

Los Angeles-San Bernardino Inter-County Transit and Rail Planning Study



FREQUENTLY ASKED QUESTIONS

The Study

1. What is the Los Angeles-San Bernardino Inter-County Transit and Rail Study (Study) and who is conducting this Study?

The Southern California Association of Governments (SCAG), in cooperation with Los Angeles County Metropolitan Transportation Authority and San Bernardino Associated Governments (SANBAG), is conducting a transit and rail planning study for the corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County (the Study area). The Study will evaluate current and future travel needs in the corridor and make recommendations for the best mix of commuter rail, light rail, bus rapid transit and express bus service. SCAG is working to develop a coordinated transit and rail strategy that best serves the transportation needs of the residents, workers, and businesses that rely on this corridor.

2. When will the Study findings be available?

SCAG is reviewing feedback received from its first round of community meetings and survey, which took place in the summer of 2016. Study conclusions and recommendations are expected to be shared with the community in the fall of 2017.

3. Based on the feedback received so far from the community, what priorities have been identified?

Study participants to date have expressed the greatest need for enhanced connections among various transportation modes, improved frequency and hours of transit service, and cost-effective services.

4. Why is the Study needed?

A number of significant transportation improvements have been or are currently being planned and constructed in this corridor, including Metro Gold Line light rail transit, Metrolink San Bernardino Line commuter rail improvements, bus rapid transit and Interstate 10 carpool and Express Lanes. Multiple studies have been completed or are ongoing, and SCAG is seeking a way to coordinate among these studies.

Connections

5. Will improved connections to Ontario International Airport (ONT) be analyzed in the Study?

Yes. Participants in the public outreach process have expressed the need to enhance transit and rail connections to ONT and have identified several different modes to connect to ONT. One of the Study goals is to recommend a path forward for cost-effective transit and rail improvements, with a focus on coordinating plans for the Metro Gold Line, Metrolink, and access to ONT.

6. Will the Study examine improvements to the frequency and connections of all public transportation options – Omnitrans, Foothill Transit, Metrolink, Foothill Gold Line, and light rail service?

Yes. A key component of the Study is how to improve connections among various modes of public transit, such as bus transit schedules that are coordinated with rail transit schedules. The Study also is examining access to these systems for bicyclists and pedestrians.

7. Will the Study look at expanding Amtrak service throughout Southern California?

No. However, the Federal Railroad Administration, Caltrans, and the Riverside County Transportation Commission are conducting an environmental study to evaluate new rail service between downtown Los Angeles and the Coachella Valley, possibly to be operated by Amtrak.

8. College education is important for the region. Will the Study examine enhancing public transit connections to and from local colleges and universities?

The Study will consider ways to maximize connections to and from key activity centers in the Study area, including major civic, employment, commercial, and educational centers. All public comments will be shared with the transit agencies operating in the Study area, and these agencies are participating in the Study.

9. Will other transit/rail connections be studied, such as adding shuttle or bus service east of the Metro Gold Line, creating express rail service for faster trips between Pasadena and Los Angeles, or extending Metrolink service to the High Desert?

The Study is taking into consideration all public feedback, including the need for more frequent service, faster service and new service in the Study area.

10. Will the study be evaluating new modes of transportation, such as ridesharing?

Based on the public and stakeholder feedback received to date, there is interest in the Study examining how new mobility innovations and technologies, including ridesharing and ridesourcing (transportation network companies such as Uber and Lyft), can help improve access to and from transit and rail services. While there are limitations to the Study's ability to effectively evaluate these new strategies with existing analytical methods and tools, it will examine ways to incorporate these innovations.

The Environment

11. Will the Study place a priority on public transportation modes that improve air quality?

Yes, the Study includes evaluation criteria, including air quality, that will be used to determine the optimal mix and levels of transit service.

12. Since large trucks emit pollutants, will the Study evaluate the possibility of using rail to move goods from the ports?

Freight movement issues are outside the scope of this Study, which focuses on passenger rail and transit systems.

13. Rail transportation can help spur transit-oriented development (TOD). Will the Study explore if more TOD could be added near stations and along rail corridors?

This Study does not focus on land use; however, in evaluating transit alternatives, SCAG will consider planned and potential TOD around station areas.

Access, Safety, and Convenience

14. With all modes of public transportation, will access by passengers with disabilities be considered?

Yes. All Study recommendations will comply with requirements of the Americans with Disabilities Act of 1990, which guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, and other services.

15. The success of the Metro Gold Line to Azusa has created parking and local street access challenges. Will the Study look at increasing parking availability at the eastern-most stations and review traffic signal issues on local streets?

While the Study is not focused on mitigating vehicular traffic impacts of the Metro Gold Line extension to Azusa, SCAG will evaluate parking needs in developing alternatives.

16. There are many commuters who travel long distances. Will the Study examine adding more security on public transit, and restrooms and refreshments at some of the rail stations? And will overall rail and bus safety be evaluated?

No. This Study is focusing on the "big picture" transportation needs of the corridor and will not include recommendations related to specific amenities at rail stations.

17. Will the Study look at using a standardized TAP-type card for use with rail/transit options across counties?

The Study will look at various fare and payment structures to consider whether standardizing these systems may lead to increased ridership and convenience for transit and rail users.

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