MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take any action on any item appearing on this agenda.

Thursday, March 1, 2012
9:30 to 11:00 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Zoubir Ouadah, City of Poway
Vice Chair: Mario Sanchez, City of El Cajon

Staff Contact: Alex Estrella
(619) 699-1928
Alex.Estrella@sandag.org

AGENDA HIGHLIGHTS

• INTEGRATING TRANSPORTATION DEMAND MANAGEMENT INTO THE PLANNING AND DEVELOPMENT PROCESS

• TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
ITEM #  |  RECOMMENDATION
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1. | WELCOME AND INTRODUCTIONS
2. | PUBLIC COMMENTS

Members of the public shall have the opportunity to address the CTAC on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to CTAC members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.

+3. | SUMMARY OF THE FEBRUARY 2, 2012, MEETING

CTAC will review and approve the February 2, 2012, meeting summary.

REPORT ITEMS (4 through 8)

+4. | INTEGRATING TRANSPORTATION DEMAND MANAGEMENT INTO THE PLANNING AND DEVELOPMENT PROCESS (Antoinette Meier)

iCommute, the Transportation Demand Management (TDM) Division of SANDAG, is developing a reference for Cities on integrating TDM throughout the local planning and development process. The purpose of this study is to provide local jurisdictions with case studies and resources for implementing TDM throughout the various land development stages from long-range planning to site development. Additionally, the study will provide recommendations for managing, monitoring, and evaluating TDM strategies. iCommute staff will provide an overview of the framework of the study.

+5. | TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT (Marney Cox and Ariana Zur Nieden)

In accordance with the TransNet Extension Ordinance, each local agency must submit its Regional Transportation Congestion Improvement Program (RTCIP) funding program to the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year in order to remain eligible for TransNet local street and roads funding. In addition, the Extension Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 of each year based upon the construction cost index. Staff will review the RTCIP fee adjustment currently scheduled to be presented for approval at the SANDAG Board of Directors meeting on February 24, 2012. Staff will provide an update on SANDAG Board action and other program requirements.
6. ESCONDIDO BREEZE RAPID TRANSIT SIGNAL PRIORITY (TSP) PROCESS AND FINDINGS (Danny Veeh)

The region’s first Rapid Bus, Escondido BREEZE Rapid, officially launched June 7, 2011. One component of a rapid bus is the use of transit signal priority (TSP). TSP has been implemented along the entire six-mile corridor between Downtown Escondido and Del Lago Transit Station. TSP facilitates movement of busses through signalized intersections without significant impacts to local traffic by improving reliability while reducing travel time. TSP is a seamless system that is nearly invisible to passengers and drivers that activates only when a bus falls two minutes behind schedule by holding a green light or shortening a red light by a few seconds. Staff will present the process, methods, findings, and operational issues encountered during TSP implementation efforts.

7. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES

Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

8. ADJOURNMENT AND NEXT MEETING

The next CTAC meeting is planned for Thursday, April 5, 2012.

+ next to an item indicates an attachment
SUMMARY OF THE FEBRUARY 2, 2012, MEETING

**Agenda Item 1: Welcome and Introductions**

Vice Chair Mario Sanchez (City of El Cajon) called the CTAC meeting to order. Self-introductions were conducted.

**Agenda Item 2: Public Comments/Communications/Member comments**

Members of the public had the opportunity to address the CTAC on any issue.

Alex Estrella (SANDAG) announced that the annual Form 700, Statement of Economic Interests is up for renewal and due to SANDAG by March 28, 2012. Copies were made available to CTAC members with instructions to return an original signed form to Deborah Gunn. For questions, CTAC members were encouraged to contact Deborah Gunn at Deborah.Gunn@sandag.org.

**Agenda Item 3: Meeting Summary (Approve)**

The CTAC members were asked to review and approve the CTAC meeting summary of January 5, 2012.

**Action:** The meeting summary notes were approved.

**Agenda Item 4: 2012 Regional Transportation Improvement Program Update (Information)**

Staff reviewed the schedule for the 2012 Regional Transportation Improvement Program (RTIP) update, which will cover FY 2013 to FY 2017. Some of the highlighted items presented included:

- February 22: An RTIP Workshop will be held at SANDAG
- April 6: All projects proposed for 2012 RTIP due in ProjectTrak including new/updates to capacity increasing projects.
- June 29: Signed resolutions with proof of public hearing due from all jurisdictions
- July 27: SANDAG submits draft 2012 RTIP to state for review and comment
- September 28: SANDAG Board adopts Final 2012 RTIP including its air quality conformity
- December 17: Federal approval for FSTIP

Staff members indicated that amendments are accepted until July and that making amendments should be avoided after July.
**Agenda Item 5: Regional Transportation Congestion Improvement Program (Information)**

In accordance with the TransNet Extension Ordinance, each local agency must submit its Regional Transportation Congestion Improvement Program (RTCIP) funding program to the Independent Taxpayer Oversight Committee by April 1 of each year in order to remain eligible for TransNet local street and roads funding. In addition, the TransNet Extension Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 of each year based upon the construction cost index. Staff provided an update concerning these RTCIP requirements. Staff indicated that proposed fee adjustments generally consider a number of financial indices or trends including for example trends in interest rates, commodity prices, or growth in wages. Staff indicated that the proposed fee adjustments are currently under review and will be presented to the SANDAG Board of Directors for approval.

**Agenda Item 6: SANDAG’s New On-Call A&E Contracts for Environmental Planning and Design Engineering Services (Information)**

This item was introduced briefly by Maryam Babaki (San Marcos) and was followed by a detailed description on the proposed contracts that are expected to be available for use in the coming months by local agencies through the application of the “Piggyback” option. Highlights on the contract provision was provided by Ralph Tharp (SANDAG Contracts Department) followed by a brief overview of consultant firms by Richard Chavez (SANDAG TransNet Project Office).

CTAC members were informed that SANDAG had recently issued a Request for Qualifications (RFQ) for “On-Call” contracts and undergoing contract negotiations with 15 consultant firms from 45 that originally submitted proposals. Staff indicated that local agencies have the opportunity to leverage the selected firms to contract directly with the awarded companies through a “public agency piggyback clause” included in the contract provisions. The contract services include large, medium, and small consultant firms that are qualified and have experience in environmental planning and design and engineering services. The Large, Medium and Small are defined as follows:

- (7) “Large”-size contracts with individual contract capacities estimated between $25,000,000-$50,000,000
- (3) “Medium”-size contracts with individual contract capacities estimated between $5,000,000-$15,000,000
- (5) “Small”-size contracts with individual contract capacities estimated between $1,000,000-$3,000,000

Staff indicated that there are no set minimums for possible contract work for the firms, but directed that local agencies first contact Richard Chavez before using such firms and leveraging the piggy back provision. SANDAG staff indicated that under such circumstances, SANDAG has the right of refusal due to possible contract performance or capacity constraints but staff will work with local agencies to determine the next or alternate contract service option. CTAC members were encourage to contact Ralph Tharp (Ralph.Tharp@sandag.org) for detail information on contract related items and Richard Chavez (Richard.Chavez@sandag.org) for information on consultants.
Agenda Item 7: Regional Arterial Management System Update (Recommend)

Over the last few months, SANDAG staff has developed a path toward a regional maintenance and support model for the Regional Arterial Management System. The support model was developed in coordination with input from the San Diego Regional Traffic Engineers Council (SANTEC). The item was introduced by Ellison Alegre (SANDAG) and provided an overview of last month’s RAMS discussion with CTAC. Specifically, CTAC members requested that the item be brought back to the February meeting, thus providing CTAC members an extra month to discuss the proposed support model recommendation with local agency staff.

Staff reviewed the recommended support model and proceeded with requesting that CTAC provide a recommendation to pursue the implementation of the proposed regional arterial management and system maintenance and support model. In brief, staff reminded CTAC members that the nature of the proposed requested recommendation through this item was to establish a regional maintenance and support model for RAMS as to achieve cost efficiencies from a regional perspective. Staff indicated that without such approach local agencies will need to establish a management program for their own software and hardware support.

CTAC members expressed concerns that the benefits or pros of the RAMS and support model have not been thoroughly conveyed but overall agreed to pursue with the recommendation with the support model for one year only. CTAC members indicated that during that one year period a reassessment of the fundamental support model cost sharing and benefits be revisited, analyzed, and documented and provided to CTAC prior to establishing future support model recommendations. The motion was made for CTAC to recommend the RAMS maintenance and support model. Two modifications to the motion were raised and accepted. The motion was made for CTAC to recommend the RAMS maintenance and support model for FY 2013 only and that a RAMS “fact sheet” be provided shortly to document the benefits of the RAMS platform. CTAC members and SANDAG staff agreed that a reassessment of the fundamental support model cost sharing and benefits be revisited and will be completed in FY 2013 and presented to CTAC. Staff also agreed to issue the RAMS “fact sheet” to document the benefits of the overall RAMS platform and proposed benefits for the regional RAMS maintenance and support model.

Action: The Motion passed.

Agenda Item 8: WALKSANDieGO “Safe for All” Complete Streets Report (Information)

WalkSanDiego has undertaken a survey of complete streets policies and implementation procedures for each of the local jurisdictions in the region. The results of the survey are published in the report Safe for All. WalkSanDiego Policy Director Kathleen Ferrier presented a summary of the report.

Some of the best practices found include comprehensive transportation plans, ongoing evaluation, “flexible” LOS language and establishment of multi-modal goals.

Opportunities for change include:
- California’s Complete Street Law and GP Updates
- Regional Traffic Impact Study Guidelines update
- Increase in Active Transportation funding
- Regional Complete Streets policy
- Ongoing Safe Routes to School efforts
Agenda Item 9: California Department of Transportation Updates (Information)

A packet from Caltrans was distributed. Some key points include:

1. State-funded Safe Routes to School Deadline reminder
   - Cycle 10 SR2S Application deadline for submittal is March 30, 2012

2. New project delivery status reports for local safety programs
   - The new project delivery status reports for local safety programs have been posted online at http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.

3. Award package
   - The State of California Department of Transportation Disadvantage Business Enterprise Programs requires Award packages to be submitted within 90 calendar days.

4. GFE
   - Upon bid opening and identifying the low bidder, local agencies may submit Exhibit 15-H and the Good Faith Effort memorandum to the District Local Assistance Engineer for assistance or concurrence on your evaluation of a good faith effort determination.

5. Request for authorization process updates
   - FHWA used to review 5 percent of RFAs on a randomly selected basis. However, from now on, FHWA will review all RFAs as part of their processing.

6. Training
   - Training was cut. The contract with UC Berkeley was terminated. No Federal-Aid Series will be available this year. Local Agencies will provide an informal training for the Cycle 10 SR2S program.

7. Local assistance procedures manual exhibit 9-B local agency DBE Annual Submittal and approval status.
   - Exhibit was attached

Agenda Item 10: Adjournment and Next Meeting

The next CTAC meeting will be held on Thursday, March 1, 2012, from 9:30 to 11:00 a.m.
INTEGRATING TRANSPORTATION DEMAND MANAGEMENT INTO THE PLANNING AND DEVELOPMENT PROCESS

Introduction

The Transportation Demand Management (TDM) is a key component of the San Diego 2050 Regional Transportation Plan (RTP) as a way to ease traffic congestion and reduce air pollution, while improving the commute for thousands of San Diego region residents. TDM programs play a critical role in achieving regional greenhouse gas emissions to state-mandated levels and are incorporated into the Sustainable Communities Strategy, a required element of the RTP per California Senate Bill 375.

While the San Diego Association of Governments (SANDAG) iCommute program is the regional TDM program, local governments play an equally important role in TDM planning and implementation. Land use, urban design, and parking policies are all under the jurisdiction of local governments and are essential in influencing travel choice and demand. Efficient land use and urban design can reduce the need for auto travel for daily trips, and appropriate parking supply and pricing can encourage the use of alternative modes.

Jurisdictions are becoming increasingly aware of the link between travel choices and land use patterns and policies. They are recognizing that an individual traveler’s mode choice - be it auto, carpool, vanpool, transit, walking, or biking - is significantly influenced by how communities are designed and developed. To support jurisdictions in their efforts to plan for smart growth and transportation efficient development, iCommute is developing a report titled Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities. The report will provide SANDAG member agencies (policy makers, planners, traffic engineers, and land development proposal reviewers) with:

- case studies and resources for integrating TDM throughout the various land development stages from long-range planning to site development.
- recommendations for managing, monitoring, and evaluating the effectiveness of TDM strategies.

Staff will provide an overview of the proposed framework for the report, answer questions, and take feedback from members of the advisory committee.
Discussion

TDM strategies address key regional policy objectives related to quality of travel, livability, and sustainability. At the regional level, the SANDAG iCommute program coordinates a number of programs that increase the number of people who carpool, vanpool, use transit, bike, and walk to work, as well as support for telework and alternative work schedules. However, for TDM to be truly effective, it must be supported by land use policies and neighborhood design that reduce the need to drive for daily tasks.

Including TDM in the municipal planning and development process offers a broad range of economic, environmental, and public health benefits for local governments:

- TDM is a cost-effective way to build capacity in a community’s transportation system by expanding participation in alternative modes (carpools, vanpools, transit, biking, walking, and teleworking) instead of widening or building new roads, which are costly to construct and maintain.
- TDM incorporated into development reduces auto trips and the need for parking, reducing the cost and burden for jurisdictions and developers to provide more parking capacity.
- TDM helps to meet environmental and air quality goals. TDM improves air quality by encouraging alternatives to the SOV, reducing congestion, and corresponding vehicle related emissions.
- TDM is adaptable and dynamic. It can be customized for specific events, neighborhoods, corridors, work sites, and time frames. Unlike new infrastructure, TDM programs can easily adapt and respond to economic and population changes.

The report’s proposed framework will be divided into three main sections. The first section focuses on TDM in the planning process. The second section focuses on implementing TDM plans through the development process and the final section provides information on managing and monitoring TDM.

Integrating TDM into the Planning Process

This section of the report will identify specific opportunities for local governments to incorporate TDM into all stages of the planning process with best practices from around the world, highlighted throughout. These experiences will help illustrate how a multi-layered approach to planning provides the largest impact. For example, general plans that encourage transit oriented development patterns and bicycle networks are best supported by design guidelines that require pedestrian consideration at intersections and parking policies that minimizes free parking in business districts. The types of plans identified that could incorporate TDM strategies include:

- General Plans
- Climate Action Plans
- Specific Plans
- Corridor Plans
- Parking Management Plans
- Municipal TDM Plans
- TDM Plans for Construction Mitigation
Implementing TDM through the Development Process

This section provides a discussion on the policies and programs that realize the TDM goals laid out in the planning process. The information in this section demonstrates how TDM strategies and measures can be integrated and encouraged through urban design, site development, and parking management. Case studies will be provided to support each of the policies and programs as highlighted below.

- Urban Design – Design guidelines can advance or transform districts, neighborhoods, or corridors as part of a larger policy or planning effort to promote multi-modal communities. Requiring the integration of TDM features into building and community design can influence how individual buildings interact with the streetscape and the transportation network, and can encourage transportation alternatives.

- Site Development – TDM is often used as a mitigation strategy to minimize the impacts of traffic generated by new or expanded development. Establishing the appropriate regulatory framework for including TDM in the development review process has been a question for many jurisdictions. Many cities have codified the role of TDM in the site plan review process via Trip Reduction Ordinances. Others utilize a more informal negotiated processes that results in a development agreement. This section will provide guidance on developing, adopting and implementing policies that guide the integration of TDM in both commercial and residential developments.

- Parking Management – Many jurisdictions have realized that the attractiveness of transit and ridesharing is indirectly proportional to the availability and cost of parking at a location. If vehicle parking is readily available and free, the incentives to use other modes is greatly reduced. Parking policies complement many TDM efforts, and normally have included incentives or disincentives for fewer spaces per unit of development (parking maximums rather than minimums), shared parking among land uses (retail and office for example) and market rate fees for parking space. This section also discusses the advantages of a demand based approach to managing the supply of public parking.

Managing and Monitoring TDM

TDM policies and strategies must be planned, implemented, and monitored if they are to achieve maximum success. The local jurisdiction is typically in the best position to coordinate local TDM programs and either has, or can obtain, the needed regulatory and policy tools. This section of the report will provide information on how a local jurisdiction is typically involved in managing and monitoring TDM programs. This section will also provide a range of performance indicators that can be used by cities to evaluate and measure the success of TDM strategies and programs. A comprehensive matrix of program evaluation techniques and results from outside jurisdictions will be provided.

Key Staff Contact: Antoinette Meier, (619) 699-7381, Antoinette.Meier@sandag.org
TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008.

The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year, based on an analysis of construction cost indices, but never less than two percent. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system. Staff has evaluated construction cost trends and relevant indices, and based on this analysis, a two percent fee adjustment is recommended; this would raise the minimum RTCIP exaction from $2,123 to $2,165 beginning July 1, 2012. Staff will provide an update concerning these RTCIP requirements at the March 1, 2012, CTAC meeting.

The RTCIP fee adjustment is scheduled for action by the SANDAG Board of Directors on February 24, 2012.

Attachment: 1. February 24, 2012, Board of Directors Report – TransNet Regional Transportation Congestion Improvement Program Fee Adjustment

Key Staff Contacts: Marney Cox, (619) 699-1930, Marney.Cox@sandag.org
Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT

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Discussion

Background

The purpose of the RTCIP is to help ensure future development contributes its proportional share of the funding needed to pay for the regional arterial system and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG. The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which have established these programs under the state’s Mitigation Fee Act. The jurisdictions must maintain their RTCIP funding programs and comply with specific administrative requirements in order to remain eligible for their TransNet local street and roads funding.

Section 9 of the TransNet Extension Ordinance requires the RTCIP exaction to be increased annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record (ENR) or a similar cost of construction index. However, the Ordinance also states that in no event shall the increase be less than 2 percent per year.
Analysis of Construction Cost Indices

The Ordinance allows for flexibility in choosing an appropriate index. SANDAG staff evaluated changes recorded in the Engineering Construction Cost Index published by the ENR and the Caltrans Construction Cost Index (CCI). Each index collects a different set of cost factors to determine construction cost trends. The ENR CCI represents an average from 20 cities across the nation and is based on price changes in four areas: lumber, cement, structural steel, and labor. Over the past year, the ENR CCI between February 2011 and January 2012 (latest available) has increased 1.93 percent. The Caltrans CCI is based on actual transportation project bid prices from throughout the state for earthwork, aggregate, concrete, asphalt, and steel. The Caltrans CCI has increased 9 percent over the past year.

Based on staff’s evaluation, the ENR CCI has more closely tracked the trends SANDAG has been experiencing in its project bid prices over the past year than the Caltrans CCI. Although over the past year the ENR CCI has recorded a 1.93 percent increase in price levels, the minimum adjustment allowed by the RTCIP Section of the TransNet Extension Ordinance is 2 percent. Staff’s evaluation identified two trends that have affected construction costs over the past year. First, early in 2011, the effects of very low interest rates increased the demand for non-labor construction related commodities, temporarily pushing up their prices. As the year wore on, however, the demand for these construction commodities fell as economic growth sputtered, leaving commodity prices at the end of the year below the level recorded early in the year, but above the level recorded the previous year. A second factor affecting the ENR CCI was the relatively slower rate of growth in wages compared to construction commodities, keeping the ENR CCI below the Caltrans CCI, which does not include the price effects of changes in labor costs.

GARY L. GALLEGOS
Executive Director

Key Staff Contacts: Marney Cox, (619) 699-1930, Marney.Cox@sandag.org
Ariana zur Nieden, (619) 699-6961, Ariana.ZurNieden@sandag.org
The Project
North County Transit District (NCTD) Route 350 is a six-mile local bus route serving major activity centers in the City of Escondido. Fifteen-minute service runs from the Escondido Transit Center, along the Escondido Boulevard business corridor to Bear Valley Parkway and Westfield North County Shopping Mall, terminating at the future Interstate 15 Del Lago Bus Rapid Transit (BRT) Station. San Pasqual High School and Bear Valley Middle School are located along the corridor. The route carries more than 2,500 passengers each weekday.

The Escondido Rapid Bus Transit Priority Concept Study was approved by NCTD, SANDAG, and the City of Escondido in 2006. The study evaluated implementing the Rapid Bus concept into Route 350 in order to improve travel time and reliability issues caused by traffic congestion, bunching of buses due to congestion, missed transfers, lack of bus stop amenities, heavy school boardings, and roadway network constraints.

Improvements
The Route 350 service has now been rebranded as BREEZE Rapid. Based on the initial concept study, three improvement projects are now completed:

» Queue Jumpers: A queue jump is a special bus lane that is used prior to an intersection, allowing the bus to bypass traffic delayed or stacked up at the intersection. A queue jump lane along Valley Parkway at Centre City Parkway is now open. Additional queue jump lanes are envisioned at Bear Valley Parkway and Las Palmas Avenue.

» Signal Priority: Signal priority allows buses running behind schedule to receive a slight extension of a green light or a shortening of a red light by adjusting signal timing/phasing. Signal priority equipment has been installed on all Route 350 buses and at each intersection along the route on Valley Parkway, 2nd Avenue, Escondido Boulevard, and Bear Valley Parkway. This corridor is the region’s first fully operational signal priority route.

» Bus Stop Improvements: Bus stops were consolidated from the existing 31 stops to 25 stops, decreasing bus dwell times. New benches, shelters, and electronic signage indicating the arrival of the next BREEZE Rapid bus have been installed at key locations. Many of the new shelters are lighted using solar power. And BREEZE Rapid buses have a unique look so riders can identify them as they approach.

Project Benefits
Implementation will improve travel times, reliability, and operations. A 16 percent time savings from the initial improvements is expected. Vehicular traffic will not incur negative impacts as a result. This will provide an overall enhanced transit rider experience and create a blueprint for future Rapid Bus projects throughout the region.

(Continued on reverse)
Escondido BREEZE Rapid corridor

New Westfield North County Shopping Mall transit stop

Escondido Transit Center

Transfer to SPRINT and BREEZE

Bear Valley Middle School

Kit Carson Park

Del Lago Transit Station

Westfield North County Shopping Mall

Transfer to MTS Route 20

BREEZE Rapid

Bus Lane

BREEZE Rapid Stop

BREEZE Rapid Stop with Digital Message Sign

Escondido

Transit Center

Park & Ride

San Pasqual High School

Bear Valley

Middle School

Kit Carson

Park

Westfield

North County

Shopping Mall

Transfer to MTS Route 20

Escondido BREEZE Rapid corridor

New Westfield North County Shopping Mall transit stop

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