



# Evaluation Criteria for Next Gen Rapid Routes

Social Equity Working Group | Item 4  
Tim Garrett, Associate Regional Planner  
Mimi Morisaki, Senior Regional Planner  
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1

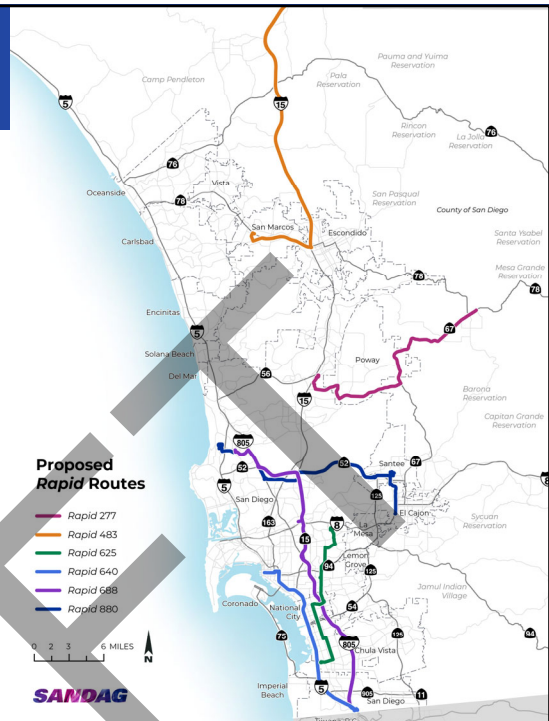
## Agenda

- Project Overview
- Goals and Objectives
- Next Steps

2

## Project Overview

- Rapid Design/Engineering
  - Goals, Objectives, Performance Measures
  - Alternatives analysis
  - 15% design and engineering
  - Environmental identification, technical reports
- Rapid Technology
- Public Outreach
  - Community-based organization support
  - Key stakeholder meetings
  - Pop-up events
  - Surveys
- Apply for Federal Capital Investment Grants



3

## Goals and Objectives

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4

## Goals Overview



1. Provide reliable, high-quality transit service



2. Maximize ridership potential



3. Enhance road user safety along Rapid routes



4. Gain support from the public and key stakeholders through partnerships



5. Implement cost-effective and financially feasible Rapid service

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5

## All Alternatives will:

- Ensure stations are accessible
- Consider first-/last-mile active transportation connections and facilities along the route
- Identify route requirements for zero-emission vehicles

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6

# Goal 1



## Goal 1 – Reliable Transit Service

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> <li>Minimize delays caused by congestion</li> <li>Expedite boarding/alighting</li> </ul>	<ul style="list-style-type: none"> <li>Number of transit supportive facilities</li> <li>Number of station or route amenities to expedite boardings</li> </ul>
2	<ul style="list-style-type: none"> <li>Reduce trip times compared to local bus</li> </ul>	<ul style="list-style-type: none"> <li>Percent difference between Rapid and local bus trip times</li> </ul>

# Goal 2



## Goal 2 – Maximize Ridership Potential

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> <li>Attract new transit riders and encourage travel mode shift</li> </ul>	<ul style="list-style-type: none"> <li>Number of new areas served by routes</li> <li>Number of new transit connections</li> <li>Number of transit, bike, pedestrian, and amenity improvements</li> </ul>
2	<ul style="list-style-type: none"> <li>Serve key activity centers, and areas with high concentrations of population and employment</li> </ul>	<ul style="list-style-type: none"> <li>Population within 0.5 miles of stations</li> <li>Jobs within 0.5 miles of stations</li> <li>Number of known activity centers within 0.5 miles of stations</li> </ul>
3	<ul style="list-style-type: none"> <li>Connect transit-dependent populations with educational institutions and other basic needs</li> </ul>	<ul style="list-style-type: none"> <li>Number of transit-dependent populations within 0.5 miles of stations</li> <li>Number of schools (high school and higher education) within 0.5 miles of stations</li> <li>Number of senior-oriented amenities within 0.5 miles of stations</li> </ul>

## Goal 2



### Goal 2 – Maximize Ridership Potential

ID	Objective	Performance Measure
4	<ul style="list-style-type: none"><li>Enhance multimodal access</li></ul>	<ul style="list-style-type: none"><li>Number of people and jobs that can access stations within 15 minutes by bike or microtransit</li></ul>
5	<ul style="list-style-type: none"><li>Ensure stations are accessible</li></ul>	<ul style="list-style-type: none"><li>Number of suggestions from Social Services Transportation Advisory Council (SSTAC) incorporated into the plan</li></ul>

## Goal 3



### Goal 3 – Safety for All Users

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"><li>Implement service that improves access in safety focus areas</li></ul>	<ul style="list-style-type: none"><li>Percent of route within the Regional Systemic Safety Network</li></ul>
2	<ul style="list-style-type: none"><li>Encourage safer vehicle travel speeds</li></ul>	<ul style="list-style-type: none"><li>Number of traffic calming measures</li></ul>

## Goal 4



### Goal 4 – Gain Support through Partnerships

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"><li>Implement context-sensitive strategies</li></ul>	<ul style="list-style-type: none"><li>Feedback on conceptual designs from key stakeholders</li><li>Variety of strategy types along the route</li></ul>

## Goal 5



### Goal 5 – Cost Effectiveness and Financial Feasibility

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"><li>Cost effective route with high funding feasibility</li></ul>	<ul style="list-style-type: none"><li>Qualitative ranking of capital cost</li><li>Annual Operations &amp; Maintenance cost per rider</li><li>Connections to existing or planned infrastructure</li></ul>
2	<ul style="list-style-type: none"><li>Identify Transit Oriented Development (TOD) opportunities to fund capital and Operations &amp; Maintenance costs</li></ul>	<ul style="list-style-type: none"><li>Redevelopment Potential Index (2021 Regional Plan methodology)</li></ul>

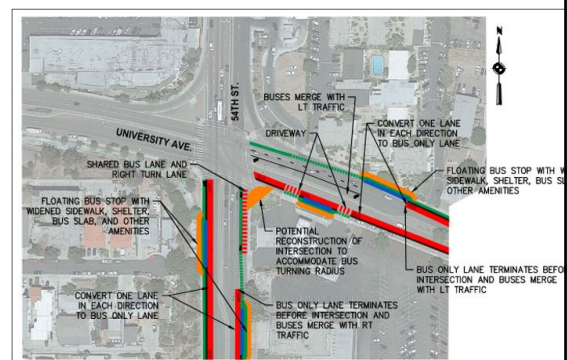
## What We've Heard

- Focus on transit-dependent populations
- Include safety improvements in communities
- Parallel routes can accommodate transit and other travel modes
- Stop amenities and fare collection policies can improve operations
- Emphasis on reliability, maximizing ridership potential, and cost-effectiveness

## Overall Timeline

- 2025 – 2026
  - Existing conditions
  - Alternatives analysis
  - 15% design/engineering
- 2027 – 2028 (pending funding\*)
  - 30% design/engineering
  - environmental clearance
- 2029 and beyond (pending funding)
  - 60/90% design
  - Construction
  - Open for operations

\* Rapid 625 has funding for this phase



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