

Arrow Train Testing Begins Fall 2021*

Redlands Passenger Rail Project



WHAT: The San Bernardino County Transportation Authority (SBCTA), in collaboration with Metrolink, will begin testing trains on the new 9-mile Arrow corridor between the San Bernardino Transit Center and the University of Redlands. Metrolink and Diesel Multiple Units (DMUs) trains will be used to test the tracks, signals at the crossings, and communication systems throughout the Arrow corridor, with Metrolink trains being tested before the DMUs arrive as well as intermittently throughout the testing process.

WHEN: Testing is scheduled to begin in Fall 2021* and will continue until Arrow service begins in 2022. Testing will occur weekdays and weekends during daytime hours.

WHERE: Testing will occur throughout the 9-mile Arrow corridor between the San Bernardino Transit Center and the University of Redlands including all intersections/crossings:

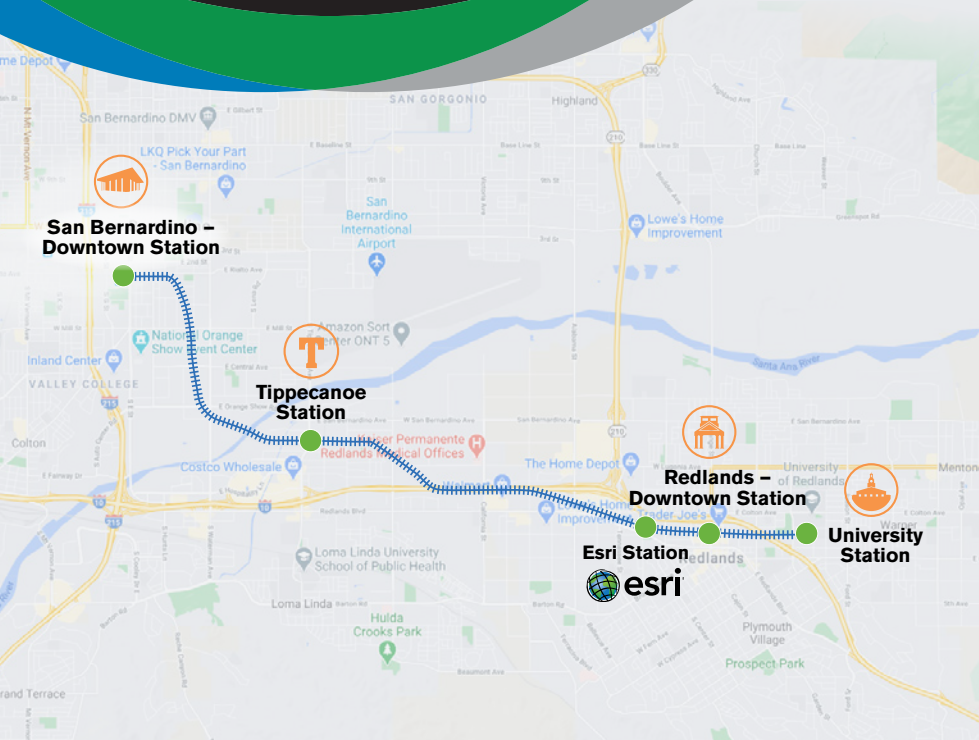
City of San Bernardino: E Street, D Street, S. Arrowhead Ave., Sierra Way, Mill Street, Central Avenue, W. Orange Show Rd., Waterman Avenue, Tippecanoe Avenue, Richardson Street, Mountain View Avenue

City of Redlands: California Street, Nevada Street, Alabama Street, Colton Avenue, Tennessee Street, New York Street, Texas Street, Eureka Street, Orange Street, 6th Street, 7th Street, 9th Street, Church Street, University Street

WHAT TO EXPECT: Train testing will look much different than what you can expect to see when service begins in 2022. The Metrolink trains being tested will vary but you can expect to see a locomotive with up to six cars at one time which will cause minimal delay during train testing at the intersections/crossings. Delay times at the intersections/crossings during operation of Arrow beginning in 2022 is anticipated to be less. Safety personnel will assist with the traffic management at the intersections/crossings being tested. Sidewalks will remain open and accessible; however, pedestrians will be stopped when trains are approaching. For your safety, and in compliance with the Federal Railroad Administration (FRA) regulations, during testing, horns (two long, one short, one long) and bells will sound throughout the 9-mile corridor. Once operations begin in 2022, the routine sounding of the train horn will be limited by the established quiet zones throughout the corridor. However, the horn may sound at any time by the locomotive engineer, Metrolink or Arrow, for safety reasons.

For your safety, if you see tracks, think train!

*Dates and times are subject to change.



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 goSBCTA.com/Arrow

 Live closures and detours Google Map:
goSBCTA.com/Arrow

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METROLINK



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BE TRACK SMART – 6 THINGS TO KNOW

- 1** The only safe place to cross is at a designated public crossing.
- 2** It can take a mile or more to stop a train, so a locomotive engineer who suddenly sees someone on the tracks will likely be unable to stop in time.
- 3** Railroad property is private property. For your safety, it is illegal to be there unless you are at a designated public crossing.
- 4** Trains overhang tracks by at least 3 feet in both directions; if you are in the right-of-way next to the track, you can be hit by the train.
- 5** Never walk around or behind lowered gates at a crossing, and do not cross the tracks until the lights have stopped flashing and it's safe to do so.
- 6** Be aware trains do not follow set schedules. Any time is train time!

FOR MORE INFORMATION: www.caol.us • www.oli.org

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