

# SuperLoop Rapid

## FACT SHEET



UC San Diego

### The Project

*SuperLoop Rapid* features frequent, high-speed service, uniquely branded transit stations, and innovative bus amenities within the north University City area of San Diego. Interim service began in June 2009, expanded in September 2010 to include La Jolla Colony, and again in June 2012 to areas east of Genesee Avenue. To date, 24 *SuperLoop Rapid* stations and four stops have been installed, and improvements to roadways and traffic signals have been completed in several locations on the route.

The transit center serves Metropolitan Transit System (MTS) Routes 30, 41, 150, and 921; *SuperLoop Rapid* 201 and 202; *Rapid 237*; North County Transit District (NCTD) Route 101; and campus shuttles.

### The Service Route

The entire *SuperLoop Rapid* route is approximately nine miles. Routes 201 and 202 travel counter clockwise and clockwise, respectively with 23 stops. Route 204 runs clockwise with seven stops. All *SuperLoop Rapid* routes connect with other services offered by MTS and NCTD at the UTC Transit Center.

*SuperLoop Rapid* connects activity centers around the north University City/Golden Triangle area, including:

- » Westfield University Town Centre (UTC)
- » La Jolla Village Square/The Shops at La Jolla Village
- » UC San Diego
- » Costa Verde Shopping Center
- » Executive Drive, Genesee Avenue office clusters
- » Nobel Athletic Area and Library

*SuperLoop Rapid* operates seven days a week from 5:45 a.m. until 10 p.m. Routes 201 and 202 run every 10 minutes during peak commute hours and every 15 minutes at other times. Route 204 runs every 15 minutes. The one way fare is \$2.25. A Compass Card with a Day, Regional, Premium, or COASTER pass is accepted. A UC San Diego student I.D. with a current U-Pass sticker also is accepted.

*(Continued on reverse)*



SuperLoop Rapid Project Map

### Gilman Transit Center

Construction of the Gilman Transit Center began on the UC San Diego campus in June 2014 and opened to transit riders in September 2014. The new transit center includes vehicle turnouts for efficient loading of passengers, four new stations (two of which incorporate next bus arrival signs), larger waiting areas for riders, improved seating and lighting, a dedicated bike lane, and open space improvements.



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### The Ride and Amenities

- » *SuperLoop Rapid* vehicles on Routes 201 and 202 now feature larger vehicles with more seats, improved lighting, more headroom, and bigger windows. Vehicles comfortably seat 52 passengers and offer standing room for additional riders.
- » Vehicles are powered by clean natural gas and can accommodate two bikes on the front.
- » Vehicles incorporate transit signal priority so they move through traffic more efficiently and maintain schedule reliability.
- » Each uniquely branded *SuperLoop Rapid* station includes a shelter, seating, energy-efficient lighting, and electronic signage indicating the arrival of the next vehicle.

### Project Costs

The total cost of the *SuperLoop Rapid* Transit Project is estimated to be \$36 million. The project is funded by *TransNet*, the regional half-cent sales tax administered by SANDAG. The project was developed by SANDAG in partnership with MTS, City of San Diego, Caltrans, and UC San Diego.

### More Information

[KeepSanDiegoMoving.com/SuperLoopRapid](http://KeepSanDiegoMoving.com/SuperLoopRapid)