

THE ARRIVE CORRIDOR

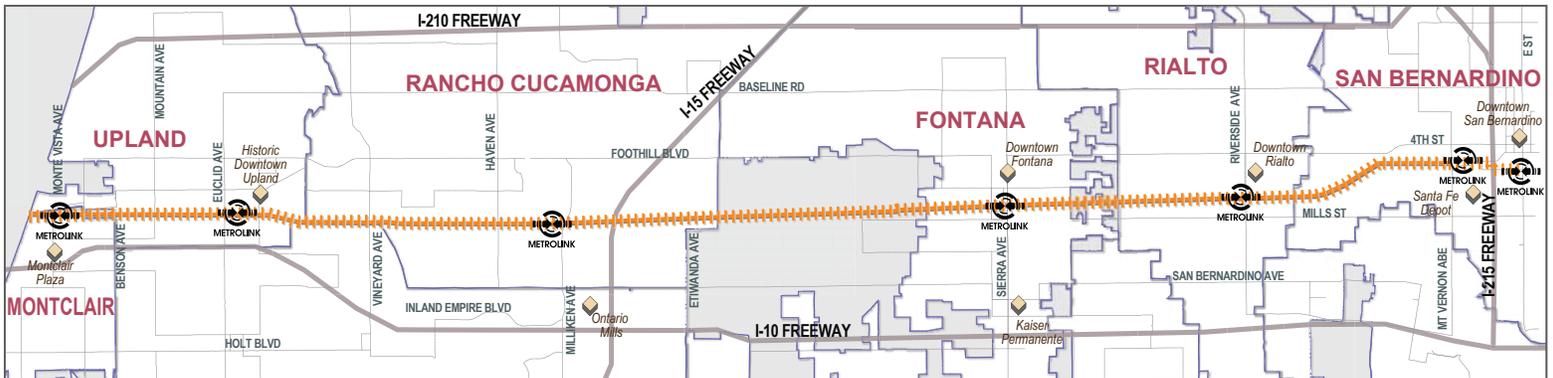
About the Project

Metrolink in general and the San Bernardino Line and its station areas in particular have been highly successful at improving transit mobility, but they are also underutilized assets. Even though the San Bernardino Line is the busiest in the system, almost 90 percent of riders on the line access the system by car. Only about 6 percent walk or bike to the stations, suggesting that land use around the stations is neither proximate enough nor of sufficient density to generate substantial ridership from around the station areas.

The “ARRIVE Corridor” project will look into creating an integrated regional rail/land use vision and implementation strategy for the San Bernardino (SB) Metrolink Line and the areas around the Montclair, Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino stations. The acronym ARRIVE stands for “Advanced Regional Rail Integrated Vision - East.”

This project will engage a broad cross-section of transportation, urban planning, economic, environmental and other stakeholders to map out a vision for the corridor, identify barriers and to define the steps for implementation. The primary emphasis will be addressing the barriers to Transit-Oriented Development (TOD), particularly the economic, institutional, and environmental ones. This project will include a market study that will help define the types of investments that will be required and the financial/policy mechanisms that may need to be put in place to transition station areas, over time, to more mixed-use, pedestrian-friendly activity centers.

The project team recognizes that there are many challenges to developing TOD, particularly on a suburban commuter rail corridor. This is San Bernardino County’s best opportunity to do so, and the high level of Metrolink service and ridership on this line is an asset that SANBAG and all the cities along the corridor must seek to build upon. We have every reason to be optimistic, but must also understand and address the economic and institutional realities in a way that will increase the probability of success.



Overall Project Objectives

- * Define an overall vision and implementation strategy for transitioning the San Bernardino Metrolink line to a fully functional, integrated regional rail/TOD corridor.
- * Set the stage for incorporating implementation initiatives into SANBAG, Metrolink and local jurisdictions’ plans, policies and action plans.
- * Make the station areas their own destinations, rather than the bedroom community for Downtown Los Angeles.
- * Consider how Metrolink capacity and operational improvements might be staged over time to accomplish the vision.
- * Determine how to improve access to destinations along the corridor from Metrolink station areas.
- * Document the results for continuing reference by SANBAG and local jurisdictions to foster implementation of the corridor vision over time.
- * Provide a “lessons learned” document that can be applied to other commuter rail corridors.

Outreach

- * Technical Advisory Committee (TAC)
SANBAG, SCAG, Gruen Associates, HR&A, HDR, local jurisdiction planning and community development staff and Omnitrans
- * Individual Stakeholder Outreach
Civic groups, business leaders, developers, land owners etc.
- * Community Workshops
Opportunity to obtain input from the public and incorporate into ultimate corridor vision
- * Urban Land Institute (ULI) Advisory Services Panel
National experts panel including developers, planners, financiers, market analysts, economists, architects to provide practical and candid advice

Schedule

The project is expected to be completed by October of 2015.