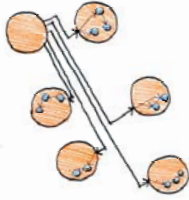


Network Characteristics

Commuter Point-to-Point – Emphasizing Quick Access to Work



Transit to work is an easy option -- leverages new dedicated transit facilities and flexible use of managed lanes to serve work trips. A system of few transfers provides high speed, reliable commute options during peak periods with a variety of "last-mile" treatments. Major investments may include managed lanes with in-line stations, park and ride lots, new fixed guideways, and rail.

- **Focuses on Commute Trips with Time-Competitive Travel Times:** A network of high-frequency (10-minute) peak-period Bus Rapid Transit services would be provided, maximizing "one-seat" access from key residential areas to key job centers (downtown San Diego, Kearny Mesa, UTC, Sorrento Mesa). These limited-stop, point-to-point services would utilize the Managed Lanes system, along with small segments of dedicated transitways, to ensure high-speed reliable commute times. Double tracking would be completed in the Sprinter and Coaster corridors. Peak period commuter rail and light rail service frequencies would also be increased to improve access from existing rail corridors to job centers.
- **Provides Park and Ride Access:** Park-and-ride facilities would be provided along all Bus Rapid Transit, Commuter Rail, and Light Rail lines to maximize access to transit services.
- **Develops Last Mile Services at Key Job Centers:** The network of point-to-point BRT services would allow for circulation within job center areas to maximize one-seat access (and minimize transfers) to key locations. Transfer opportunities to high frequency shuttles would be provided to connect to other job sites not directly on the BRT or rail line.
- **Provides Basic Transit Service in Urbanized Areas:** This alternative would have a network of 15 minute Local and Rapid Bus services in the urbanized areas, but not as extensive or frequent as in the Transit Propensity or Many Centers alternatives.