 7 Campus Plaza Shopping Center
 - 8 Crawford High School
 - 9 Colina Del Sol Park
 - 10 University Community Medical Center
 - 11 City Heights Recreation Center
 - 12 Livewell Center
 - 13 Lincoln High School
 - 14 National City Plaza
 - 15 Paradise Valley Hospital
 - 16 Holiday Inn
 - 17 City Of National City-Admin
 - 18 Sweetwater High School
 - 19 City Of Chula Vista-Administration
 - 20 Scripps Mercy Hospital-Chula Vista
 - 21 South County Courthouse
 - 22 Chula Vista High School
 - 23 Bayview Behavioral Health Campus

- Routes**
- Route 625
 - Alternate routing
 - Activity Center outside of Study Area



1 Viejas Arena	
2 San Diego State University	
3 CCCU Amphitheatre	
4 Hoover High School	
5 Copley-Price Family YMCA	
6 City Heights Family Health Center	
7 Campus Plaza Shopping Center	
8 Crawford High School	
9 Colina Del Sol Park	
10 University Community Medical Center	
11 City Heights Recreation Center	
12 Livewell Center	
13 Lincoln High School	
14 National City Plaza	
15 Paradise Valley Hospital	
16 Holiday Inn	
17 City of National City-Admin	
18 Sweetwater High School	
19 City of Chula Vista-Administration	
20 Scripps Mercy Hospital-Chula Vista	
21 South County Courthouse	
22 Chula Vista High School	
23 Bayview Behavioral Health Campus	



NEXT GEN RAPID

Conceptual Planning for Rapid Route 625

Tell us about your transit use!

Do you use transit in this area now? Please mark an "X" in one of the first three columns. If you use transit, please write which route you use.

¡Cuéntenos acerca de su uso del transporte público!

¿Usted utiliza el transporte público en esta área actualmente? Por favor, marque con una "X" en una de las primeras tres columnas. Si usted utiliza el transporte público, por favor escribe cuál ruta utiliza.

Yes, frequently	Sometimes	No	If you use routes other than Route 41, please list them here
Sí, frecuentemente	Algunas veces	No	¿Qué ruta (s) utiliza?

Appendix E – Phase Two Pop-Up Outreach Display Boards and Activity Results

ROUTE 41



Where do you travel in this area?

1. Do you think these stops are in the right places and serve the most popular destinations on the route?
2. Which of these three routes would be best?

¿A dónde viaja en esta área?

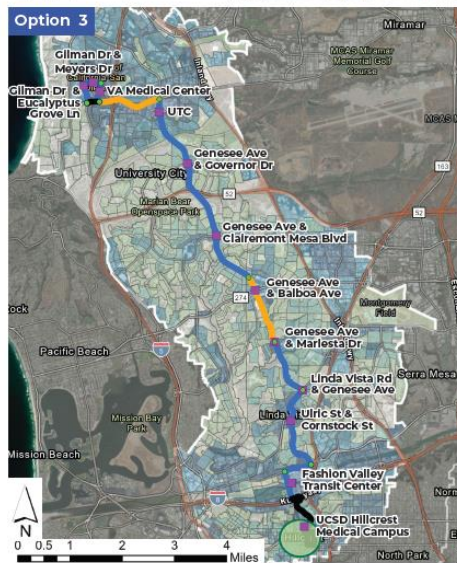
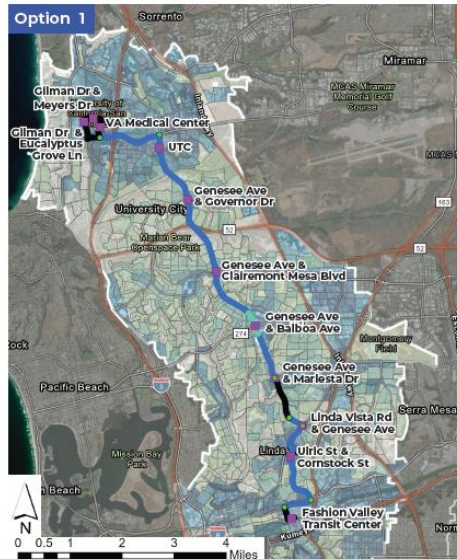
1. ¿Cree que estas se ubican en los lugares correctos y sirven a los lugares más populares en la ruta?
2. ¿Cuál ruta de las tres sería mejor?

Bạn đi du lịch ở đâu trong khu vực này?

1. Bạn có nghĩ rằng những điểm dừng này ở đúng nơi và phục vụ các điểm đến phổ biến nhất trên tuyến đường không?
2. Con đường nào trong 3 con đường này là tốt nhất?

Strategy Segments		Stop Locations	
Blue line	Bus Only Lane	Purple square	Stop Locations
Green line	Bus Only Lane - BAT Lane	Green square	Transit Signal or Queue Jump
Yellow line	Bus Only Lane - Center Running		
Orange line	Bus Only Lane - Contraflow		
Red line	Bus Only Lane - Dedicated Guideway		
Black line	Mixed		
Light green line	Shared Transit Lane - Bus/Bike		

Propensity Index	
Dark blue	High
Medium blue	Medium High
Light blue	Medium
Very light blue	Medium Low
White	Low

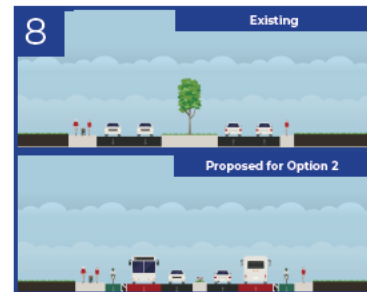
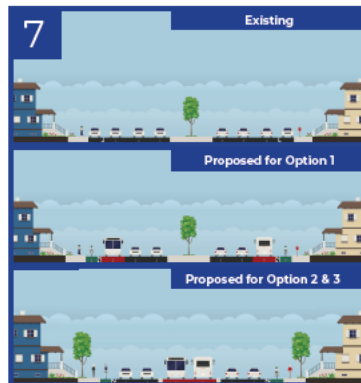
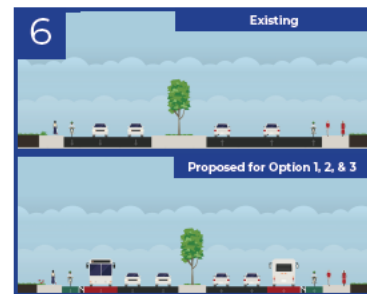
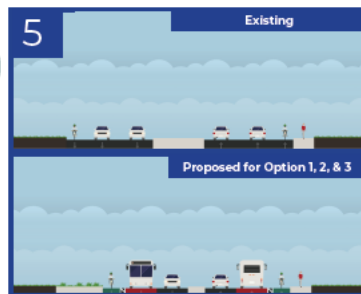
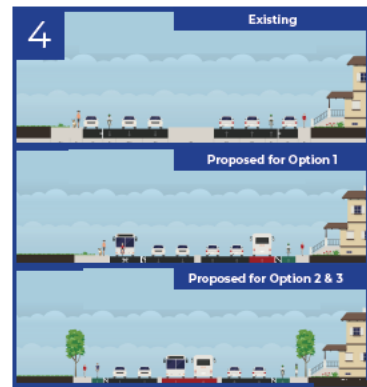
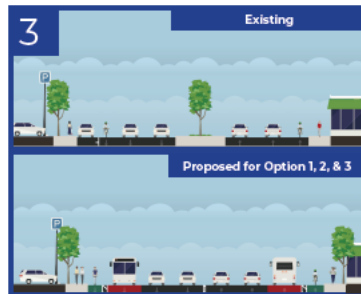
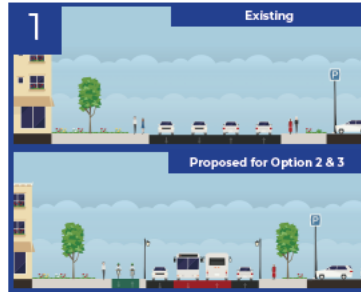


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NEXT GEN RAPID 41

Existing route sections that would need to be modified





NEXT GEN RAPID

Conceptual Planning for *Rapid Route 41*

Rapid Route 41

EN: Mark the table to tell us which road changes you'd be okay with for each section.

ES: Marque la tabla para decirnos cuales cambios le parece bien para cada sección.

VI: Đánh dấu vào bảng để cho chúng tôi biết bạn sẽ ổn với những thay đổi đường nào đối với từng đoạn đường.

TRADE-OFFS FOR DEDICATED BUS LANES			
<i>Cambios Para Agregar un Carril de Bus</i>			
Road Section <i>Parte de la Calle</i>	Convert Travel Lane <i>Convertir un Carril de Viaje</i>	Remove Street Parking <i>Quitar Estacionamiento</i>	Reduce Median Width <i>Reducir Ancho de la Mediana</i>
1 Fashion Valley Road between Friars Road & Fashion Valley Transit Center			
2 Friars Road between Fashion Valley Road & Ulric Street			
3 Linda Vista Road between Ulric Street & Genesee Avenue			
4 Genesee Avenue between Marlesta Drive & Derrick Drive			
5 Genesee Avenue between SR-52 & Clairemont Mesa Blvd			
6 Genesee Avenue between Governor Drive & Nobel Drive			
7 La Jolla Village Drive between Genesee Avenue & Villa La Jolla Drive			
8 Gilman Drive between La Jolla Village Drive & Villa La Jolla Drive			

ROUTE 471



Where do you travel in this area?

1. Do you think these stops are in the right places and serve the most popular destinations on the route?

2. Which of these three routes would be best?

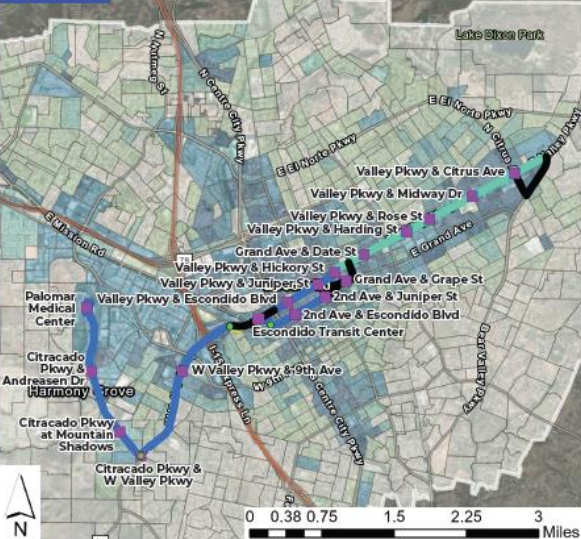
¿A dónde viaja en esta área?

1. ¿Cree que éstas se ubican en los lugares correctos y sirven a los lugares más populares en la ruta?

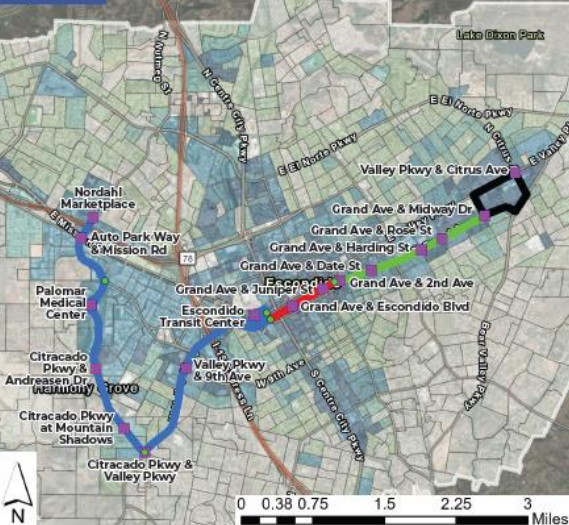
2. ¿Cuál ruta de las tres sería mejor?

Strategy Segments		Transit Propensity Index	
	Bus Only Lane		High
	Bus Only Lane - BAT Lane		Medium High
	Bus Only Lane - Center Running		Medium
	Bus Only Lane - Contraflow		Medium Low
	Bus Only Lane - Dedicated Guideway		Low
	Mixed		Stop Locations
	Shared Transit Lane - Bus/Bike		Transit Signal or Queue Jump

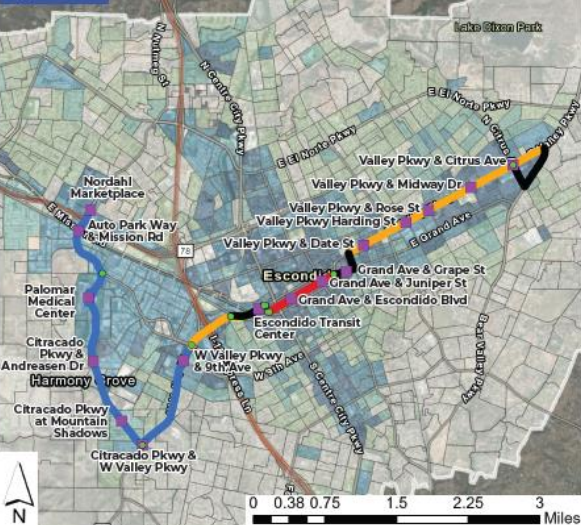
Option 1



Option 2



Option 3



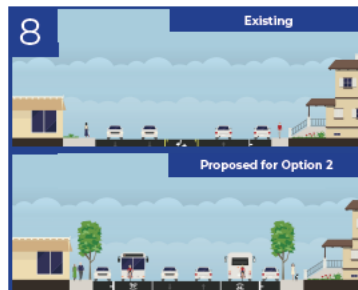
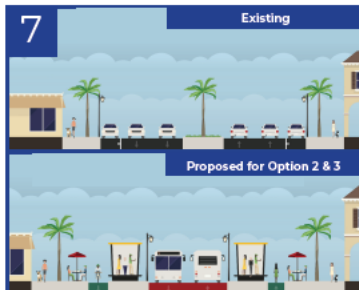
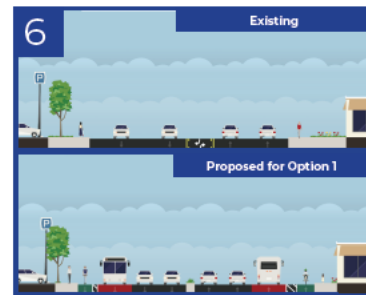
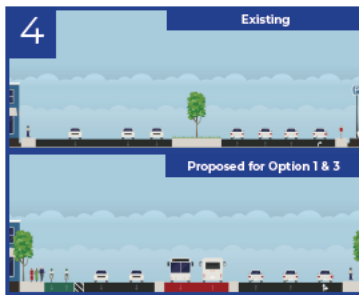
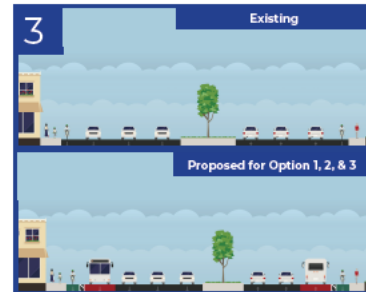
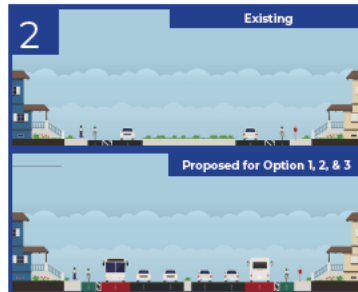
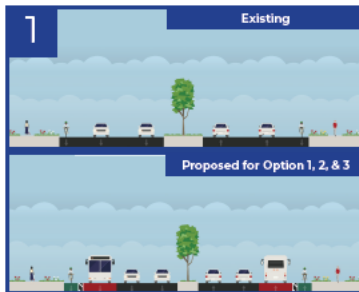
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NEXT GEN RAPID 471

Existing route sections that would need to be modified





NEXT GEN RAPID

Conceptual Planning for Rapid Route 471

Rapid Route 471

EN: Mark the table to tell us which road changes you'd be okay with for each section.

ES: Marque la tabla para decirnos cuales cambios le parece bien para cada sección.

TRADE-OFFS FOR DEDICATED BUS LANES			
<i>Cambios Para Agregar un Carril de Bus</i>			
Road Section <i>Parte de la Calle</i>	Convert Travel Lane <i>Convertir un Carril de Viaje</i>	Remove Street Parking <i>Quitar Estacionamiento</i>	Reduce Median Width <i>Reducir Ancho de la Mediana</i>
1 Citracado Parkway between Auto Park Way & Andreasen Drive			
2 Citracado Parkway north of Valley Parkway			
3 W Valley Parkway between 9th Avenue & Auto Park Way			
4 W Valley Parkway between Grand Avenue & I-15			
5 W Valley Parkway between Escondido Transit Center & Grand Avenue Slip Ramp			
6 Valley Parkway between Ash Street & Rose Street			
7 E Grand Avenue between Escondido Blvd & Centre City Parkway			
8 Grand Avenue between Date Street & Ash Street			

ROUTE 625



NEXT GEN RAPID

Conceptual Planning for Rapid Route 625

Where do you travel in this area?

1. Do you think these stops are in the right places and serve the most popular destinations on the route?

2. Which of these three routes would be best?

¿A dónde viaja en esta área?

1. ¿Cree que éstas se ubican en los lugares correctos y sirven a los lugares más populares en la ruta?

2. ¿Cuál ruta de las tres sería mejor?

Strategy Segments

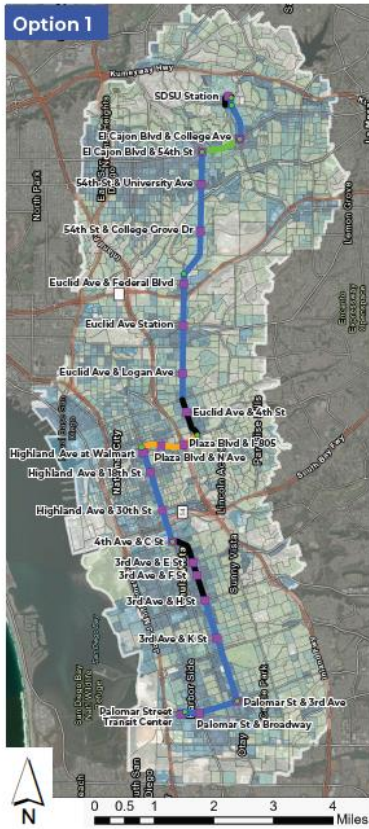
- Bus Only Lane
- Bus Only Lane - BAT Lane
- Bus Only Lane - Center Running
- Bus Only Lane - Contraflow
- Bus Only Lane - Dedicated Guideway
- Mixed
- Shared Transit Lane - Bus/Bike

Stop Locations

- Stop Locations
- Transit Signal or Queue Jump

Transit Propensity Index

- High
- Medium High
- Medium
- Medium Low
- Low



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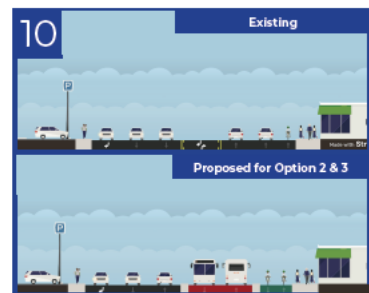
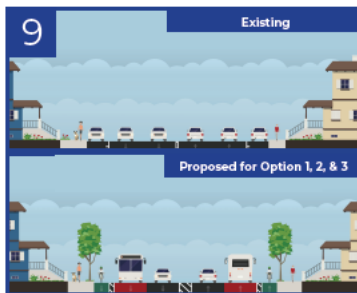
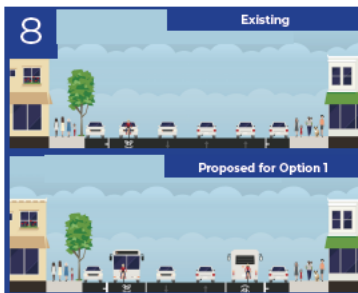
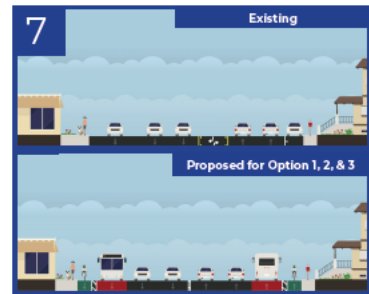
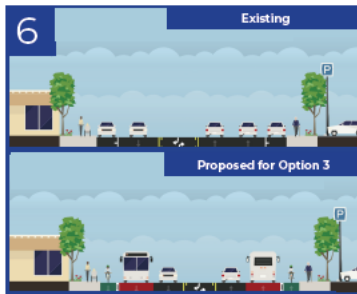
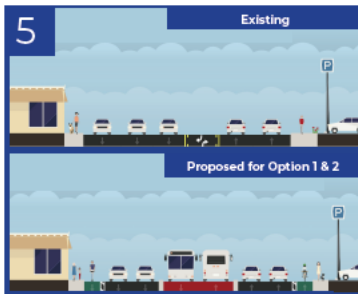
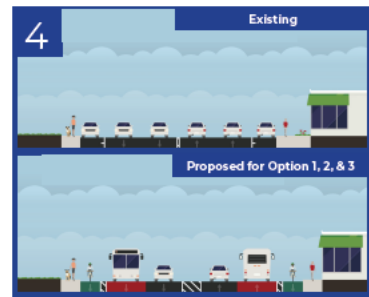
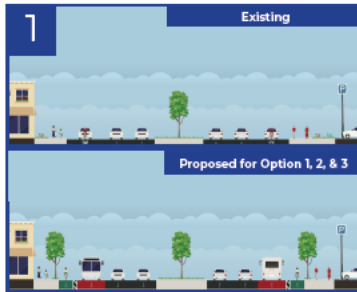


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NEXT GEN RAPID 625

Existing route sections that would need to be modified





NEXT GEN RAPID

Conceptual Planning for Rapid Route 625

Rapid Route 625

EN: Mark the table to tell us which road changes you'd be okay with for each section.

ES: Marque la tabla para decirnos cuales cambios le parece bien para cada sección.

TRADE-OFFS FOR DEDICATED BUS LANES			
<i>Cambios Para Agregar un Carril de Bus</i>			
Road Section <i>Parte de la Calle</i>	Convert Travel Lane <i>Convertir un Carril de Viaje</i>	Remove Street Parking <i>Quitar Estacionamiento</i>	Reduce Median Width <i>Reducir Ancho de la Mediana</i>
1 Palomar Street between Industrial Avenue & Broadway			
2 3rd Avenue between K Street & L Street			
3 3rd Avenue between E Street & G Street			
4 Highland Avenue between 30th Street & 24th Street			
5 Plaza Blvd between Highland Avenue & Palm Avenue			
6 8th Street between Highland Avenue & Euclid Avenue			
7 Euclid Avenue between Imperial Avenue & Market Street			
8 El Cajon Blvd between 54th Street & College Avenue			
9 College Avenue between Montezuma Road & El Cajon Blvd			
10 Euclid Avenue/54th Street between Federal Blvd & Grape Street			

Appendix F – Pop-Up Outreach Activity Results

ROUTE 41

Question: Do you think these stops are in the right places and serve the most popular destinations on the route? Which of these three routes would be best?

Route 41 Options Comments		
Option 1 Comments	Option 2 Comments	Option 3 Comments
Think the Genesee Ave/Clairemont Mesa Blvd stop makes sense b/c connects to Convoy (food!)	Think the Genesee Ave/Clairemont Mesa Blvd stop makes sense b/c connects to Convoy (food!)	Think the Genesee Ave/Clairemont Mesa Blvd stop makes sense b/c connects to Convoy (food!)
	Support Option #2. Genesee & Governor is a good stop. Keep that.	

Question: Which road changes would you be okay with for each section?

Road section	Trade-offs for dedicated bus lanes - Route 41			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
1. Fashion Valley Road between Friars Road & Fashion Valley Transit Center	4	2	1	
2. Friars Road between Fashion Valley Road & Ulric Street	2	2	1	
3. Linda Vista Road between Ulric Street & Genesee Avenue	3	2	1	
4. Genesee Avenue between Marlesta Drive & Derrick Drive	2	2	1	

Road section	Trade-offs for dedicated bus lanes - Route 41			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
5. Genesee Avenue between SR-52 & Clairemont Mesa Blvd	3	2	1	
6. Genesee Avenue between Governor Drive & Nobel Drive	2	2	1	
7. La Jolla Village Drive between Genesee Avenue & Villa La Jolla Drive	3	3	2	
8. Gilman Drive between La Jolla Village Drive & Villa La Jolla Drive	3	3	2	

Question: Do you ride transit now? If so, please use green dots to identify the top 3 things that you would like to see improved. If not, please use the other color dots to indicate the top 3 things that would make you more likely to use transit.

	Buses arriving more frequently	Buses traveling faster	Buses arriving on-time more often	Easier fare payment process	Fewer stops	Nicer transit vehicles	More comfortable transit stops/stations	Better sidewalks or bike lanes	Other
Transit User (green dot)	14	10	10	10	2	6	11	5	1
Non-Transit User (anything other than green)	2	1	1	2	1	0	2	1	0
Percentage	20%	14%	14%	15%	4%	8%	16%	8%	1%

ROUTE 471

Question: Do you think these stops are in the right places and serve the most popular destinations on the route? Which of these three routes would be best?

Route 471 Options Comments		
Option 1 Comments	Option 2 Comments	Option 3 Comments
No comments received	No comments received	No comments received

Question: Which road changes would you be okay with for each section?

Road section	Trade-offs for dedicated bus lanes - Route 471			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
1. Citracado Parkway between Auto Park Way & Andreasen Drive	0	0	5	
2. Citracado Parkway north of Valley Parkway	0	0	3	
3. W Valley Parkway between 9th Avenue & Auto Park Way	5	0	1	
4. W Valley Parkway between Grand Avenue & I-15	5	0	0	
5. W Valley Parkway between Escondido Transit Center & Grand Avenue Slip Ramp	3	0	0	
6. Valley Parkway between Ash Street & Rose Street	4	0	0	

Road section	Trade-offs for dedicated bus lanes - Route 471			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
7. E Grand Avenue between Escondido Blvd & Centre City Parkway	0	0	0	
8. Grand Avenue between Date Street & Ash Street	0	0	0	

Question: Do you ride transit now? If so, please use green dots to identify the top 3 things that you would like to see improved. If not, please use the other color dots to indicate the top 3 things that would make you more likely to use transit.

	Buses arriving more frequently	Buses traveling faster	Buses arriving on-time more often	Easier fare payment process	Fewer stops	Nicer transit vehicles	More comfortable transit stops/stations	Better sidewalks or bike lanes	Other
Transit User (green dot)	22	19	15	5	3	3	11	1	1
Non-Transit User (anything other than green)	1	1	2	0	0	0	1	0	0
Percentage	27%	24%	20%	6%	4%	4%	14%	1%	1%

ROUTE 625

Question: Do you think these stops are in the right places and serve the most popular destinations on the route? Which of these three routes would be best?

Route 625 Options Comments		
Option 1 Comments	Option 2 Comments	Option 3 Comments
Option 1: too much traffic on University	Any!	Third Ave through Chula :)
Connects to medical stuff	Any!	Connects to R 955 & Walmart
Connects to university x2	Favorite	Palbo
Yes, okay all	Favorite	Safer to go on third
Recommend Option 1	12th to SDSU	More popular destinations
Recommend Option 1	Yes - ok ALL	Do we need Palomar and Broadway?
Recommend Option 1	I Like Option 2	Recommend Option 3
Recommend Option 1	I prefer option 2 please	Recommend Option 3
Recommend Option 1	need more bus service on these routes	Recommend Option 3
Recommend Option 1	Easier access	Recommend Option 3
San Ysidro	Option 2 is the best due to more variety of stops and fourth street would have a bus	Recommend Option 3
Recommend Option 1		Recommend Option 3
Recommend Option 1		

Question: Which road changes would you be okay with for each section?

Road section	Trade-offs for dedicated bus lanes - Route 625			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
1. Palomar Street between Industrial Avenue & Broadway	17	3	2	Likes that there are at least 2 lanes for other traffic
2. 3rd Avenue between K Street & L Street	13	6	2	

Road section	Trade-offs for dedicated bus lanes - Route 625			Notes
	Convert travel lane	Remove street parking	Reduce median width	
	Number of Dots			
3. 3rd Avenue between E Street & G Street	13	5	2	
4. Highland Avenue between 30th Street & 24th Street	13	2	4	Balboa Ave more route time
5. Plaza Blvd between Highland Avenue & Palm Avenue	13	3	2	
6. 8th Street between Highland Avenue & Euclid Avenue	13	4	2	
7. Euclid Avenue between Imperial Avenue & Market Street	12	4	2	I like that were adding bike lanes
8. El Cajon Blvd between 54th Street & College Avenue	13	3	3	
9. College Avenue between Montezuma Road & El Cajon Blvd	13	4	2	
10. Euclid Avenue/54th Street between Federal Blvd & Grape Street	14	2	3	

Question: Do you ride transit now? If so, please use green dots to identify the top 3 things that you would like to see improved. If not, please use the other color dots to indicate the top 3 things that would make you more likely to use transit.

	Buses arriving more frequently	Buses traveling faster	Buses arriving on-time more often	Easier fare payment process	Fewer stops	Nicer transit vehicles	More comfortable transit stops/stations	Better sidewalks or bike lanes	Other
Transit User (green dot)	27	14	24	12	11	6	17	3	7
Non-Transit User (anything other than green)	5	4	1	4	3	1	5	2	5
Percentage	21%	12%	17%	11%	9%	5%	15%	3%	8%

Appendix G – Online Survey

ROUTE 41



Route 41

Next Gen Rapid Survey

SANDAG is planning a new Rapid bus route in your community that will have fewer stops, go around traffic with separate lanes, get green light priority, and come every ten minutes all day.

Rapid 41 will connect Fashion Valley, Linda Vista, Clairemont, University City, UTC, and UC San Diego. Take a look at the possible routes, stop locations, and road updates and let us know what you think!

1. What's your connection to the map area? (check all that apply):

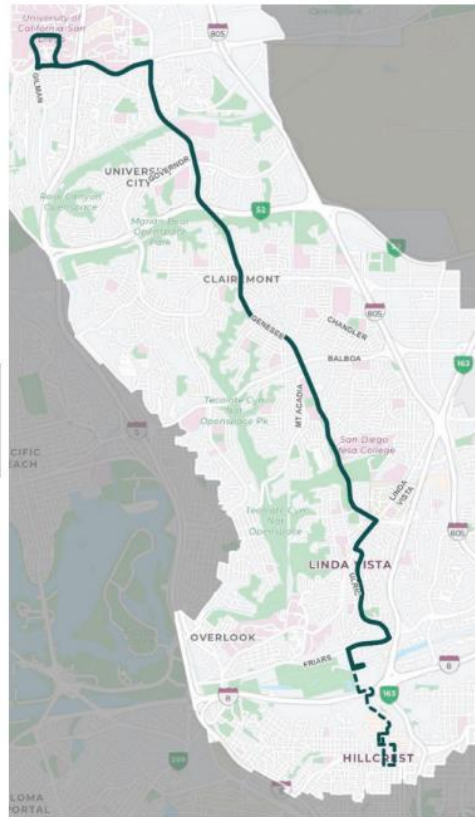
- Live there
- Work there
- Own a business there
- Visit for shopping/entertainment
- Attend school
- Visit recreational areas
- Other

If you chose "Other," please explain:

2. What are the places that you visit most in this area annually? (Select as many as you want)

- Fashion Valley
- Linda Vista
- Clairemont
- Mesa College
- University City
- UTC
- UCSD
- Other

If you chose "Other," please explain:



3. How often do you use public transit?

- I rely on transit for most of my trips
- I use transit to commute to work/school
- I only ride transit occasionally (for events, etc.)
- I don't ride transit

4. These maps show three possible plans for this new Rapid bus. See the table below for the pros and cons of each and **circle the route** you think is best. Which route do you think would work best for you?

	Option 1	Option 2	Option 3
Benefit	Less expensive, wouldn't take as long to build	Faster service	Same as Option 2; connects to Hillcrest
Drawback	Wouldn't have bus only lanes on the whole route; slower service	Costs more; would take more construction	Same as Option 2



Strategy Segments

- Bus Only Lane
- Bus Only Lane - BAT Lane
- Bus Only Lane - Center Running
- Bus Only Lane - Contraflow
- Bus Only Lane - Dedicated Guideway
- Mixed
- Shared Transit Lane - Bus/Bike

Stop Locations

- Stop Locations
- Transit Signal or Queue Jump

Transit Propensity Index

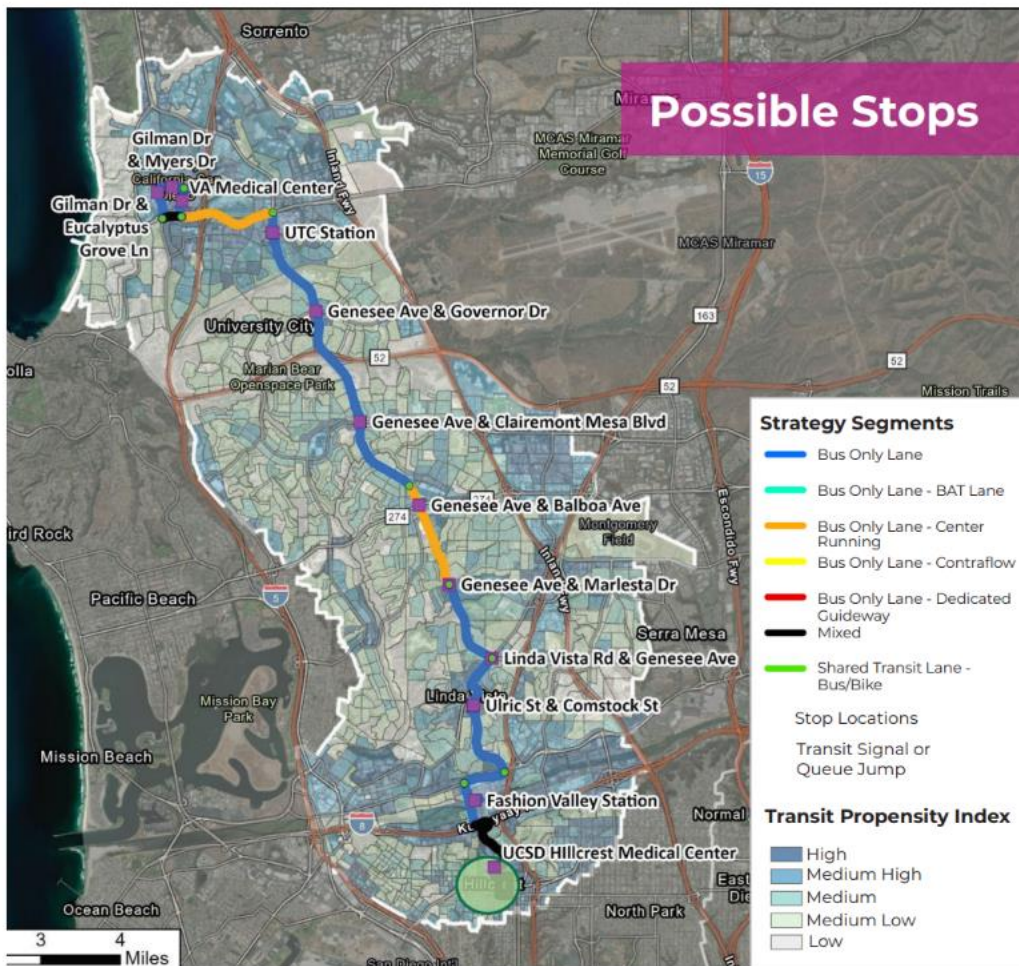
- High
- Medium High
- Medium
- Medium Low
- Low

5. This map shows suggested bus stop locations. Do you think these are in the right places and serve the most popular destinations on the route?

Yes

No

If you selected "No," what stops are missing?

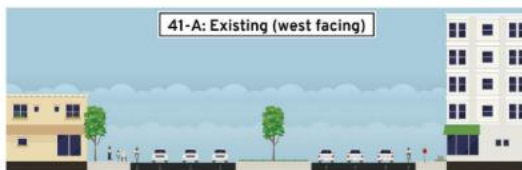


MAKING ROOM FOR A BUS LANE

Giving buses their own lane is one of the most effective ways to make transit service faster and more reliable. However, this will take some trade-offs. Check out some examples below of what this could look like:

Option 1: Reserve a lane for buses only

EXISTING STREET

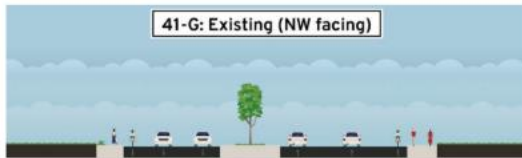


TRAVEL LANE CONVERTED TO BUS LANE



Option 2: Remove street parking to add a bus lane

EXISTING STREET

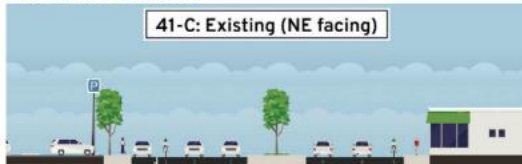


STREET PARKING REPLACED BY BUS LANE



Option 3: Reduce median width to make room for bus lane

EXISTING STREET



REDUCED MEDIAN WITH BUS LANE



6. On the table below, choose which trade-off you think would work best to make room for a bus lane on each part of the route.



MAP LOCATION	Plan 1	TRADE-OFFS FOR ADDING A BUS-ONLY LANE			
	ROUTE SECTION	Convert a Travel Lane to a Bus Lane	Remove Street Parking	Reduce Median Width	Not Sure
1	Fashion Valley Road between Friars Road & Fashion Valley Station				
2	Friars Road between Fashion Valley Road & Ulric Street				
3	Linda Vista Road between Ulric Street & Genesee Avenue				
4	Genesee Avenue between Marlesta Drive & Derrick Drive				
5	Genesee Avenue between SR-52 and Clairemont Mesa Blvd.				
6	Genesee Avenue between Governor Drive & Nobel Drive				
7	La Jolla Village Drive between Genesee Avenue and Villa La Jolla Drive				
8	Gilman Drive between La Jolla Village Drive & Villa La Jolla Drive				

7. Please write your email address below if you want to enter the sweepstakes to win a \$50 Target gift card.

These optional questions will help us understand who took the survey to make sure we get feedback from a variety of people in the community. Please skip anything you don't feel comfortable sharing.

8. How old are you?

- 18 – 29
- 30 – 39
- 40 – 49
- 50 – 59
- 60 – 69
- 70+
- Prefer not to say

10. What is your annual household income?

- Under \$50,000
- \$50,001 – \$100,000
- \$100,001 – \$150,000
- Over \$150,000
- Prefer not to say

9. What is your race or ethnicity? (You can select more than one)

- Asian
- Black/African American
- White
- Hispanic/Latino
- Native Hawaiian or other Pacific Islander
- Native American or Alaska Native
- Other
- Prefer not to say

11. Do you want to stay updated about our Next Gen Rapid bus route planning? (Optional)

- Yes
- No thanks

If you checked "Other", please describe.

For more information

Zaccary Bradt Associate Regional Planner. Phone: 619.744.8523 E-mail: zaccary.bradt@SANDAG.org

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 Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ដំនូលភាសាឥតគិតថ្លៃ
 ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພາສາ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога



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ROUTE 471



Next Gen Rapid Survey Route 471

SANDAG is planning a new Rapid bus route in your community that will have fewer stops, go around traffic with separate lanes, get green light priority, and come every ten minutes all day.

Rapid 471 will connect Eastern Escondido, Escondido Transit Center, and Palomar Medical Center Escondido. Take a look at the possible routes, stop locations, and road updates and let us know what you think!

1. What's your connection to the map area? (check all that apply):

- Live there
- Work there
- Own a business there
- Visit for shopping/entertainment
- Attend school
- Visit recreational areas
- Other

If you chose "Other," please explain:

2. What are the places that you visit most in this area annually? (Select as many as you want)

- Palomar Medical Center
- Escondido Promenade
- Escondido Transit Center
- Escondido City Hall
- Palomar College Escondido
- Vineyard Square/Escondido Village
- Other

If you chose "Other," please explain:



3. How often do you use public transit?

- I rely on transit for most of my trips
- I use transit to commute to work/school
- I only ride transit occasionally (for events, etc.)
- I don't ride transit

4. These maps show three possible plans for this new Rapid bus. See the table below for the pros and cons of each and **circle the route** you think is best. Which route do you think would work best for you?

	Option 1	Option 2	Option 3
Benefit	Lowest cost to construct	Medium service speed, connects to Nordahl Marketplace	Fastest service speed, connects to Nordahl Marketplace
Drawback	Slower service, doesn't connect to Nordahl Marketplace	Medium cost, doesn't go down East Valley Parkway	Highest cost, doesn't go down East Grand Avenue



Strategy Segments

- Bus Only Lane
- Bus Only Lane - BAT Lane
- Bus Only Lane - Center Running
- Bus Only Lane - Contraflow
- Bus Only Lane - Dedicated Guideway
- Mixed
- Shared Transit Lane - Bus/Bike

■ Stop Locations
● Transit Signal or Queue Jump

Transit Propensity Index

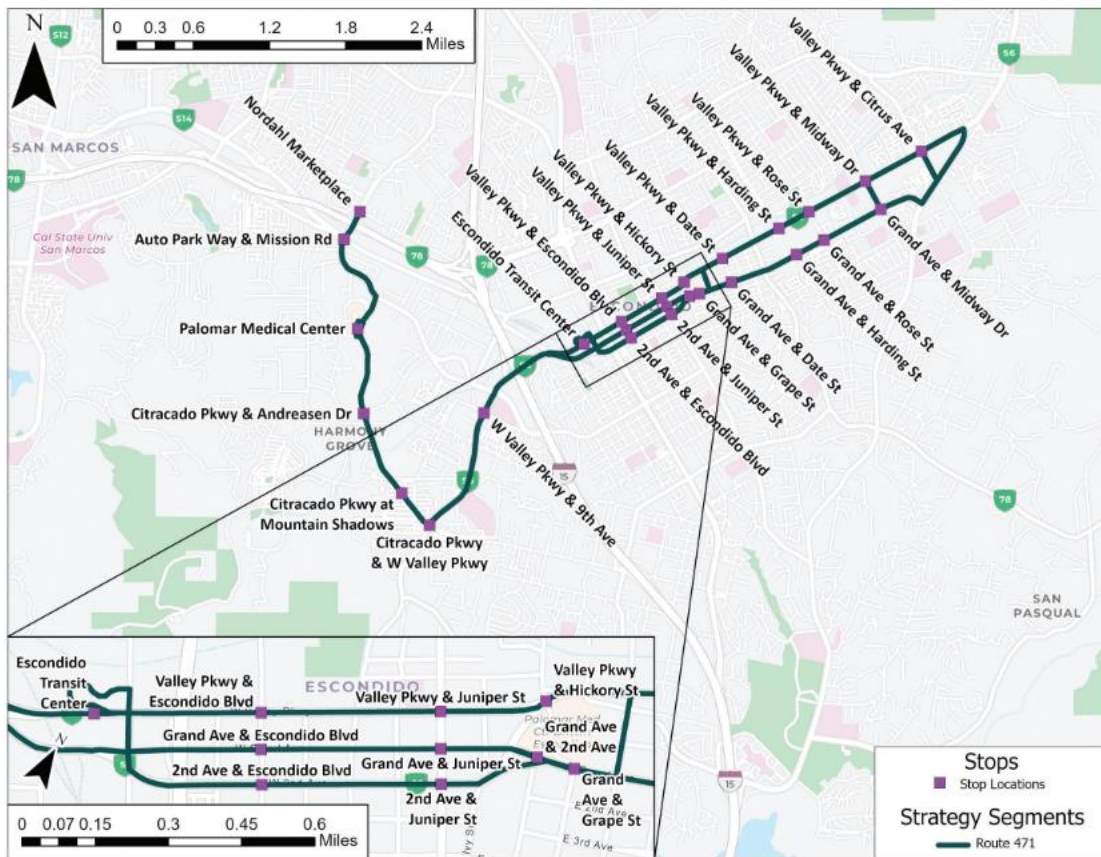
- High
- Medium High

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5. This map shows suggested bus stop locations. Do you think these are in the right places and serve the most popular destinations on the route?

- Yes
- No

If you selected "No," what stops are missing?



MAKING ROOM FOR A BUS LANE

Giving buses their own lane is one of the most effective ways to make transit service faster and more reliable. However, this will take some trade-offs. Check out some examples below of what this could look like:

Option 1: Reserve a lane for buses only

EXISTING STREET



TRAVEL LANE CONVERTED TO BUS LANE



Option 2: Remove street parking to add a bus lane

EXISTING STREET



STREET PARKING REPLACED BY BUS LANE



Option 3: Reduce median width to make room for bus lane

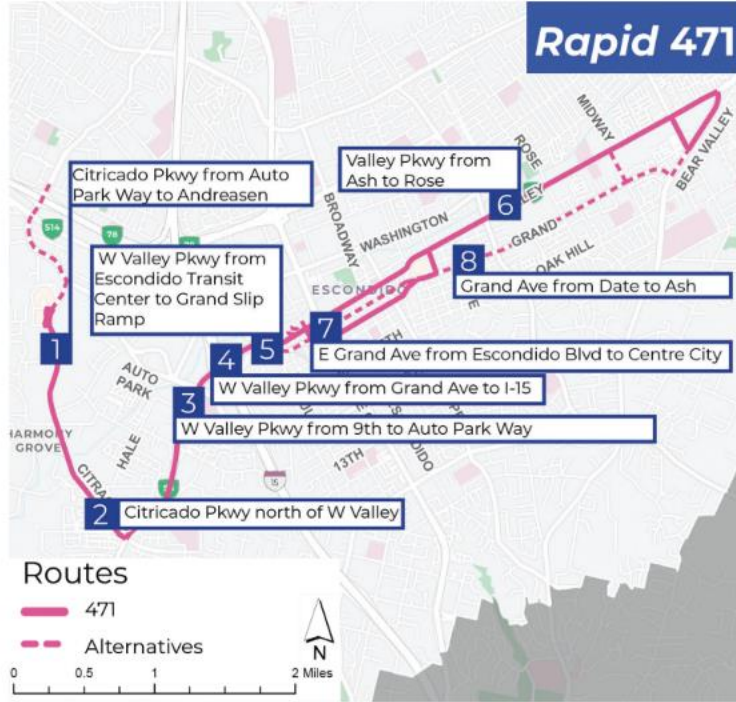
EXISTING STREET



REDUCED MEDIAN WITH BUS LANE



6. On the table below, choose which trade-off you think would work best to make room for a bus lane on each part of the route.



Plan 1		TRADE-OFFS FOR ADDING A BUS-ONLY LANE			
MAP LOCATION	ROUTE SECTION	Convert a Travel Lane to a Bus Lane	Remove Street Parking	Reduce Median Width	Not Sure
1	Citricado Parkway between Auto Park Way & Andreasen Drive				
2	Citricado Parkway north of Valley Parkway				
3	W Valley Parkway between 9th Avenue & Auto Park Way				
4	W Valley Parkway between Grand Avenue & I-15				
5	W Valley Parkway between Escondido Transit Center & Grand Avenue Slip Ramp				
6	E Grand Avenue between Escondido Blvd. & Centre City Parkway				
7	Valley Parkway between Ash Street & Rose Street				
8	Grand Avenue between Date Street & Ash Street				

7. Please write your email address below if you want to enter the sweepstakes to win a \$50 Target gift card.

These optional questions will help us understand who took the survey to make sure we get feedback from a variety of people in the community. Please skip anything you don't feel comfortable sharing.

8. How old are you?

- 18 – 29
- 30 – 39
- 40 – 49
- 50 – 59
- 60 – 69
- 70+
- Prefer not to say

10. What is your annual household income?

- Under \$50,000
- \$50,001 – \$100,000
- \$100,001 – \$150,000
- Over \$150,000
- Prefer not to say

9. What is your race or ethnicity? (You can select more than one)

- Asian
- Black/African American
- White
- Hispanic/Latino
- Native Hawaiian or other Pacific Islander
- Native American or Alaska Native
- Other
- Prefer not to say

11. Do you want to stay updated about our Next Gen Rapid bus route planning? (Optional)

- Yes
- No thanks

If you checked "Other", please describe.

For more information

Zaccary Bradt Associate Regional Planner. Phone: 619.744.8523 E-mail: zaccary.bradt@SANDAG.org

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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | 619.699.1900

ROUTE 625



Next Gen Rapid Survey Route 625

SANDAG is planning a new Rapid bus route in your community that will have fewer stops, go around traffic with separate lanes, get green light priority, and arrive every ten minutes all day.

Rapid 625 will connect San Diego State University, City Heights, Southeast San Diego, National City, and Chula Vista. Take a look at the possible routes, stop locations, and road updates and let us know what you think!

1. What's your connection to the map area? (check all that apply):

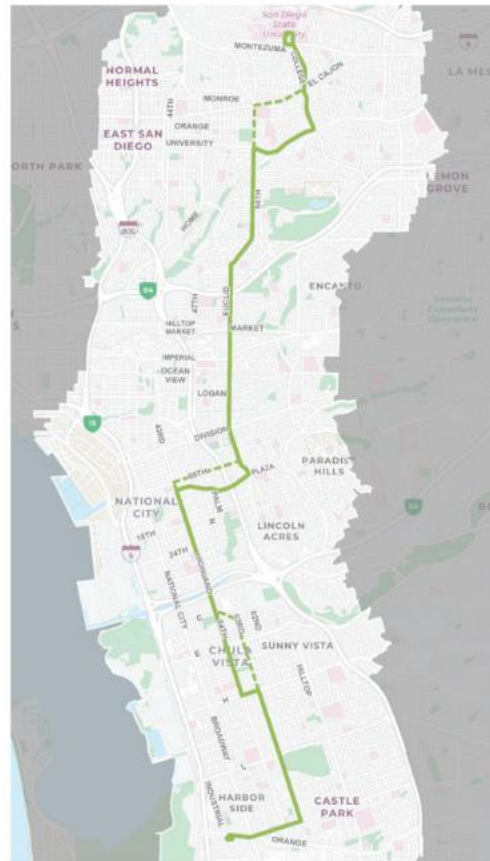
- Live there
- Work there
- Own a business there
- Visit for shopping/entertainment
- Attend school
- Visit recreational areas
- Other

If you chose "Other," please explain:

2. What are the places that you visit most in this area annually? (Select as many as you want)

- SDSU/College Area
- City Heights/Mid-City
- Southeast San Diego
- National City
- Chula Vista
- Other

If you chose "Other," please explain:

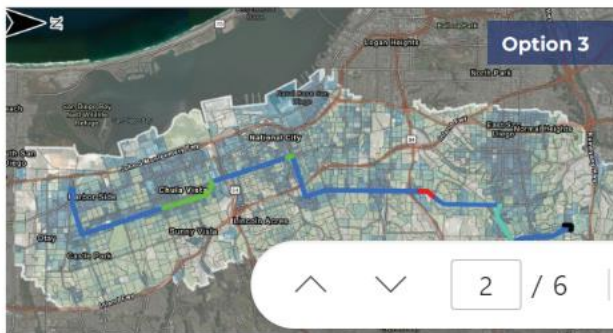
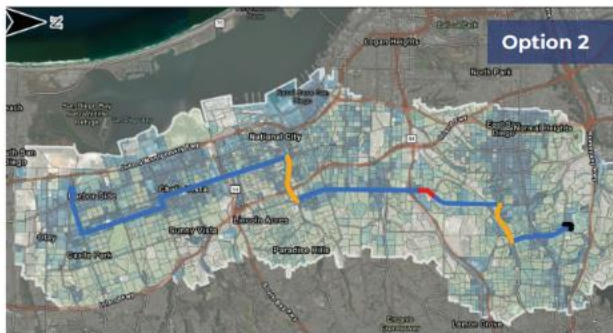


3. How often do you use public transit?

- I rely on transit for most of my trips
- I use transit to commute to work/school
- I only ride transit occasionally (for events, etc.)
- I don't ride transit

4. These maps show three possible plans for this new Rapid bus. See the table below for the pros and cons of each and **circle the route** you think is best. Which route do you think would work best for you?

	Option 1	Option 2	Option 3
Benefit	Lowest cost, directly serves Downtown Chula Vista and El Cajon Boulevard	Fastest speed, transit priority along entire route, serves University Avenue	Moderate speed, directly serves Downtown Chula Vista and University Avenue
Drawback	Slowest speed, no transit priority in Downtown Chula Vista	Highest cost, does not directly serve Downtown Chula Vista and El Cajon Boulevard	Moderate cost, does not serve El Cajon Boulevard



Strategy Segments

- Bus Only Lane
- Bus Only Lane - BAT Lane
- Bus Only Lane - Center Running
- Bus Only Lane - Contraflow
- Bus Only Lane - Dedicated Guideway
- Mixed
- Shared Transit Lane - Bus/Bike

Stop Locations

Transit Signal or Queue Jump

Transit Propensity Index

- High
- Medium High

2 / 6

Navigation icons: up, down, search, refresh, zoom in, zoom out.

5. This map shows suggested bus stop locations. Do you think these are in the right places and serve the most popular destinations on the route?

- Yes
- No

If you selected "No," what stops are missing?



MAKING ROOM FOR A BUS LANE

Giving buses their own lane is one of the most effective ways to make transit service faster and more reliable. However, this will take some trade-offs. Check out some examples below of what this could look like:

Option 1: Reserve a lane for buses only

EXISTING STREET



TRAVEL LANE CONVERTED TO BUS LANE



Option 2: Remove street parking to add a bus lane

EXISTING STREET



STREET PARKING REPLACED BY BUS LANE



Option 3: Reduce median width to make room for bus lane

EXISTING STREET



REDUCED MEDIAN WITH BUS LANE



This map shows places along the route where roads would need to be modified to install bus lanes.
(MAP OF ALL ROUTE SEGMENTS)



6. On the table below, choose which trade-off you think would work best to make room for a bus lane on each part of the route.

Plan 1		TRADE-OFFS FOR ADDING A BUS-ONLY LANE			
MAP LOCATION	ROUTE SECTION	Convert a Travel Lane to a Bus Lane	Remove Street Parking	Reduce Median Width	Not Sure
1	Palomar Street between Industrial Avenue & Broadway				
2	3rd Avenue between K Street & L Street				
3	3rd Avenue between E Street & G Street				
4	Highland Avenue between 30th Street & 24th Street				
5	Plaza Blvd. between Highland Avenue & Palm Avenue				
6	8th Street between Highland Avenue & Euclid Avenue				
7	Euclid Avenue between Imperial Avenue & Market Street				
8	Euclid Ave/54th St between Federal Blvd & Grape Street				
9	University Avenue between Chollas Parkway & College Avenue				
10	El Cajon Blvd. between 54th Street & College Avenue				
11	College Avenue between Montezuma Road & El Cajon Blvd.				

7. Please write your email address below if you want to enter the sweepstakes to win a \$50 Target gift card.

These optional questions will help us understand who took the survey to make sure we get feedback from a variety of people in the community. Please skip anything you don't feel comfortable sharing.

8. How old are you?

- 18 – 29
- 30 – 39
- 40 – 49
- 50 – 59
- 60 – 69
- 70+
- Prefer not to say

10. What is your annual household income?

- Under \$50,000
- \$50,001 – \$100,000
- \$100,001 – \$150,000
- Over \$150,000
- Prefer not to say

9. What is your race or ethnicity? (You can select more than one)

- Asian
- Black/African American
- White
- Hispanic/Latino
- Native Hawaiian or other Pacific Islander
- Native American or Alaska Native
- Other
- Prefer not to say

11. Do you want to stay updated about our Next Gen Rapid bus route planning? (Optional)

- Yes
- No thanks

If you checked "Other", please describe.

For more information

Zaccary Bradt Associate Regional Planner. Phone: 619.744.8523 E-mail: zaccary.bradt@SANDAG.org

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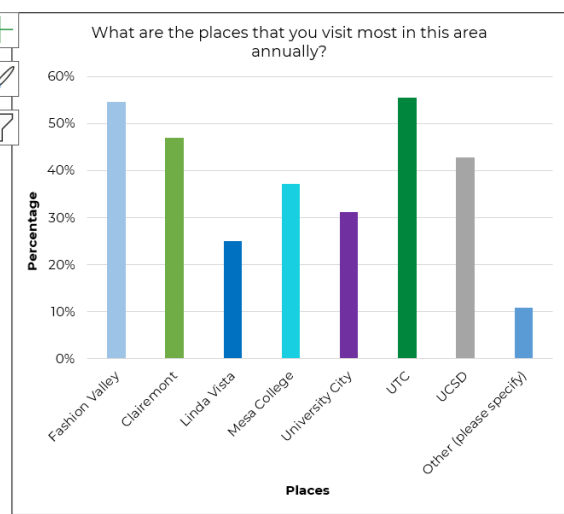
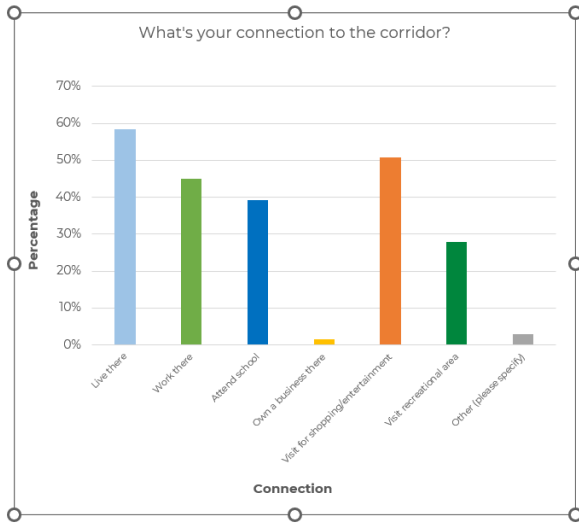


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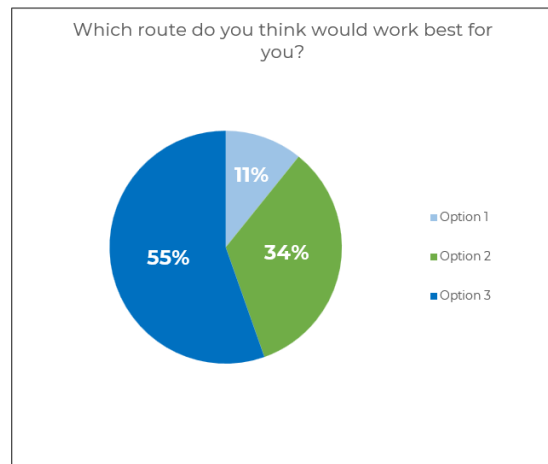
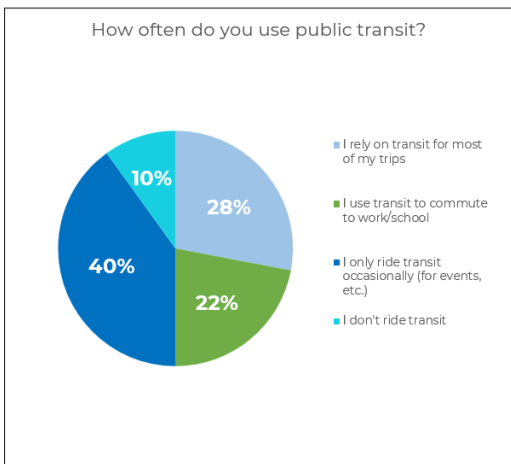
Appendix H – Online Survey Results

ROUTE 41

Public Outreach Results: Route 41

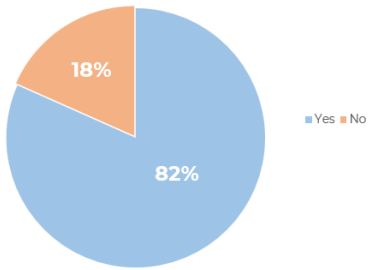


Public Outreach Results: Route 41



Public Outreach Results: Route 41

Do you think these are in the right places and serve the most popular destinations on the route?

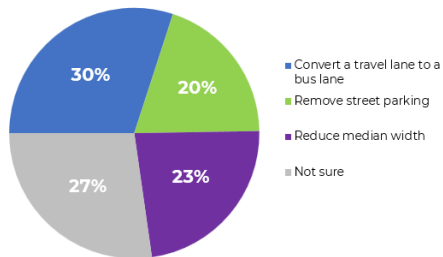


Additional Stop Locations Mentioned:

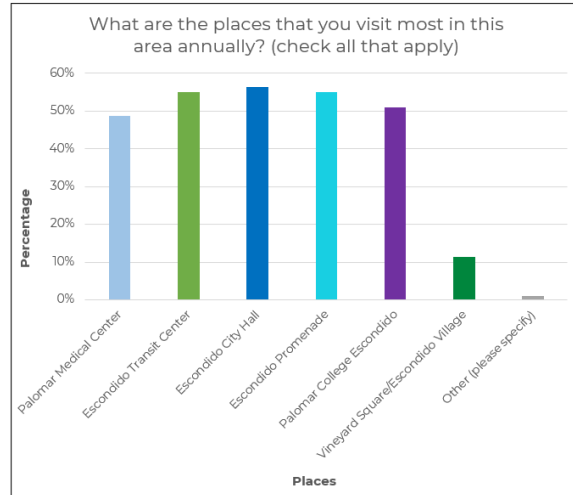
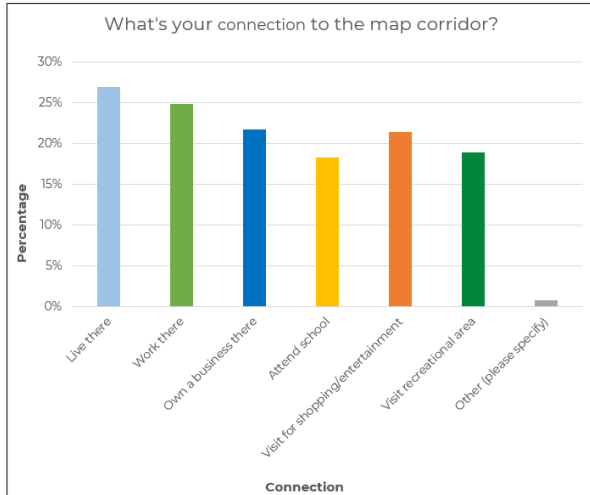
- Mesa College Campus
- Add stop between Balboa Ave/Clairemont Mesa Blvd
- Another stop in University City, along La Jolla Village Dr
- Armstrong Pl & Mesa College Dr
- Extend end of route to La Jolla Shores
- Extend to City Heights and/or North Park
- Genesee and Appleton
- Genesee Ave & Derrick Dr/Osler St
- In front of Linda Vista Plaza
- La Jolla Village Dr & Lebon Dr, Nobel Dr, Regents Rd and/or Villa La Jolla Dr
- More stops within Linda Vista
- Old Town
- UCSD Central Campus Station and UCSD Health Center Station
- University City High School
- USD (Linda Vista Rd & Via Las Cumbres)
- Westbound extension from Hillcrest to Airport

Public Outreach Results: Route 41

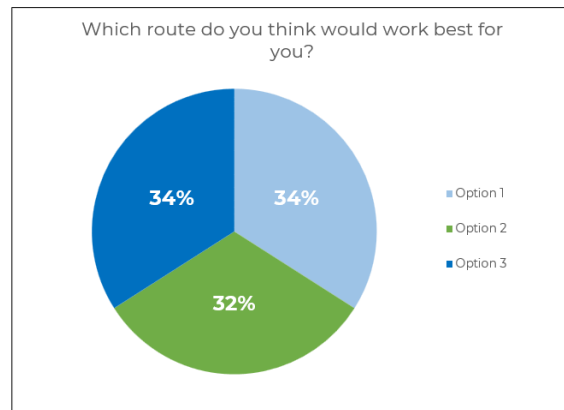
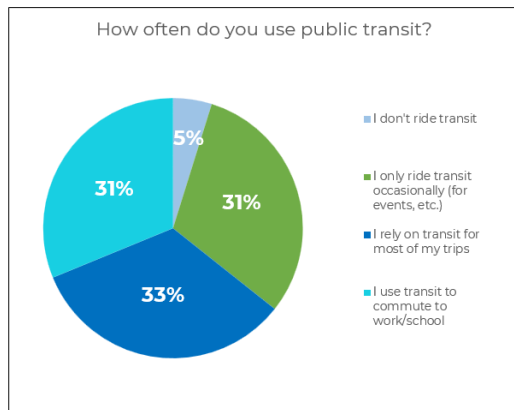
Choose which trade-off you think would work best to make room for a bus lane on each part of the route



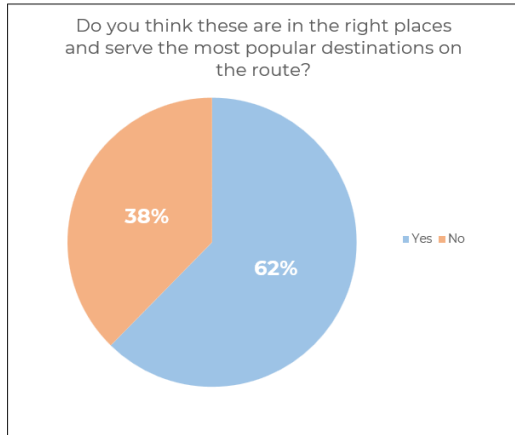
Public Outreach Results: Route 471



Public Outreach Results: Route 471



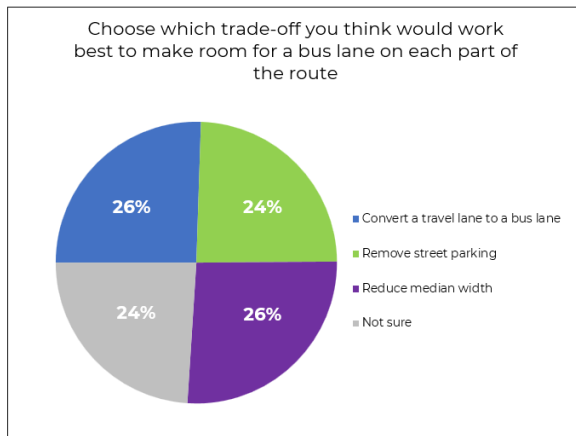
Public Outreach Results: Route 471



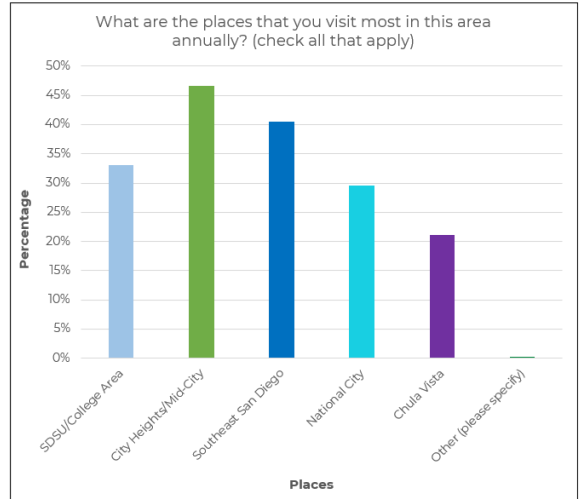
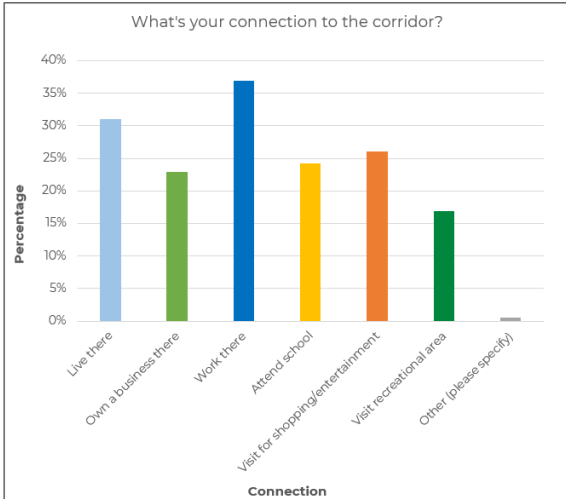
Additional Stop Locations Mentioned:

- Library, Kalmia St
- Valley High School
- Orange Glen High School
- Palomar College Escondido
- New Kaiser hospital in San Marcos
- North End: Hidden Meadows/Meadow Glen to Reidy Creek Elementary and Rincon Middle Schools
- South End: Escondido Lodge Motel to Miller School and Bear Valley Middle School
- Valley Pkwy and 9th Ave
- Valley Pkwy & Tulip St
- Valley Pkwy & Auto Pkwy
- Washington Ave

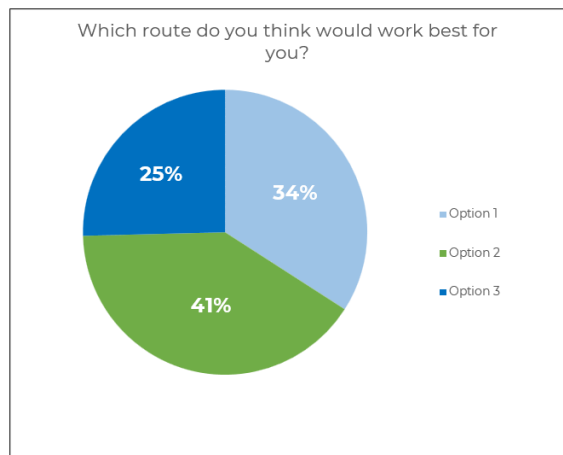
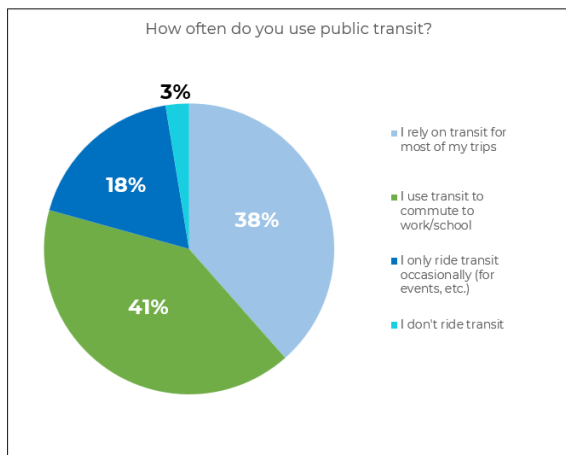
Public Outreach Results: Route 471



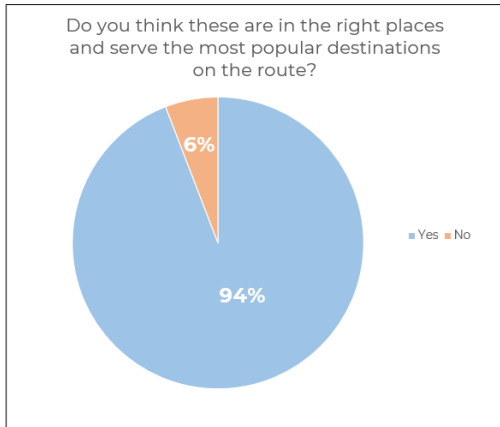
Public Outreach Results: Route 625



Public Outreach Results: Route 625



Public Outreach Results: Route 625



Additional Stop Locations Mentioned:

- 54th St and Orange Ave or Trojan Ave
- 5th Avenue
- Adams Avenue
- All of the East part of Southeast San Diego
- Broadway instead of 4th Ave and 3rd Ave in Downtown Chula Vista
- East Palomar St
- Division St and Highland Ave/43rd St
- East Chula Vista
- Telegraph Canyon Rd and Paseo del Rey
- San Ysidro Border

Public Outreach Results: Route 625

