West Valley Connector Corridor

Safe Routes to Transit Project

Active Transportation Grant Submittal

May 19, 2014

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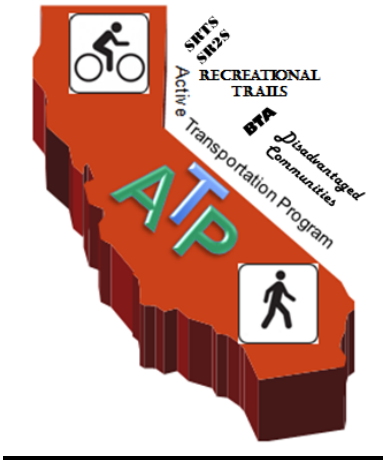


ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA ____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING	
Omnitrans, 1700 W. Fifth St., San Bernardino CA 92411	ATP funds Requested	$ 3,500,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	Matching Funds (If Applicable)	$
Maurice Mansion, Treasury Manager maurice.mansion@omnitrans.org, (909) 379-7169	Other Project funds	$ 21,625,000.00
	TOTAL PROJECT COST	$ 25,125,000.00
4. APPLICANT CONTACT (Address & zip code)	5. PROJECT COUNTY(IES):	
1700 W. Fifth St., San Bernardino CA 92411	San Bernardino, Los Angeles	
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	7. Application # 1 of 1 (in order of agency priority)	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans.
12. ☐ Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility
    Other: bicycle parking

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

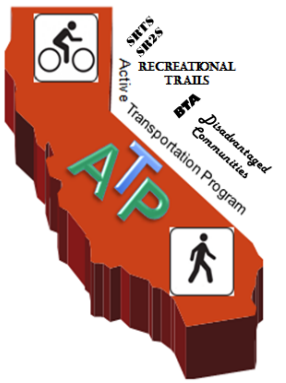
If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page



ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Part 2

(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

1. **Project Location**

Project involves pedestrian (sidewalk, crosswalk) improvements on public streets within ½ mile radius of the following Rapid transit station locations, within the City of Pomona (Los Angeles County) and the cities of Montclair, Ontario, Rancho Cucamonga, and Fontana (San Bernardino County):

- Pomona Downtown Metrolink Station/Transit Center at Main Street and Monterrey Avenue
- Holt Avenue at Garey Avenue
- Holt Avenue at Towne Avenue
- Holt Avenue at Clark Avenue
- Holt Avenue at Indian Hill Boulevard
- Holt Boulevard at Ramona Avenue
- Holt Boulevard at Central Avenue
- Holt Boulevard at Mountain Avenue
- Holt Boulevard at San Antonio Avenue
- Holt Boulevard at Euclid Avenue
- Holt Boulevard at Campus Avenue
- Holt Boulevard at Grove Avenue
- Holt Boulevard at Vineyard Avenue
- Ontario Airport terminals (via Archibald Avenue and Terminal Way)
- Inland Empire Boulevard at Archibald Avenue
- Inland Empire Boulevard at Haven Avenue
- Ontario Mills (Mills Circle)
- Rancho Cucamonga Metrolink Station (via Milliken Avenue)
- Foothill Boulevard at Milliken Avenue
- Foothill Boulevard at Day Creek Boulevard
- Foothill Boulevard at Mulberry Avenue
- Foothill Boulevard at Cherry Avenue
- Foothill Boulevard at Sierra Avenue
- Fontana Metrolink Station/Transit Center
- Sierra Avenue at Randall Avenue
- Sierra Avenue at Permanente Drive

2. **Project Coordinates** Latitude 34.058764 Longitude -117.750553

(Decimal degrees) (Decimal degrees)

(Pomona Downtown Metrolink Station/Transit Center)

3. **Project Description**

The Active Transportation grant will be used for pedestrian and bicycle access to Rapid transit stations that will be built as part of the West Valley Connector Rapid Transit Corridor project. The West Valley Connector Corridor project is a Rapid transit line, expected to begin operation in December 2016, which will be faster than the existing local bus service because stations will be spaced ½ mile to 1 mile apart (rather than the typical ¼ mile on local bus service); and the project will make use of transit signal priority technology to bypass traffic congestion at intersections.

The Active Transportation grant will be used to improve safe pedestrian access to the Rapid stations by constructing ADA-accessible concrete boarding areas at stations and connecting ADA-accessible pathways within ½ mile radius of all stations, including repair or replacement of sidewalk or curb ramps and improved pedestrian crosswalks where needed. The project will also include bicycle parking at stations to improve bicycle access to the stations.

The project will provide multimodal connections to a faster public transit service (with travel times reduced by 10-15% compared to existing local bus service), which is much-needed in a fast-growing and urbanizing area with rapidly increasing traffic congestion. The project will help to provide safe and viable transportation options besides the private automobile in a historically automobile-oriented area.

4. **Project Status -** The project is currently in the Alternatives Analysis phase, using an FTA Section 5339 Alternatives Analysis grant awarded by the Federal Transit Administration in FY 2011. The Alternatives Analysis is 60% complete and is currently in early conceptual design.

No right-of-way acquisition is required for the project; it will be built completely within existing right-of-way. Thus, Omnitrans anticipates the project will have minimal environmental impacts and is

anticipated to qualify as a Categorical Exclusion under NEPA and as a Categorical Exemption under CEQA.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The goals of the West Valley Connector Corridor project are as follows:

- Reduce transit travel time by 10-15%;
- Increase transit ridership in the corridor by 30-50%;
- Improve corridor mobility and transit efficiency;
- Offer an attractive alternative to automobile trips;
- Help implement the cities' General Plans and preferences;
- Encourage new economic development, particularly near stations;
- Reduce auto travel and air pollution/greenhouse gas emissions;
- Improve pedestrian access between transit and activity centers; and
- Reduce household travel costs by providing better choices.

The goals of the "safe routes to transit" improvements that will be done with this grant specifically are as follows:

- To reduce hazards on the sidewalk in order to eliminate the need to walk or use a mobility device in the street rather the sidewalk , thereby reducing pedestrian injuries and fatalities;
- To increase public transit ridership by expanding the "walkshed" to and from the stations by maximizing walkability within ½ mile of stations;
- To increase walking and bicycling on and around the corridor;
- To reduce obesity and other health conditions that result from lack of physical activity by increasing incidence of walking, particularly walking to transit stations (the average Omnitrans passenger walks an average of ½ mile to and from each station, for a total of 2 miles of walking per day).

2. Consistency with Regional Transportation Plan (100 words or less)

The Southern California Association of Governments' (SCAG's) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy was adopted in May 2012. The Financially Constrained RTP Project List in the plan includes the Foothill BRT Corridor (RTP ID# 4120219) to be implemented in 2020 and the Holt Avenue/4th Street BRT Corridor (RTP ID# 4120213) to be implemented in 2030. The West Valley Connector Corridor combines portions of the Holt and Foothill corridors. This project includes some components of bus rapid transit (BRT) and will be designed so that it can be built out to become full BRT in the future.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.

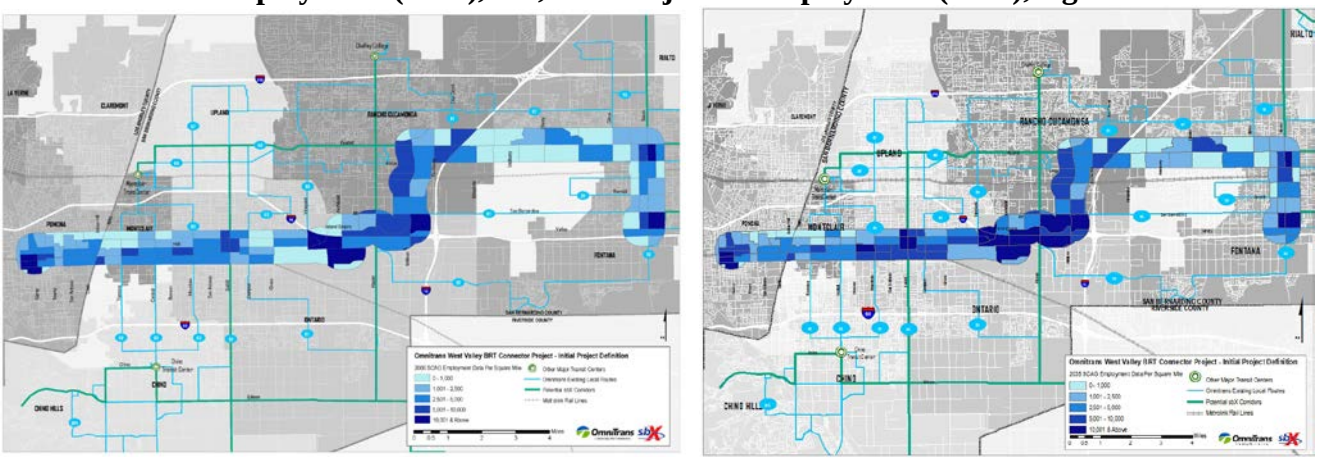
A. Describe how your project encourages increased walking and bicycling, especially among students.

The project will encourage increased use of walking and bicycling through the increased use of public transportation by improving travel times and improving safe pedestrian access to the stations. The West Valley Connector Corridor will provide faster and more efficient public transportation serving the major destinations described in the following section.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Several high-density employment centers are located directly on the West Valley Connector Corridor route, as shown in the figures below. This includes major destinations directly served on the route, such as Ontario Airport, Ontario Mills Mall, and Kaiser Medical Center (a major hospital in Fontana), as well as concentrations of businesses in downtown Pomona, downtown Ontario, downtown Fontana, and other commercial centers throughout the corridor.

Employment (2008), left, and Projected Employment (2035), right



Source: Southern California Association of Governments (SCAG) projections, 2012

Immediately upon opening of Rapid service on the West Valley Connector Corridor, bus ridership will increase from 9,600 average weekday riders on the existing local bus service (Omnitrans routes 61 and 66) to 12,480 average weekday riders on the Rapid service – a near-term increase of 30%. By the year 2035, Rapid ridership will increase to 18,360 average weekday passengers, a long-term increase of 47% more riders attributed to the West Valley Connector Corridor project (an additional 15% increase of riders is attributed to other causes). (Source: ridership projections done by Cambridge Systematics using San Bernardino Valley Focus Model, 2014).

Within ½ mile walking distance of all West Valley Connector Corridor stations, there are currently 11,996 average weekday boardings (bus trips that originate at the 357 local bus stops on Omnitrans routes 10, 14, 15, 20, 61, 63, 65, 66, 67, 68, 80, 81, 82, and 83). Based on Omnitrans' 2011 On-Board Rider Survey, 77% of riders walk to a bus stop and 3% bike to a bus stop. (Note: 17% of riders transfer from one transit vehicle to another; not counting the transfer, 93% of riders walk to their origin bus stop and 4% of riders bike to their origin bus stop). Thus, as shown in the table below, based on total transit ridership at all stops in the project area, there are currently more than 9,000 daily transit riders walking to access transit. There are currently approximately 335 bicyclists accessing bus stops in the project area.

With the added ridership on the West Valley Connector Corridor Rapid line, the incidence of walking in the project area will increase by 24% in 2016 upon the opening of the new transit service, and will increase by 40% by 2035, to a total of 12,896 transit passengers walking to the bus stops in 2035. (The 40% increase will be the increase attributed to the implementation of the project, not counting any further increase in transit usage and corresponding increase in walking due to other societal factors by 2035). There will be a 24% increase in biking to the bus stop in 2016 and a 39% increase by 2035, to a total of 467 riders biking to the bus stops in 2035.

Year	Average Weekday Boardings in Project Area	Number of Riders who Walk to Stop (77%)	% Increase of Walking	Number of Riders who Bike to Stop (3%)	% Increase of Biking
2014 (current)	11,996	9,237	-	335	-
2016 (opening of project)	14,876	11,455	24%	415	24%
2035	16,748	12,896	40%	467	39%

Total incidence of biking and walking in the project area is higher than the incidence of walking and biking to access transit stops alone. In 2011, as part of the City of Ontario's Holt Boulevard Mobility & Streetscape Strategic Plan, Fehr & Peers conducted a pedestrian and cyclist count at 18 intersections in the City of Ontario. 15 of the 18 were intersections along Holt Boulevard and three (3) were on State Street. The study was conducted at peak times for motorized and non-motorized trips, 7:00AM-9:00AM and 4:00PM-6:00PM. A total of 1,766 pedestrians and cyclists were counted at these intersections. During the study there were 3 times more pedestrians than cyclists at the intersections. Also, both pedestrian and cyclist activity was higher in the PM time period.

Pedestrian and bike totals based on time period

	Ped	Ped %	Bike	Bike %
AM	505	38%	175	40%
PM	822	62%	264	60%
TOTAL	**1,327**	**75%**	**439**	**25%**

Of the 18 intersections within the study, six (6) intersections are at West Valley Connector Corridor station locations. Coincidently, these 6 intersections rank in the top 10 of the pedestrian count totals. More specifically, the 6 intersections make up 63% of the pedestrian activity.

Rank of intersections with proposed stations by pedestrian activity

Rank	Intersection	Sum of Ped	Sum of Bike
1	San Antonio & Holt	215	54
2	Campus & Holt	212	44
3	Euclid & Holt	115	31
4	Mountain & Holt	109	38
5	Vineyard & Holt	105	5
8	Grove & Holt	83	35

Regarding the cycling activity, 5 of the 6 intersections with proposed stations remain in the top ten. These intersections make up 47% of the cycling activity.

Rank of intersections with proposed stations by cycling activity

Rank	Intersection	Sum of Ped	Sum of Bike
1	San Antonio & Holt	215	54
2	Campus & Holt	212	44
3	Mountain & Holt	109	38
6	Grove & Holt	83	35
7	Euclid & Holt	115	31
17	Vineyard & Holt	105	5

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The project is part of a transit facility; the grant funds will be used to improve walking access within ½ mile walking distance to Rapid transit stations at 27 locations along the 25-mile West Valley Connector Corridor Rapid transit line. Several of the station locations, to which walking access will be improved, are at major employment centers, including the downtown/civic center areas of Pomona, Ontario, and Fontana as well as Ontario Airport, Ontario Mills Mall, Victoria Gardens (a shopping area and civic center in Rancho Cucamonga), and Kaiser Permanente Medical Center in Fontana.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project will close gaps in the sidewalk at locations throughout the corridor. The project will also improve walkability and ADA accessibility to transit, and will improve connectivity to Metrolink commuter rail, other regional bus systems, and air travel via the Ontario Airport.

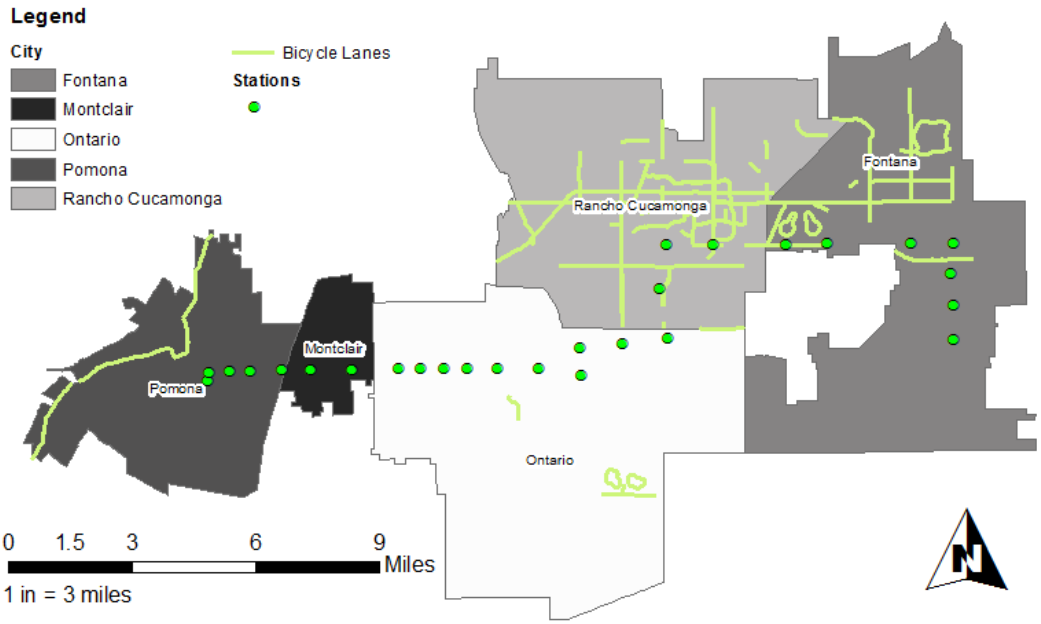
A total of nearly 113 miles of bicycle paths currently exist within a radius of 3 miles of West Valley Connector Corridor proposed stations. This project will include bicycle racks at the stations, which will provide additional connectivity between walking, bicycling, and transit -- cyclists can take advantage of the bicycle facilities at the stations as well as the bicycle racks on the buses. This will encourage cycling as part of an intermodal active transportation system.

Existing bicycle facilities within 3 miles of West Valley Connector Corridor stations

Location	Number	Length (Miles)
San Bernardino County	**59**	**93.43**
City of Fontana	17	25.54
City of Rancho Cucamonga	38	63.95
City of Ontario	4	3.94
City of Montclair	0	0
Los Angeles County	**3**	**19.4**
City of Pomona*	3	19.4

*2012 LA Bicycle Master Plan Proposal

Existing bicycle facilities within 3 miles of West Valley Connector Corridor stations



2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS.

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

By improving ADA accessibility on sidewalks within ½ mile walking distance of the stations, the project will reduce pedestrian fatalities and injuries by eliminating the need for pedestrians and individuals with mobility devices to travel in the street.

B. Describe if/how your project will achieve any or all of the following:

The project addresses inadequate sidewalks and crossings by repairing gaps, replacing missing or broken segments of sidewalks, repairing or replacing curb ramps, and widening sidewalks to be ADA-accessible at transit stations. Photos of the hazards being addressed are attached.

According to a study by the UNC Highway Safety Research Center conducted for the Federal Highway Administration, the likelihood of a site with a paved sidewalk being a crash site is 88.2 percent lower than a site without a sidewalk after accounting for traffic volume and speed limits (McMahon et al., 2002). Thus, by repairing sidewalks and replacing missing sidewalks to provide a continuous accessible pathway throughout the project site, it is anticipated that auto-pedestrian crashes will be reduced by at least 85%. (As shown in the table below, during the last eight years there were 413 auto-pedestrian crashes in the project area, an average of 52 per year – it's anticipated after the project that will be reduced to eight collisions per year).

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The table below shows the number of vehicle-pedestrian and vehicle-bicycle collisions and fatalities within a 1/2 mile of the West Valley Connector Corridor stations that occurred in the eight years from 2004 to 2012, for a total of 771 incidents.

Number of vehicle-ped and vehicle-bike collisions and fatalities within ½ mile of West Valley Connector Corridor stations

City	Number of Collisions		Number of Fatalities		Total	
	Ped	**Bike**	**Ped**	**Bike**	**Collisions**	**Fatalities**
Fontana	116	83	6	0	**199**	**6**
Rancho Cucamonga	9	10	0	0	**19**	**0**
Ontario	144	84	11	3	**228**	**14**
Montclair	31	54	2	2	**85**	**4**
Pomona	113	127	6	0	**240**	**6**
Total	**413**	**358**	**25**	**5**	**771**	**30**

Source: TIMS (Transportation Injury Mapping System) from January 1, 2004 to January 1, 2012

The table below provides a list of PCF codes that were violated as a cause of the 771 motor vehicle incidents with pedestrians or cyclists in the project area.

Breakdown of Total Collisions by Cause

PCF Violation	Rate
Pedestrian Violation	26%
Wrong Side of Road	16%
Pedestrian Right of Way	14%
Automobile Right of Way	12%
Traffic Signals and Signs	9%
Improper Turning	6%
Unknown	6%
Unsafe Speed	5%
Driving or Bicycling Under the Influence of Alcohol or Drug	2%
Other Hazardous Violation	2%
Unsafe Starting or Backing	1%
Other Than Driving (or Pedestrian)	1%
Improper Passing	1%

Source: TIMS (Transportation Injury Mapping System) from January 1, 2004 to January 1, 2012

3. PUBLIC PARTICIPATION and PLANNING

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

Public meetings were held during the development of Omnitrans' *System-wide Transit Corridor Plan for the San Bernardino Valley* in 2004 and again when the plan was updated in 2010, as well as during the development of SANBAG's *Long Range Transit Plan* in 2009. (This project is an

amalgamation of the Holt/4th Street Corridor and the Foothill West Corridor that were envisioned in those plans.)

During the development of the City of Ontario's *Holt Boulevard Mobility & Streetscape Strategic Plan*, public meetings were held on August 14, 2012 and on February 9, 2013. Around 30 stakeholders and members of the public attended the first meeting and 60 attended the second workshop. An online survey was also administered on the City of Ontario's website, which had 25 responses. There was also a Community Advisory Council involved, which met monthly throughout the year-long development of the plan. Throughout all of the above-listed outreach efforts, stakeholders and members of the public were asked to choose from various alternatives for street furnishings, landscaping, and public art, and transit alternatives such as center-running bus rapid transit with dedicated lanes, side-running lanes, and mixed-flow operation.

The above-listed community-based processes served as the basis for the Alternatives Analysis currently underway, which will include another round of public participation, as described in the following section.

Also, during the development of Omnitrans' OmniConnects FY 2015-2020 Short Range Transit Plan, 11 public outreach meetings were held at various locations throughout Omnitrans' service area, including five major transit centers. Staff spoke with 450 members of the public about a range of topics including proposed route changes and proposed fare increases. The proposed West Valley Connector Corridor route was shown on one of the display boards and was one of the topics that received comments from the public and riders.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Throughout Omnitrans' Alternatives Analysis process for the West Valley Connector Corridor (currently ongoing), the monthly project development team (PDT) meetings have included extensive involvement from PDT members representing major stakeholders, such as staff representatives of the

five cities along the corridor (Fontana, Montclair, Ontario, and Rancho Cucamonga in the County of San Bernardino and Pomona in the County of Los Angeles), the San Bernardino Associated Governments (the County Transportation Commission), the Southern California Association of Governments (the MPO), neighboring/connecting transit providers (Metrolink and LA Metro), Ontario Airport management (Los Angeles World Airports), and major property owners such as Ontario Mills Mall (Simon Group) and Kaiser Permanente Medical Center Fontana. At the monthly PDT meetings over the past year, these stakeholders weighed and discussed various project alternatives ranging from full bus rapid transit with dedicated lanes to Rapid alternatives with varying levels of improvements. The alternatives considered included alternative alignments, station locations, alternatives for locations of dedicated lanes, station design, transit signal priority, right-of-way needs, pedestrian and bicycle access improvements, etc.

Over the course of more than a year, the PDT members came to a consensus on the basic scope, alignment, and station locations for the West Valley Connector Corridor. On June 3rd, 4th, and 5th, 2014, a round of four public outreach meetings will be held to obtain input on the plans for the route and to determine what route features are desired by riders and potential riders. The meetings will be held at the Ontario Senior Center, a church in Rancho Cucamonga, the Fontana Transit Center, and the Ontario Mills Mall Transfer Center. The Fontana Transit Center has around 4,000 daily riders and the Ontario Mills Mall Transfer Center has around 1,000 daily riders, so these meetings will provide the opportunity to capture input from many riders and potential riders.

As the project goes into the design phase, the corridor design will go before local commissions and City Councils for local approval and permitting, depending on the input process that is desired within each city. The five cities and the major property owners (Ontario Airport/LAWA, Ontario Mills Mall, and Kaiser Permanente) will be providing staff time and possible other in-kind contributions and will serve as key participants throughout the development of the project.

C. **Is the project cost over $1 Million?** Yes

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Yes

Policy 8 in the San Bernardino Associated Governments' (SANBAG's) *Non-motorized Transportation Plan*, 2011, available at http://www.sanbag.ca.gov/planning2/pdf/Non-MotorizedTransportationPlan_03-11.pdf, states that "SANBAG shall work with and encourage transit operators to provide end-of-trip pedestrian and bicycle-serving facilities, such as bike lockers, racks, and capacity on transit vehicles to carry bicycles and better facilitate the integration and use of nonmotorized transportation within the regional transportation system."

All five cities' General Plans also call for the need for connected sidewalks and accessible pedestrian facilities. The City of Ontario's Missing Sidewalk Study (2006) also called for sidewalk replacements and repairs on sidewalks within ½ mile of the West Valley Connector Corridor stations.

The West Valley Connector Corridor Rapid transit project is also consistent with local and regional plans; the General Plans of all cities along the corridor reflect future rapid transit along Holt and Foothill. The project is also based on or consistent with the following plans (hyperlinks included to each plan online):

- City of Pomona, *Corridors Specific Plan*, 2014, available at http://www.ci.pomona.ca.us/mm/comdev/plan/pdf/csp/PublicReviewDraft_2013-06-24_CorridorsSpecificPlan_web.pdf
- City of Ontario, *Holt Boulevard Mobility & Streetscape Strategic Plan*, 2013, available at http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp_factsheets/FY10-11/CBTP_FY-2010-11/D8_Ontario_Holt_Blvd_Plan/Holt_Final_Report.pdf
- City of Rancho Cucamonga, *Foothill Boulevard Bus Rapid Transit Study*, 2013, available at

http://www.cityofrc.us/cityhall/planning/current_projects/foothill_boulevard_bus_rapid_transit_(brt)_study.asp

- SANBAG, *San Bernardino County Long Range Transit Plan*, 2009, available at http://www.sanbag.ca.gov/commuter/LRTP/LRTP-draft2009.pdf
- Omnitrans, *System-wide Transit Corridor Plan for the San Bernardino Valley*, 2004, updated 2010, available at http://www.omnitrans.org/about/reports/pdf/101310_System-Wide%20Transit%20Corridor%20Plan.pdf

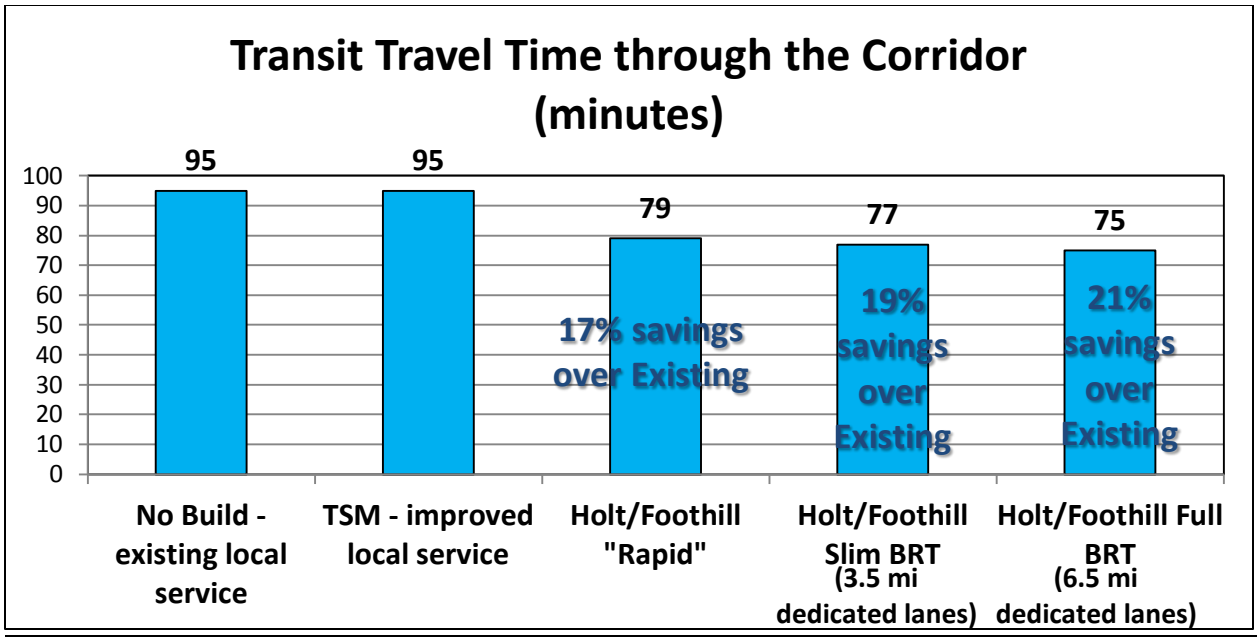
4. COST EFFECTIVENESS *(0-10 POINTS)*

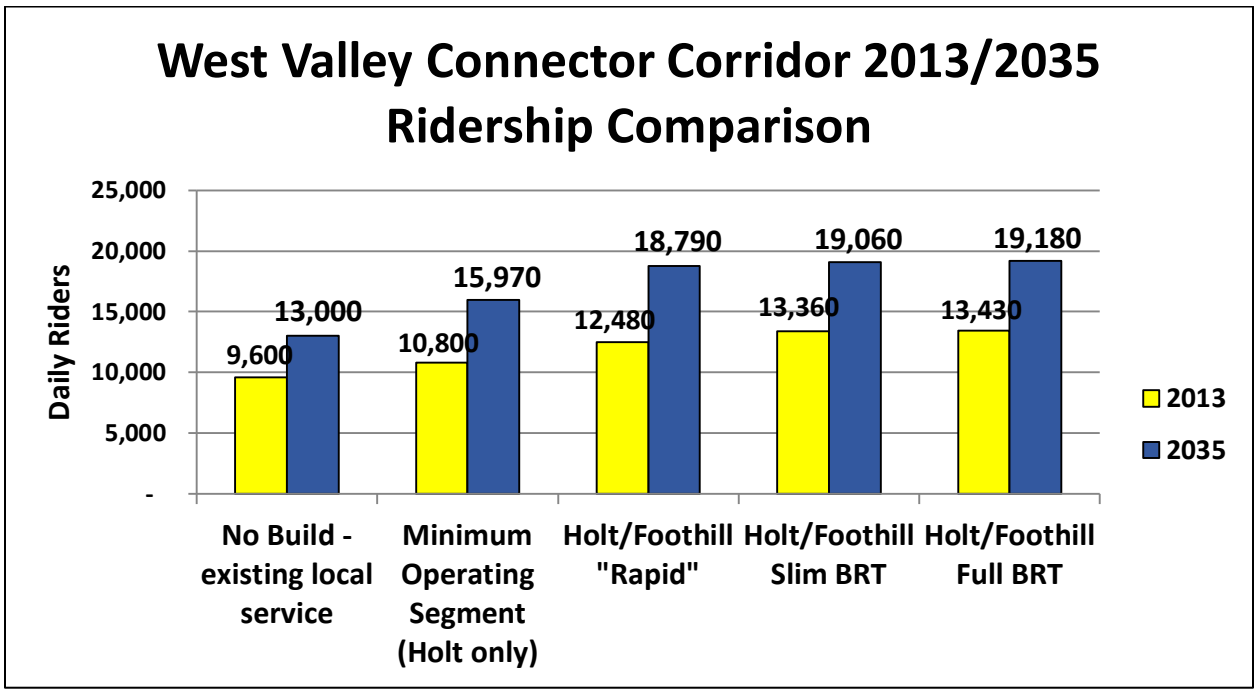
A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

An initial analysis of alternatives was conducted for the West Valley Connector Corridor in 2013. Following is a brief summary of the comparative costs and benefits (projected ridership and travel time savings) of each alternative. Several alternatives were evaluated with varying levels of capital expenditures. A full bus rapid transit (BRT) line with dedicated lanes was found to have the most travel time benefits and highest ridership but also the highest cost. This alternative would have included right-of-way acquisition in order to build full stations with platforms with level boarding.

The project development team decided to pursue a Rapid bus alternative (with transit signal priority, improved stations, and no dedicated lanes) because it is the most cost-feasible and still provides a high level of benefits. This alternative will include more basic stations than the full BRT alternative. The station improvements will not include any right-of-way acquisition, and the buses will stop at the curb rather than raised platforms with level boarding. The design will work within existing available right-of-way to fit the ADA-accessible boarding areas and amenities.

The benefit-cost analysis for the Rapid alternative is explained in further detail in the sections below.


Transit Travel Time through the Corridor (minutes)
100
90
80
70
60
50
40
30
20
10
0
95
95
79
77
75
17% savings over Existing
19% savings over Existing
21% savings over Existing
No Build - existing local service
TSM - improved local service
Holt/Foothill "Rapid"
Holt/Foothill Slim BRT (3.5 mi dedicated lanes)
Holt/Foothill Full BRT (6.5 mi dedicated lanes)


West Valley Connector Corridor 2013/2035 Ridership Comparison
Daily Riders
25,000
20,000
15,000
10,000
5,000
-
9,600
13,000
10,800
15,970
12,480
18,790
13,360
19,060
13,430
19,180
2013
2035
No Build - existing local service
Minimum Operating Segment (Holt only)
Holt/Foothill "Rapid"
Holt/Foothill Slim BRT
Holt/Foothill Full BRT

Capital Cost of Alternatives

Transit Option	Capital Cost
No Build – existing local Rt. 61/66	n/a
TSM – improved local Rt. 61/66 (with transit signal priority and minimal improvements to stops)	$13M
Rapid/BRT Lite (with 40' vehicles, transit signal priority, and improved stops/stations)	$25M
Rapid/BRT Lite (with 60' vehicles, transit signal priority, and improved stops/stations)	$49M
BRT Minimum Operating Segment (Holt Boulevard segment only)	$146M
Slim BRT (3.5 miles of exclusive lanes)	$212M
Full BRT (6.5 miles of exclusive lanes)	$242M

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested.

Benefit-Cost Ratio of Total Project:

$95,584,614 (20 year benefits @7% NPV discounted value) / escalated cost of $25,878,750 = **3.69**

Note: The "total project" refers to the $25 million rapid transit corridor project, which includes transit signal priority, stations with shelters and amenities, security systems, design, and construction.

Benefit-Cost Ratio of Program Funds Requested:

$3,690,814 (20 year benefits @7% NPV discounted value) / $3,500,000 = **1.05**

Note: The "portion of project funded by requested funds" refers to the pedestrian access improvements, including sidewalk and curb ramp repair and replacement and ADA-compliant concrete boarding areas at stations, and bicycle parking at stations.

Calculations are included in the attached benefit-cost analysis document.

5. IMPROVED PUBLIC HEALTH *(0-10 points*)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The project will improve public health by enabling more walking and biking, by proving multimodal access to public transportation, and by improving air quality by removing cars from the road and converting car trips to walking, biking, and/or transit trips.

Per the county health rankings, San Bernardino has a higher percent of physical inactivity than the state. San Bernardino County's rate of adult obesity, primarily caused by a poor diet regiment and limited physical activity, is increasing per University of Wisconsin Population Health Institute report. The County's adult obesity rate is 28%, surpassing the state obesity rate of 23% and the national rate of 25%.

The Office of Environmental Health and Hazard Assessment released "Population Burden and Population Characteristics" maps of San Bernardino County. The maps show indicators and risk factors within our project area. The American Lung Association in "State of the Air 2013" reports that San Bernardino County is the smoggiest county in America. The report shows the percent of individuals with health risks associated to air pollutants as well as the lingering of particulate matter. The county experiences a higher daily amount of particulate matter than the state and national levels. The OEHHA indicators and maps support evidence the American Lung Association presents.

See attached diagrams for more health information. Clearly, the proposed project will improve public health by all of these measures.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES**

A. **I. Is the project located in a disadvantaged community?** Yes

II. Does the project significantly benefit a disadvantaged community? Yes

a. Which criteria does the project meet? (Answer all that apply)

- **Median household income for the community benefited by the project:** $49,242 (80% of the statewide median household income)
- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:** Yes – see map below
- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** N/A

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged. N/A

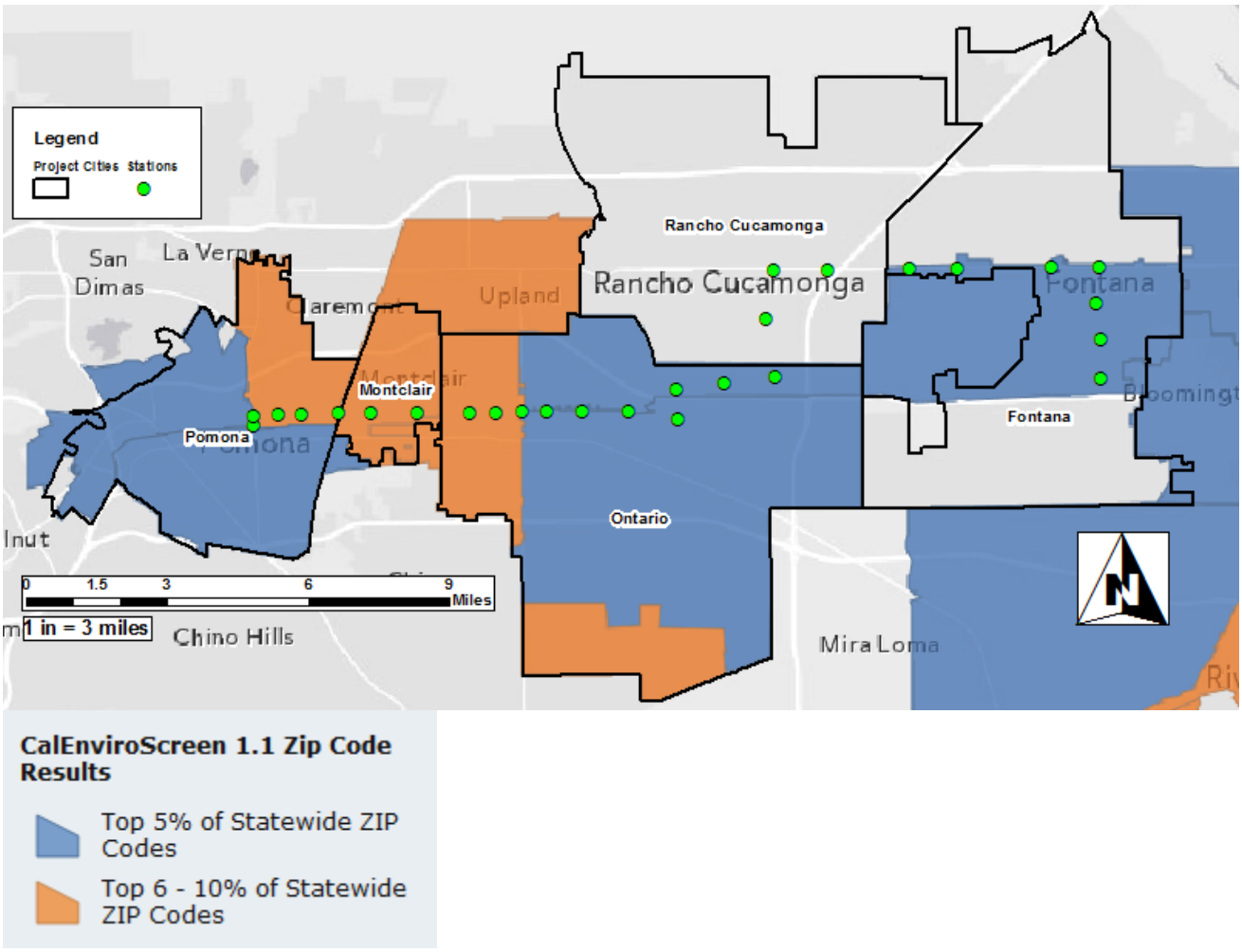
B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

Within ½ mile of the West Valley Connector Corridor stations, particularly in the disadvantaged communities along the corridor, there are segments of missing sidewalk, sidewalk in disrepair, and curb ramps that need to be upgraded to meet standards. This contributes to health disparities and safety issues by causing pedestrians and individuals with mobility devices to use the street instead of the sidewalk. The project will address these issues by making needed repairs to sidewalks and curb ramps in order to provide a continuous ADA-accessible pathway within ½ mile of the Rapid transit stations.

The project will also benefit the disadvantaged communities by providing access to faster and more frequent transit service. The project will be accessible to all, as it will be part of the public sidewalk and located within existing public right-of-way.

The figure below shows that the majority of the project area falls in the top 10% most disadvantaged communities in the State of California according to the CalEnviroScreen tool. As shown, 24 of the 27 stations are located in a disadvantaged community (in the top 10%). This means approximately **89%** of the project investment is going to disadvantaged communities. The stations that are not located in disadvantaged communities will allow riders from the disadvantaged communities to access major employment centers in Rancho Cucamonga.

Location of West Valley Connector Corridor stations in relation to disadvantaged communities



Source: CalEnviroScreen

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

All project information was submitted in an email on 5/13 at 10:51am to:

Virginia Clark, CCC, 916-341-3147, Virginia.Clark@ccc.ca.gov

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

All project information was submitted in an email on 5/13 at 10:51am to:

Cynthia Vitale, CalCC, 916-558-1516, calocalcorps@gmail.com

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Spoke with Jennifer Dulay on 5/14 at 3:00pm and she said they are qualified to do grubbing and landscaping and possibly installation of bike racks, depending on design and installation requirements. Received email confirming this from Virginia Clarke on 5/14 at 3:41pm.

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS**

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

Omnitrans is currently using old FHWA Transportation Enhancements funds for its San Bernardino Transit Center Project, and has also used FHWA CMAQ funds for projects in the past. There have been no problems.

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013) *General Instructions*

☑ New Project					Date: 5/14/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
08					

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
VAR				Omnitrans	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Anna Rahtz	(909) 379-7256	anna.rahtz@omnitrans.org

Project Title

West Valley Connector Corridor - Safe Routes to Transit Project

Location, Project Limits, Description, Scope of Work ☐ See page 2

Cities of Pomona (LA County), Fontana, Montclair, Ontario, and Rancho Cucamonga (San Bernardino Cty). Termini at Pomona Downtown Metrolink Station and Kaiser Medical Center Fontana, following Holt Ave/Blvd, Archibald Ave, Milliken Ave, Foothill Blvd, and Sierra Ave. Pedestrian and bicycle access improvements within 1/2 mile of rapid transit stations, including sidewalk and curb ramp replacement and bike parking at stations.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	N/A
PS&E	Omnitrans
Right of Way	N/A
Construction	Omnitrans

Purpose and Need ☐ See page 2

The Active Transportation grant will be used to improve safe pedestrian access to Rapid transit stations, which will help to provide multimodal connections to a faster public transit service (with travel times reduced by 10-15% compared to existing local bus service), which is much-needed in a fast-growing and urbanizing area with rapidly increasing traffic congestion. The project will help to provide safe and viable transportation options besides the private automobile in a historically automobile-oriented area. The project will reduce hazards on the sidewalk in order to eliminate the need to walk or use a mobility device in the street rather than the sidewalk to reduce injuries and fatalities.

Project Benefits ☑ See page 2

Increase walking in the project area (within 1/2 of stations) by 40% by 2035 (additional 3,659 people and additional 7,318 miles of walking per average weekday). Increase biking in the project area by 40% by 2035 (additional 132 people and additional 792 miles per average weekday. Reduce auto-pedestrian collisions along corridor by 85% (44 fewer collisions per year).

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			**Proposed**
Project Study Report Approved			**02/01/15**
Begin Environmental (PA&ED) Phase			N/A
Circulate Draft Environmental Document	**Document Type**	CE	N/A
Draft Project Report			03/01/15
End Environmental Phase (PA&ED Milestone)			N/A
Begin Design (PS&E) Phase			03/01/15
End Design Phase (Ready to List for Advertisement Milestone)			10/01/15
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			N/A
Begin Construction Phase (Contract Award Milestone)			03/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			12/01/16
Begin Closeout Phase			01/01/17
End Closeout Phase (Closeout Report)			02/01/17

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013) *General Instructions*

☑ New Project				Date:	5/14/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
08					

Project Title

West Valley Connector Corridor - Safe Routes to Transit Project

Additional Information

SCAG Sustainable Communities Strategy (2012) goals supported: (Goal 1) Align the plan investments and policies with improving regional economic development and competitiveness -- This project will contribute to the local economy (with a benefit-cost ratio of 1.05) by improving safety and reducing pedestrian-involved accidents, and by providing more affordable transportation alternatives to the automobile. (Goal 2) Maximize mobility and accessibility for all people and goods in the region - This project will improve pedestrian and public transportation mobility and accessibility by repairing sidewalks and curb ramps where needed to provide a connected, safe, accessible pathway to transit. (Goal 3) Ensure travel safety and reliability for all people and goods in the region - This project will improve pedestrian safety. It will also improve connectivity to a more reliable public transportation service (Rapid service), which will be more frequent and faster than the current local bus service. (Goal 4) Preserve and ensure a sustainable regional transportation system - Omnitrans uses all clean natural gas clean-emitting vehicles. Providing pedestrian access to transit that will encourage more transit trips will have the result of increasing the use of sustainable transportation modes, and will contribute to cleaner air and reduced traffic congestion. (Goal 5) Maximize the productivity of our transportation system -- This project will help to maximize the efficiency of the existing transportation system by taking cars off the road and converting them to pedestrian and public transportation trips (3,659 additional daily walkers and 132 additional daily bikers by 2035). (Goal 6) Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) -- Providing a safer and more connected pedestrian infrastructure to access a faster, more frequent transit service will encourage active transportation and contribute to community health by increasing walking and getting people out of their cars. (Goal 8) Encourage land use and growth patterns that facilitate transit and non-motorized transportation -- As a part of the West Valley Connector Corridor project, the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga have all done their own specific plans and general plan updates that have incorporated various levels of transit-oriented development planning around the West Valley Connector Corridor Rapid transit stations, including increasing planned density in some areas. (Goal 9) Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies -- The West Valley Connector Corridor will include new emergency telephones and surveillance cameras at all stations (spaced 1/2 mile to 1 mile apart), which will benefit everyone walking in the area.
Greenhouse Gas Reductions (aggregate savings over 20 years until 2035): (1) Total Project -- CO - 50.89 or $27,424 (7% NPV), PM2.5 - .05 or $121,972, VOC - 1.04 or $31,520, NOx - .99 or $177,599. Total savings $358,515 (at 7% NPV). (2) Requested Funds -- $13,950 of air pollution improvements by 2035 (see Cost Efficiency section of Application - Part 2).

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	VAR					
Project Title:	West Valley Connector Corridor - Safe Routes to Transit Project					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		3,768						3,768	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			21,357					21,357	
TOTAL		3,768	21,357					25,125	

Fund No. 1:	**Active Transportation Grant Program**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E		525						525	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,975					2,975	
TOTAL		525	2,975					3,500	

Fund No. 2:	**Omnitrans FTA funds**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									FTA
PS&E		2,478						2,478	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,044					14,044	
TOTAL		2,478	14,044					16,522	

Fund No. 3:	**Omnitrans Local Funds**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									Omnitrans
PS&E		765						765	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,338					4,338	
TOTAL		765	4,338					5,103	

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)		**Amount**
PE Phase (includes PA&ED and PS&E)	$	525,000
Right-of-Way Phase	$	0
Construction Phase-Infrastructure	$	2,975,000
Construction Phase-Non-infrastructure	$	0
Total for ALL Phases	**$**	3,500,000

All Non-ATP fund types on this project* (to the nearest $1000)		**Amount**
Omnitrans FTA federal funds	$	16,522,000
Omnitrans local funds	$	5,103,000
	$	
	$	
	$	
	$	

*Must indicate which funds are matching

Total Project Cost	$	25,125,000
Project is Fully Funded		Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)		**Amount**
Request for funding a Plan	$	
Request for Safe Routes to Schools Infrastructure work	$	
Request for Safe Routes to Schools Non-Infrastructure work	$	
Request for other Non-Infrastructure work (non-SRTS)	$	
Request for Recreational Trails work	$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	12/01/2014	01/01/2015
Right-of-Way		
Construction	10/01/2015	11/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	West Valley Connector Corridor - Safe Routes to Transit Project

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		N/A

Project name: West Valley Connector Corridor - Safe Routes to Transit Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [signature] Date: 5/19/14
Name: P. Scott Graham Phone: (909) 379-7110
Title: CEO/General Manager e-mail: scott.graham@omnitrans.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: see subsequent pages Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name: West Valley Connector Corridor - Safe Routes to Transit Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5.13.14
Name: Ricardo Sandoval Phone: 909 350 7613
Title: City Engineer City of Fontana e-mail: rsandoval@fontana.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/13/14
Name: Noel Castillo Phone: 909 350 7632
Title: Engineering Manager City of Fontana e-mail: ncastillo@fontana.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

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Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

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Project name: West Valley Connector Corridor - Safe Routes to Transit Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [signature] Date: 5.8.14
Name: Michael C. Hudson Phone: 909.625-9441
Title: Public Works Director e-mail: mhudson@cityofmontclair.org.
CITY OF Montclair

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name: West Valley Connector Corridor - Safe Routes to Transit Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Thos A. Danna Date: MAY 7, 2014
Name: THOMAS DANNA Phone: 909-395-2387
Title: TRAFFIC AND TRANSP. MANAGER e-mail: TDANNA@CI.ONTARIO.CA.US
DESIGNEE FOR CITY ENGINEER, City of Ontario

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name: West Valley Connector Corridor - Safe Routes to Transit Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 05/13/2014
Name: Mark Steuer Phone: (909) 477-2740
Title: Dir. of Engineering Services/City Engineer e-mail: Mark.Steuer@CityofRC.us
City of Rancho Cucamonga

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

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Title: _____ e-mail: _____

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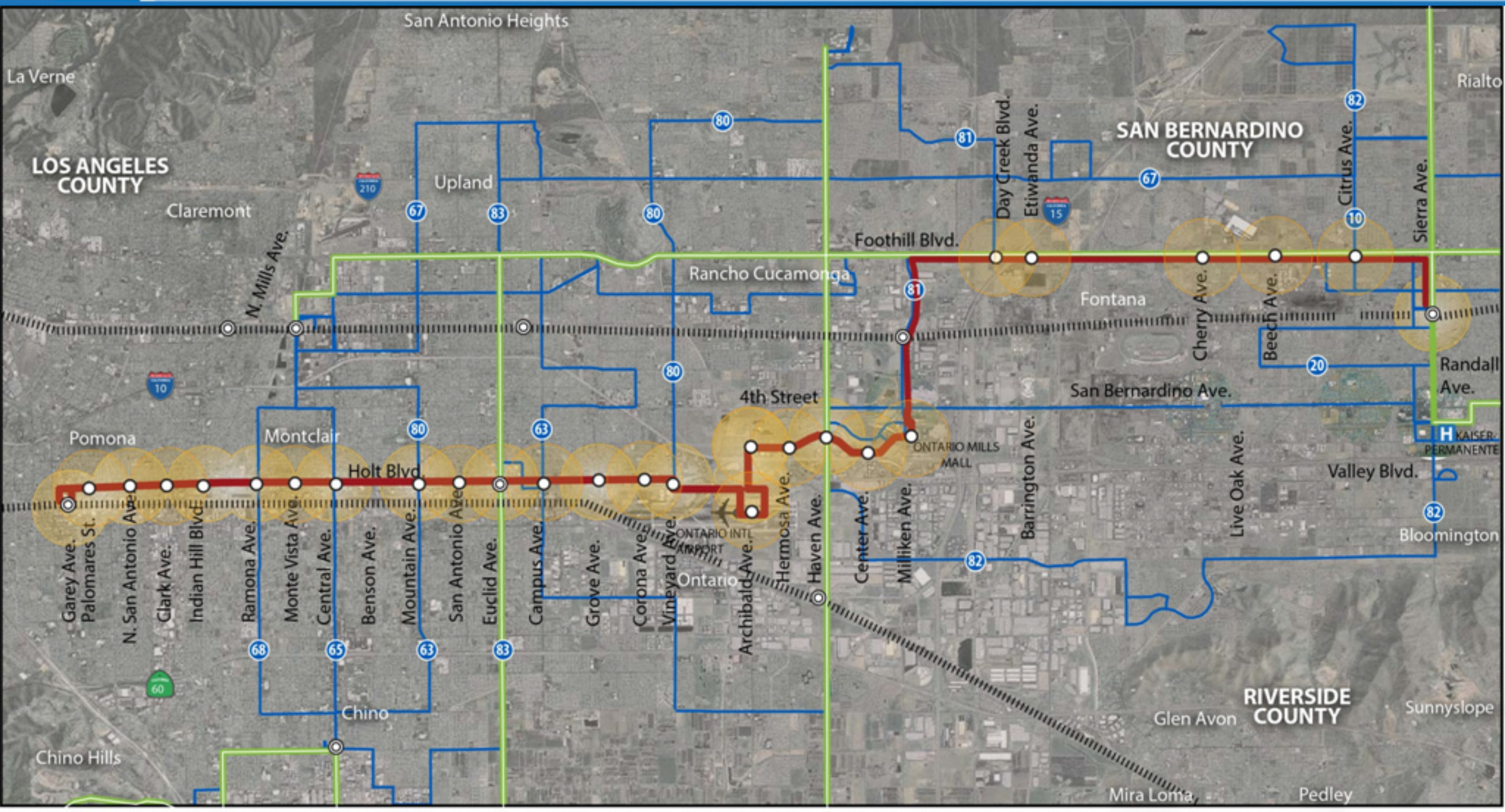
Project name:
West Valley Connector Corridor - Safe Routes to Transit Project

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale
- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse
- [ ] Preliminary Plans- **REQUIRED for Construction phase only**
  - [ ] Must include a north arrow
  - [ ] Label the scale of the drawing
  - [ ] Typical Cross sections where applicable with property or right-of-way lines
  - [ ] Label street names, highway route numbers and easements
- [ ] Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - [ ] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [ ] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [ ] Must identify all items that ATP will be funding
  - [ ] Contingency is limited to 10% of funds being requested
  - [ ] Evaluation required under the ATP guidelines is not a reimbursable item
- [ ] Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- [ ] Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- [ ] Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- [x] Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- [x] Documentation of the public participation process (required)
- [ ] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- [x] Additional documentation, letters of support, etc (optional)

West Valley Connector Corridor



Legend

- Potential Route 61 Alignment
- Potential sbX Stations
- Half-Mile Walk Radius
- Metrolink Stations/Transit Centers
- Metrolink Corridor
- Existing Omnitrans Bus Routes
- Proposed sbX Corridors

OmniTrans Connecting Our Community. sbX

0 0.5 1 2 3 4 Miles

Omnitrans West Valley Connector BRT Project

Initial Project Definition Corridor Alignment, Prepared by Parsons Transportation Group, August 2013

Example Photos of Good and Bad Pedestrian Access Conditions along West Valley Connector Corridor

Good Sidewalks but No Crosswalk

Good Example of Shelter, Bench, and Sidewalk

Curb Ramps but Missing Sidewalks

Crosswalk but no Curb Ramps
or Sidewalks

Missing Sidewalks

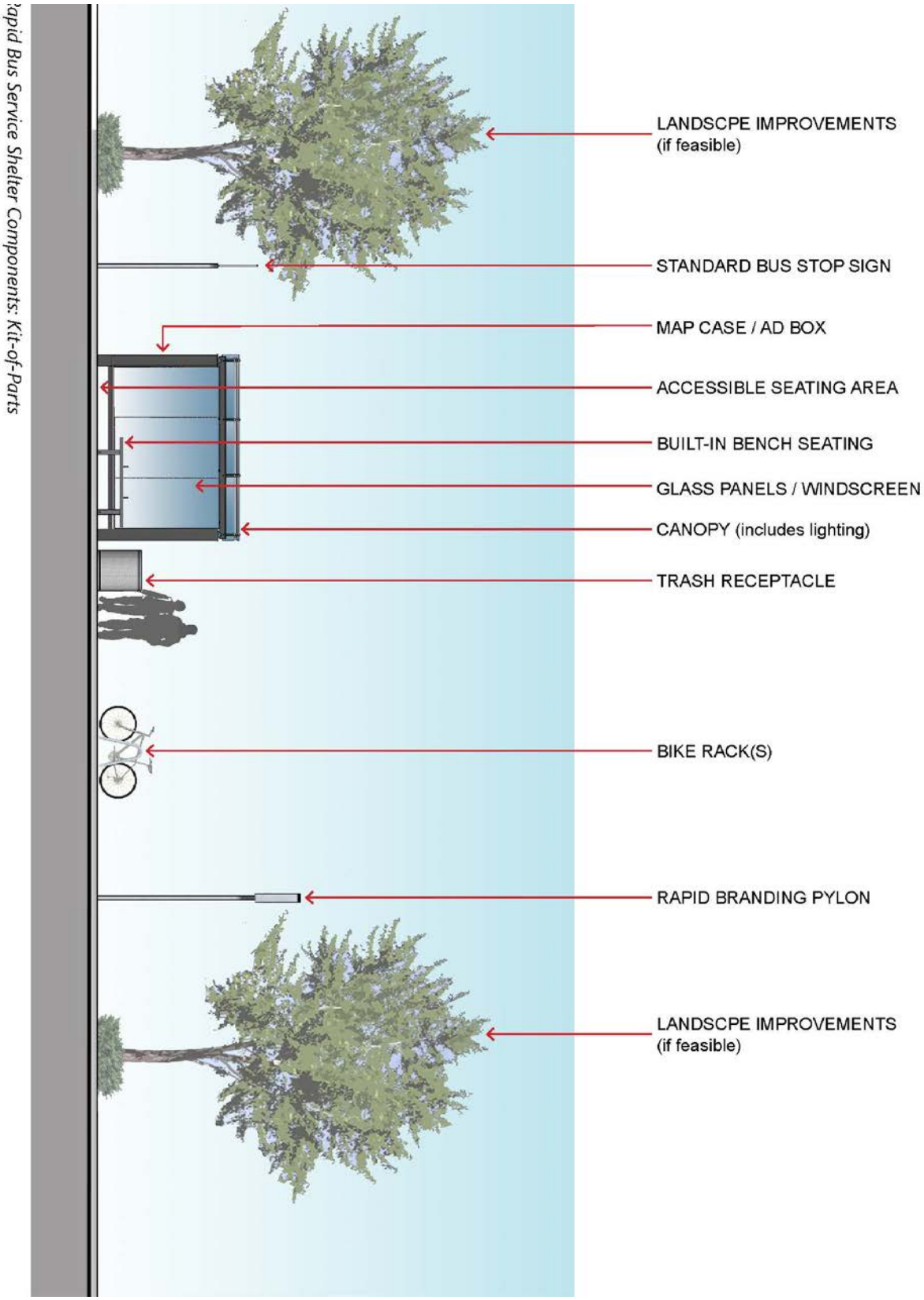
No Bench at bus Stop

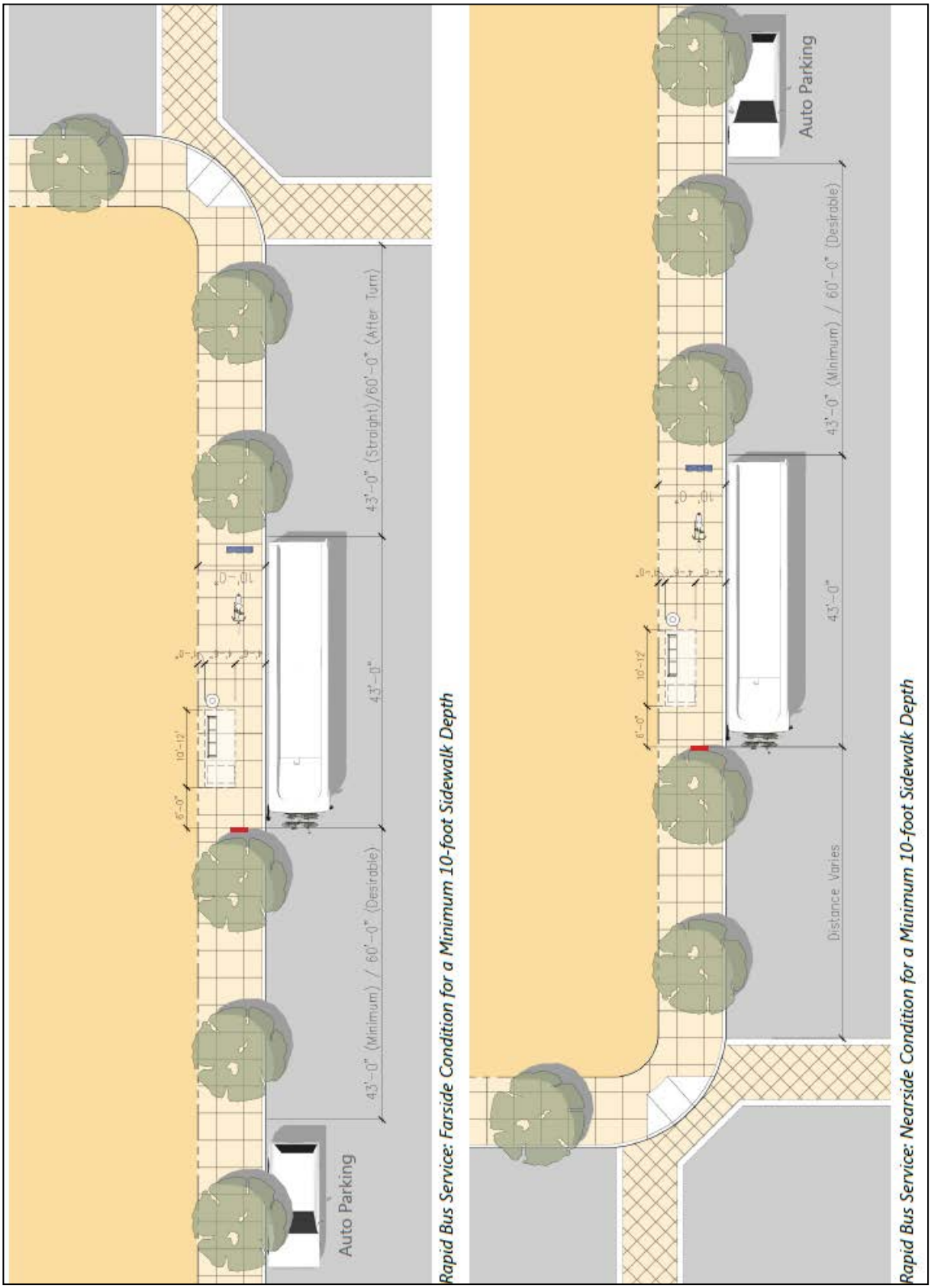
No Bench at bus Stop

Defective Curb Ramp

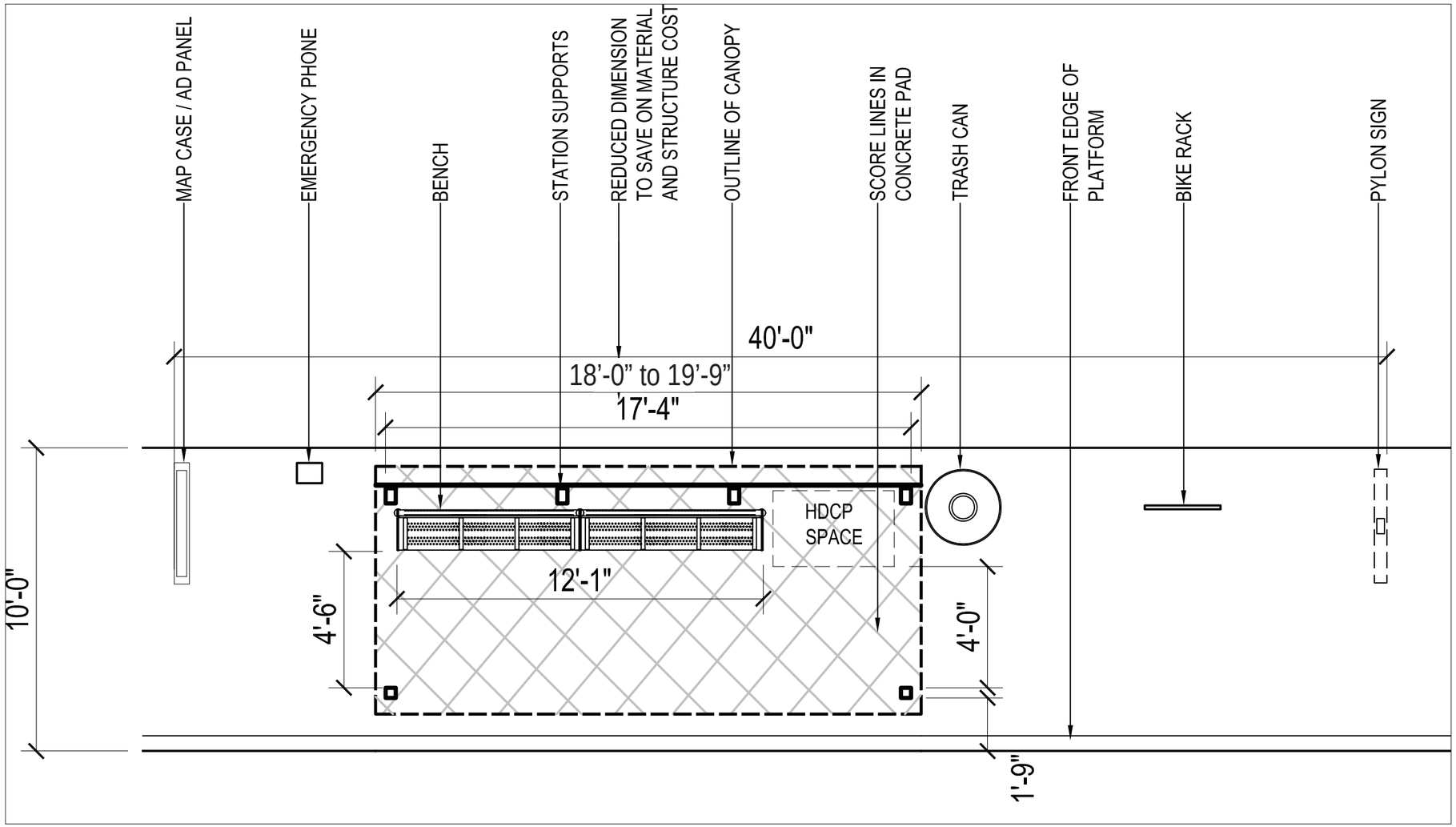
Defective Curb

Draft Station Concept

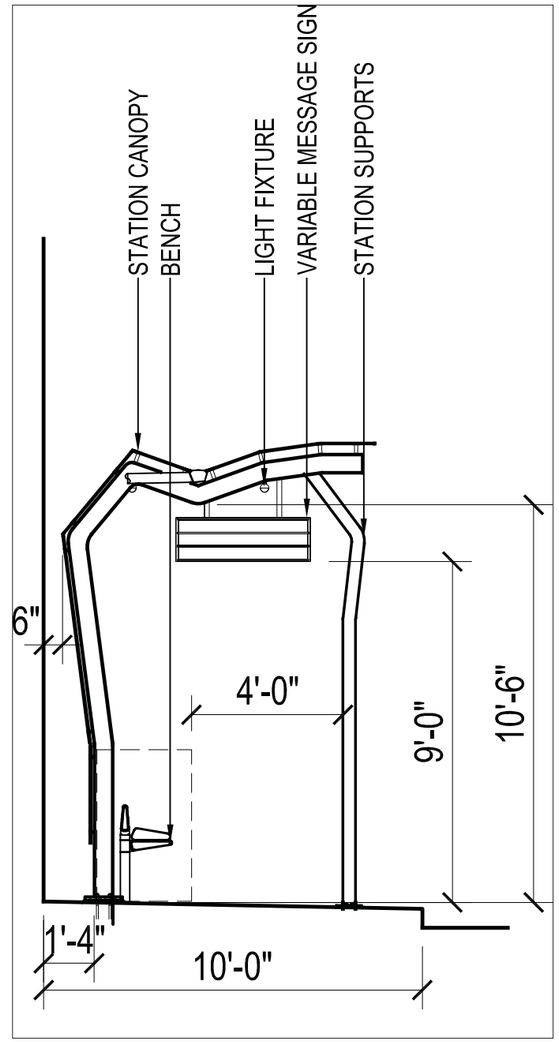



Auto Parking
43'-0" (Minimum) / 60'-0" (Desirable)
43'-0"
43'-0" (Straight)/60'-0" (After Turn)
10'-12'
6'-0"
Rapid Bus Service: Farside Condition for a Minimum 10-foot Sidewalk Depth
Auto Parking
43'-0" (Minimum) / 60'-0" (Desirable)
43'-0"
Distance Varies
10'-12'
6'-0"
Rapid Bus Service: Nearside Condition for a Minimum 10-foot Sidewalk Depth

Typical Site Plan and Cross Section for smaller and movable sbX Boarding Canopy based on sbX Kit-of-Parts

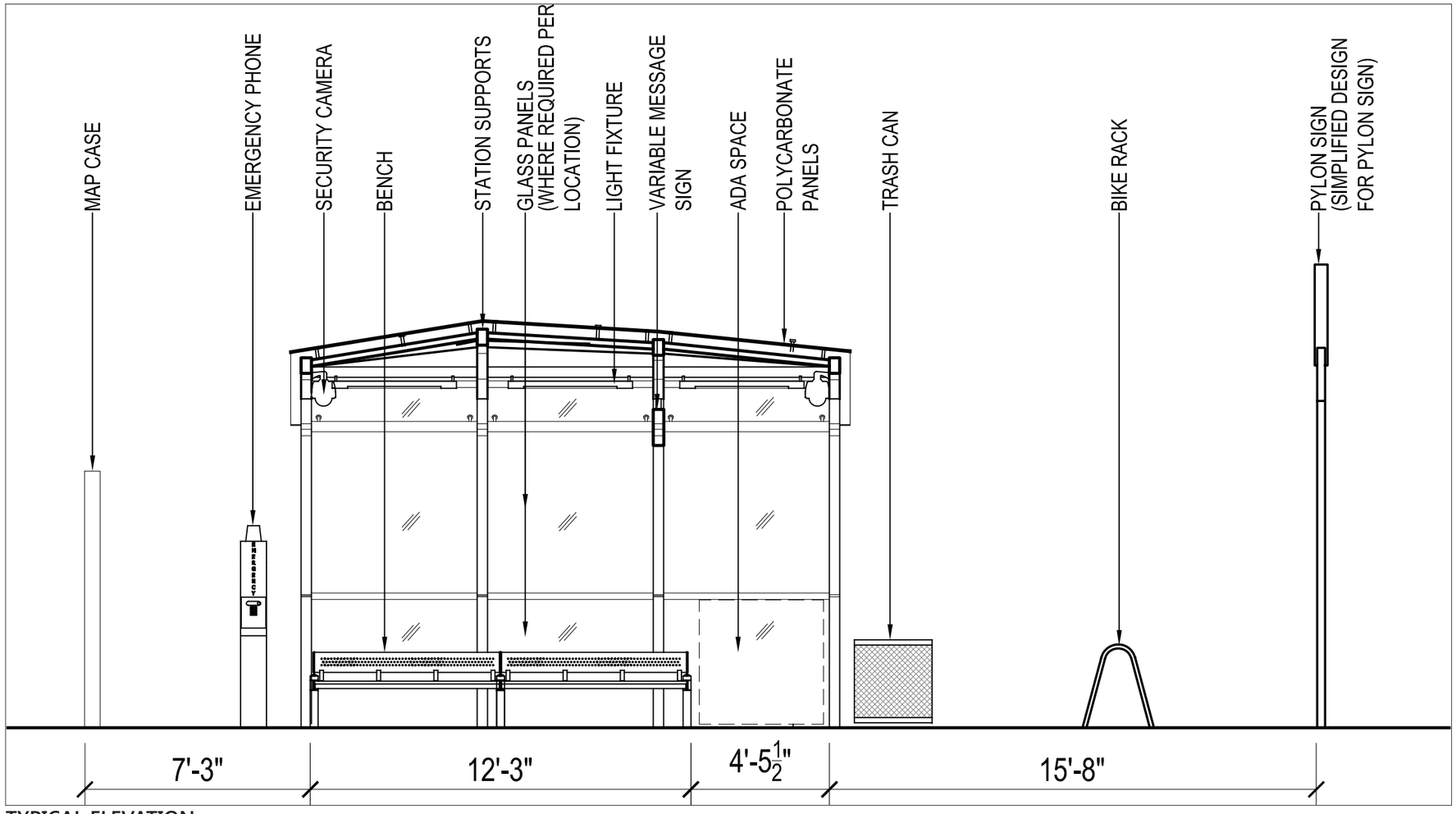


TYPICAL SITE PLAN



TYPICAL CROSS SECTION

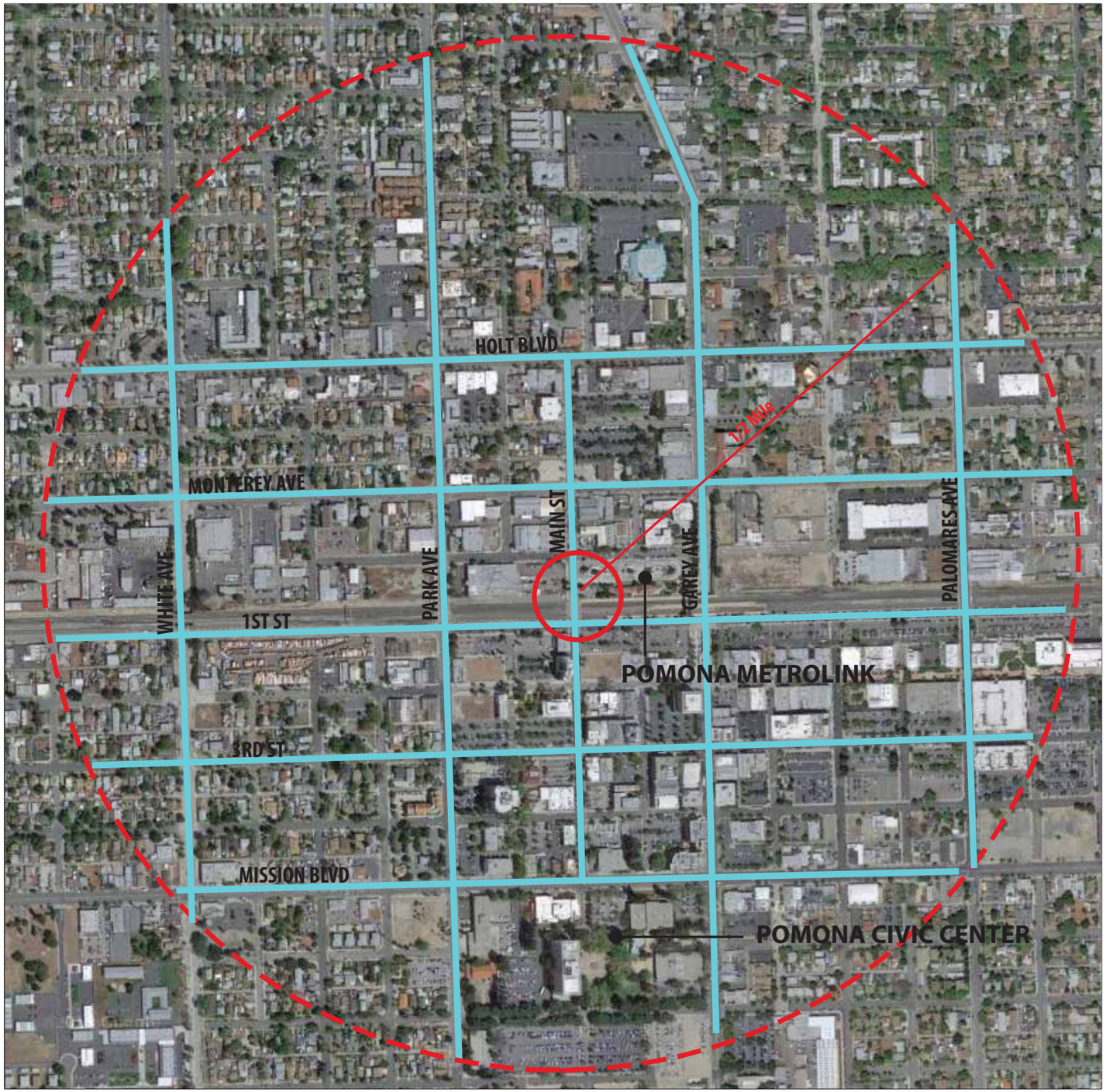
Typical Elevation for smaller sbX Boarding Canopy based on sbX Kit-of-Parts



TYPICAL ELEVATION

POMONA: Pomona Metrolink Station - North/South Streets

WORKING DRAFT



GAREY AVE
- 15ft sidewalks (4-5ft sidewalk & 8ft parkways in front of YMCA) south of Holt
- 8-12ft sidewalks with some parkways north of Holt
- Some private landscaping
- Inconsistent pattern of shade trees and palms in wells and parkways
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides

PALOMARES ST (NORTH OF HOLT AVE)
- 5ft sidewalks/5ft parkways/some private landscaping near Holt Ave
- Street trees in parkways and wells
- One lane in each direction/Parallel parking on both sides
- Power poles primarily on east side (some on west side)

PALOMARES ST (SOUTH OF HOLT AVE)
- 5ft sidewalks/no parkways/some private landscaping at back of sidewalk
- No street trees (some exist on private landscaping where occurs)
- One lane in each direction/Parallel parking on both sides
- Power poles on west side (on sidewalks)

MAIN ST
- 10-12ft sidewalks
- No street trees north of train tracks (palms in wells near Holt Ave)
- Street trees in wells south of tracks
- One lane in each direction/Parallel parking on both sides
- Some diagonal parking south of train tracks (on east side)
- Power poles on east side north of tracks (on sidewalks)

PARK AVE (NORTH OF HOLT AVE)
- 6ft sidewalks/no parkways
- No street trees/trees in private landscaping where occurs
- One lane in each direction with a 10ft center turning lane
- Parallel parking on both sides
- Power poles on west side (on sidewalks)

PARK AVE (SOUTH OF HOLT AVE)
- 6-12ft sidewalks (inconsistent pattern)/no parkways
- Minimal private landscaping
- No street trees/trees in private landscaping where occurs
- One lane in each direction with a 13ft center turning lane
- Parallel parking on both sides
- Power poles on west side (on private property)

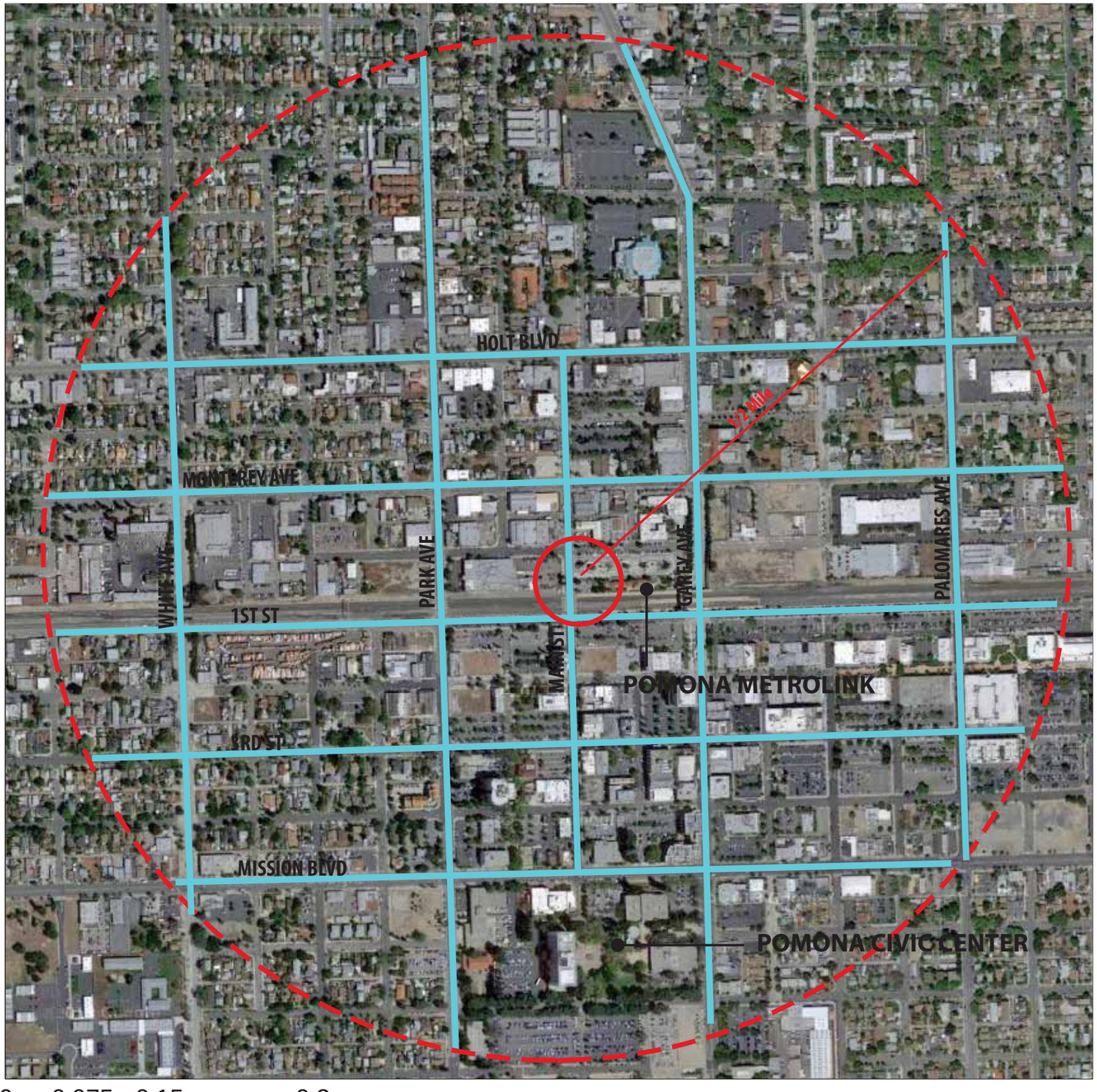
WHITE AVE
- Inconsistent pattern of sidewalks (5-16ft)/parkways/private landscaping
- Two lanes in each direction with a 10ft center turning lane
- Power poles primarily on the west side (on sidewalks and parkways)

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Pomona Metrolink Station - East/West Streets

WORKING DRAFT



HOLT AVE
- 15ft sidewalks
- Street trees in wells
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides

MONTEREY AVE
- 5ft sidewalks
- No parkways
- Street trees in parkways (inconsistent pattern)
- One lane in each direction with 10ft center turning lane
- Parallel parking on both sides
- Power poles on the south side in parkways

1ST ST
- 6 to 7ft sidewalks on both sides (train tracks on the north side)
- No parkways (industrial street)
- No street trees
- One lane in each direction
- Parallel parking on the south side/Diagonal parking on the north side

3RD ST
- 12ft sidewalks (industrial street)
- Minimal street trees in wells/most trees in private property
- One lane in each direction
- Parallel parking on south side/Diagonal parking on north side

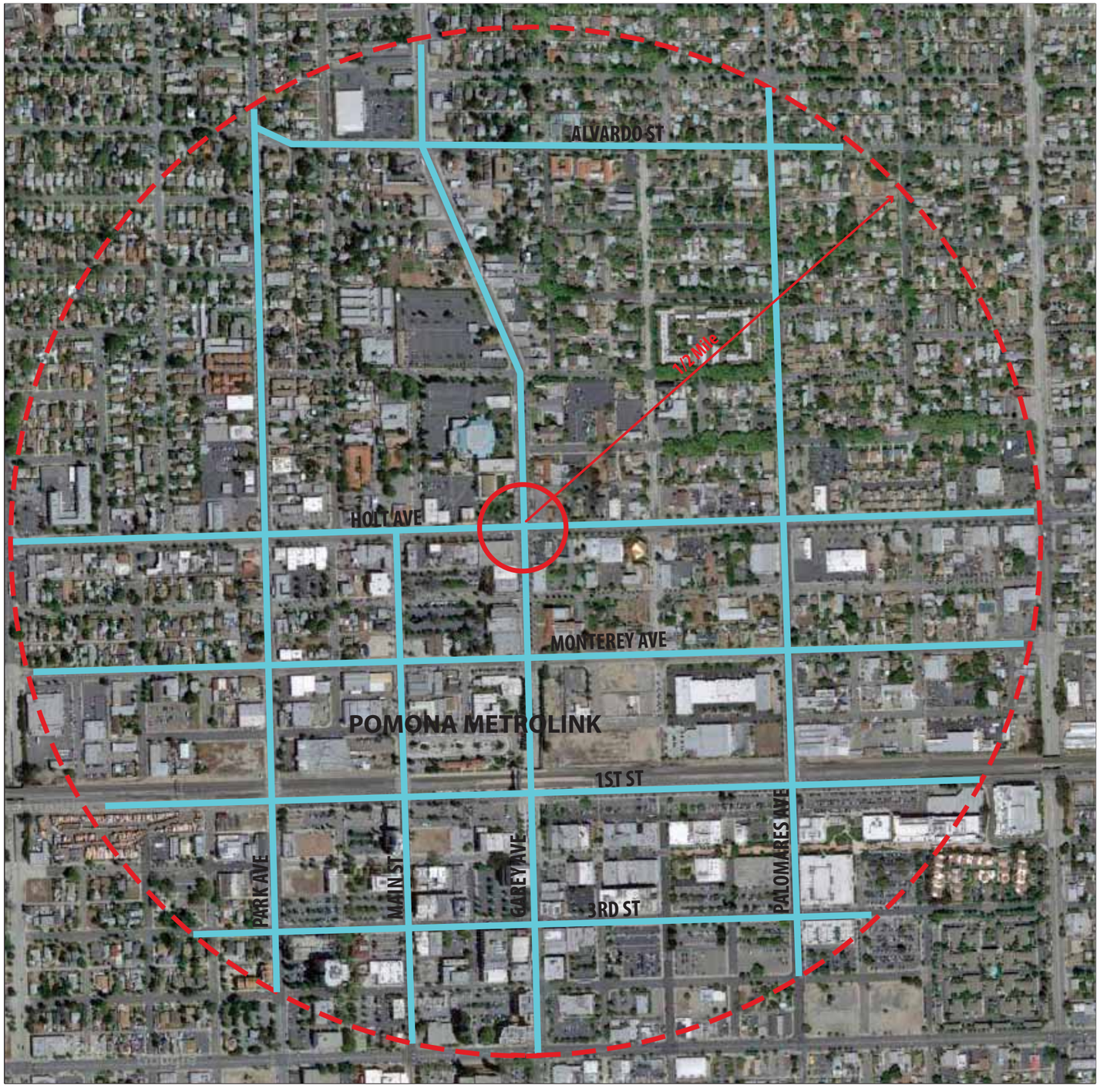
MISSION BLVD
- 15ft sidewalks
- Inconsistent pattern of parkways & private landscaping
- Inconsistent pattern of street trees/palm west of Main St
- Consistent pattern of street trees/palm east of Main St
- Two lanes in each direction with 10-11ft left turn lanes
- Parallel parking on both sides

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA:Holt Avenue/Garey Avenue Station - North/South Streets

WORKING DRAFT



GAREY AVE
- 15ft sidewalks (4-5ft sidewalk & 8ft parkways in front of YMCA) south of Holt
- 8-12ft sidewalks with some parkways north of Holt
- Some private landscaping
- Inconsistent pattern of shade trees and palms in wells and parkways
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides

PALOMARES ST (NORTH OF HOLT AVE)
- 5ft sidewalks
- 5ft parkways/some private landscaping near Holt Ave
- Street trees in parkways and wells
- One lane in each direction
- Parallel parking on both sides
- Power poles primarily on east side (some on west side)

PALOMARES ST (SOUTH OF HOLT AVE)
- 5ft sidewalks/no parkways/some private landscaping at back of sidewalk
- No street trees (some exist on private landscaping where occurs)
- One lane in each direction
- Parallel parking on both sides
- Power poles on west side (on sidewalks)

MAIN ST
- 10-12ft sidewalks
- No shade trees north of train tracks (only palms in wells near Holt Ave)
- Street trees in wells south of tracks
- One lane in each direction
- Parallel parking on both sides
- Some diagonal parking south of train tracks (on east side)
- Power poles on east side north of tracks (on sidewalks)

PARK AVE (NORTH OF HOLT AVE)
- 6ft sidewalks/no parkways
- No street trees/trees in private landscaping where occurs
- One lane in each direction with a 10ft center turning lane
- Parallel parking on both sides
- Power poles on west side (on sidewalks)

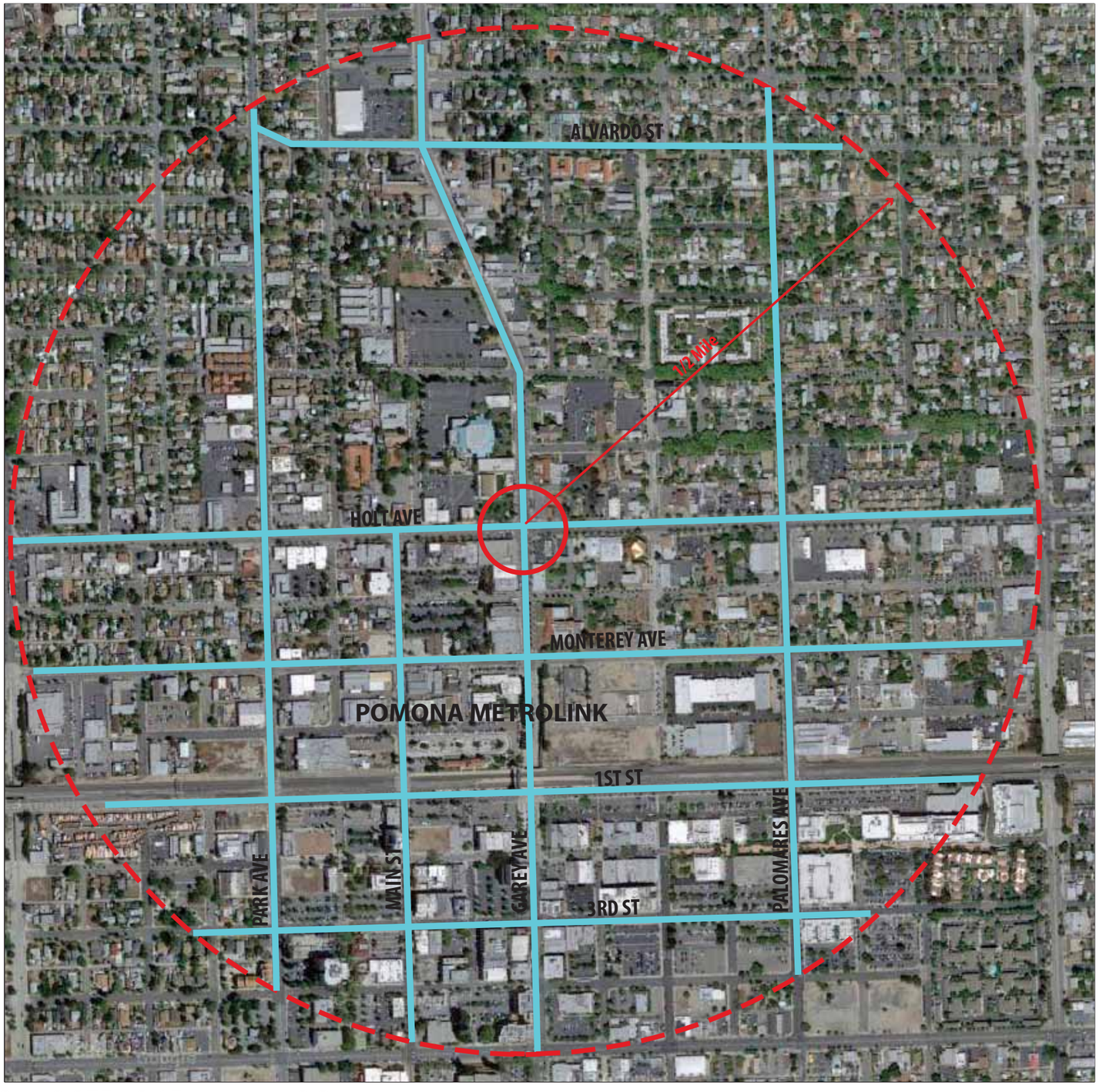
PARK AVE (SOUTH OF HOLT AVE)
- 6-12ft sidewalks (inconsistent pattern)/no parkways
- Minimal private landscaping
- No street trees/trees in private landscaping where occurs
- One lane in each direction with a 13ft center turning lane
- Parallel parking on both sides
- Power poles on west side (on private property)

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Holt Avenue/Garey Avenue Station - East/West Streets

WORKING DRAFT



HOLT AVE
- 15ft sidewalks
- Street trees in wells
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides

ALVARADO ST
- 4 to 5ft sidewalks
- 4-5ft parkways
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

MONTEREY AVE
- 5ft sidewalks
- No parkways
- Street trees in parkways (inconsistent pattern)
- One lane in each direction with 10ft center turning lane
- Parallel parking on both sides
- Power poles on the south side in parkways

1ST ST
- 6 to 7ft sidewalks on both sides (train tracks on the north side)
- No parkways (industrial street)
- No street trees
- One lane in each direction
- Parallel parking on the south side/Diagonal parking on the north side

3RD ST
- 12ft sidewalks (industrial street)
- Minimal street trees in wells/most trees in private property
- One lane in each direction
- Parallel parking on south side/Diagonal parking on north side

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Holt Avenue/Towne Avenue Station - North/South Streets

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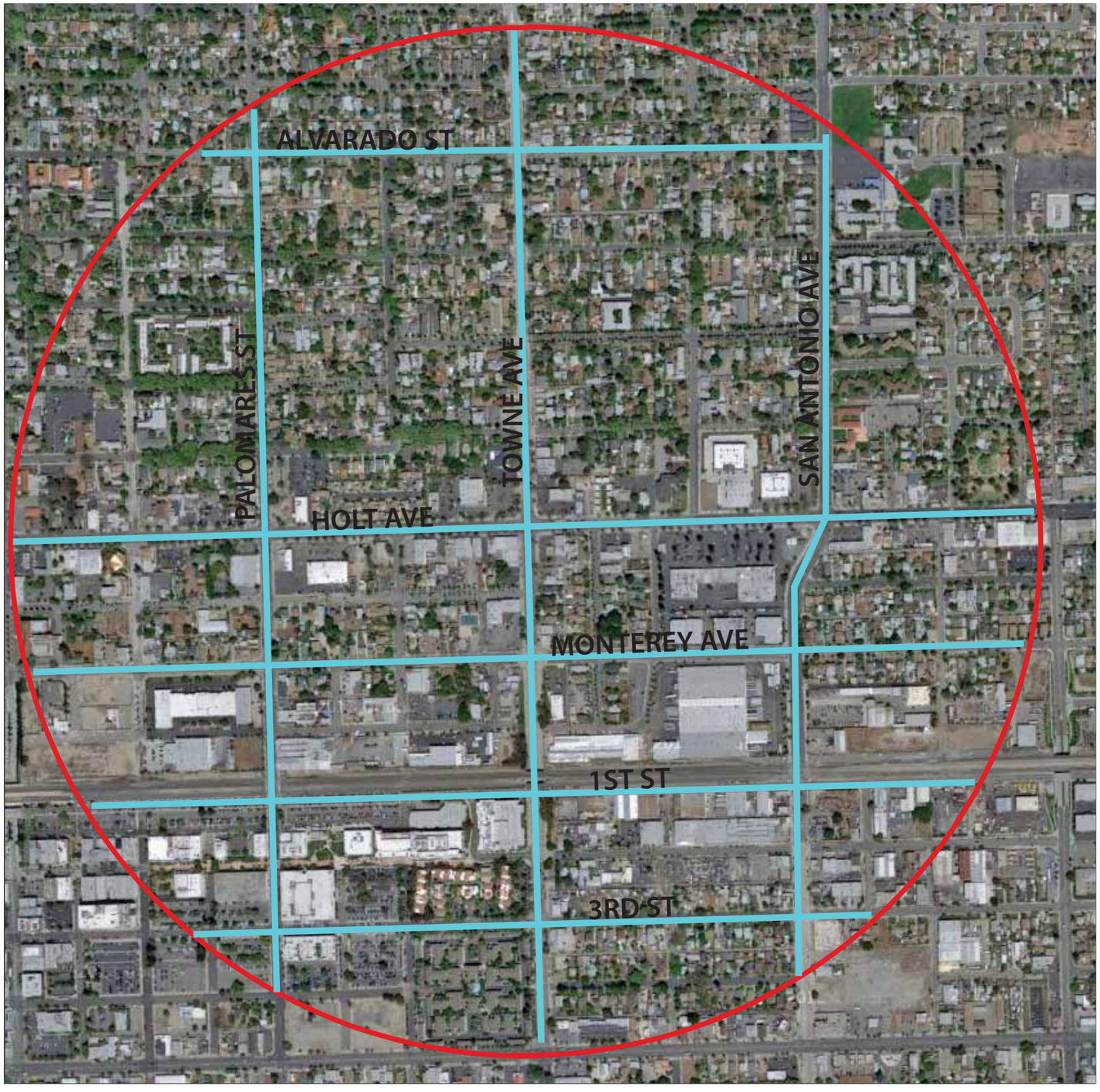

TOWNE AVE
- 5ft sidewalks
- 10ft parkways
- Palms/shade trees in parkways
- Two lanes in each direction with 4-5ft concrete medians
- Parallel parking on both sides
- Power poles primarily on east side (some on west side)

PALOMARES ST (NORTH OF HOLT AVE)
- 5ft sidewalks
- 5ft parkways/some private landscaping near Holt Ave
- Street trees in parkways and wells
- One lane in each direction
- Parallel parking on both sides
- Power poles primarily on east side (some on west side)

PALOMARES ST (SOUTH OF HOLT AVE)
- 5ft sidewalks/no parkways/some private landscaping at back of sidewalk
- No street trees (some exist on private landscaping where occurs)
- One lane in each direction
- Parallel parking on both sides
- Power poles on west side (on sidewalks)

SAN ANTONIO AVE (NORTH OF HOLT AVE)
- 6-7ft sidewalks
- No parkways or street trees (trees in private residential property)
- One lane in each direction
- Parallel parking on both sides with 13ft center turning lane
- Power poles west side (on sidewalks)

SAN ANTONIO AVE (SOUTH OF HOLT AVE)
- 15ft sidewalks
- Parkways primarily south of train tracks/some private landscaping
- Inconsistent pattern of street trees in wells/ parkways
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides
- Power poles on both sides on sidewalks and parkways

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Holt Avenue/Towne Avenue Station - East/West Street

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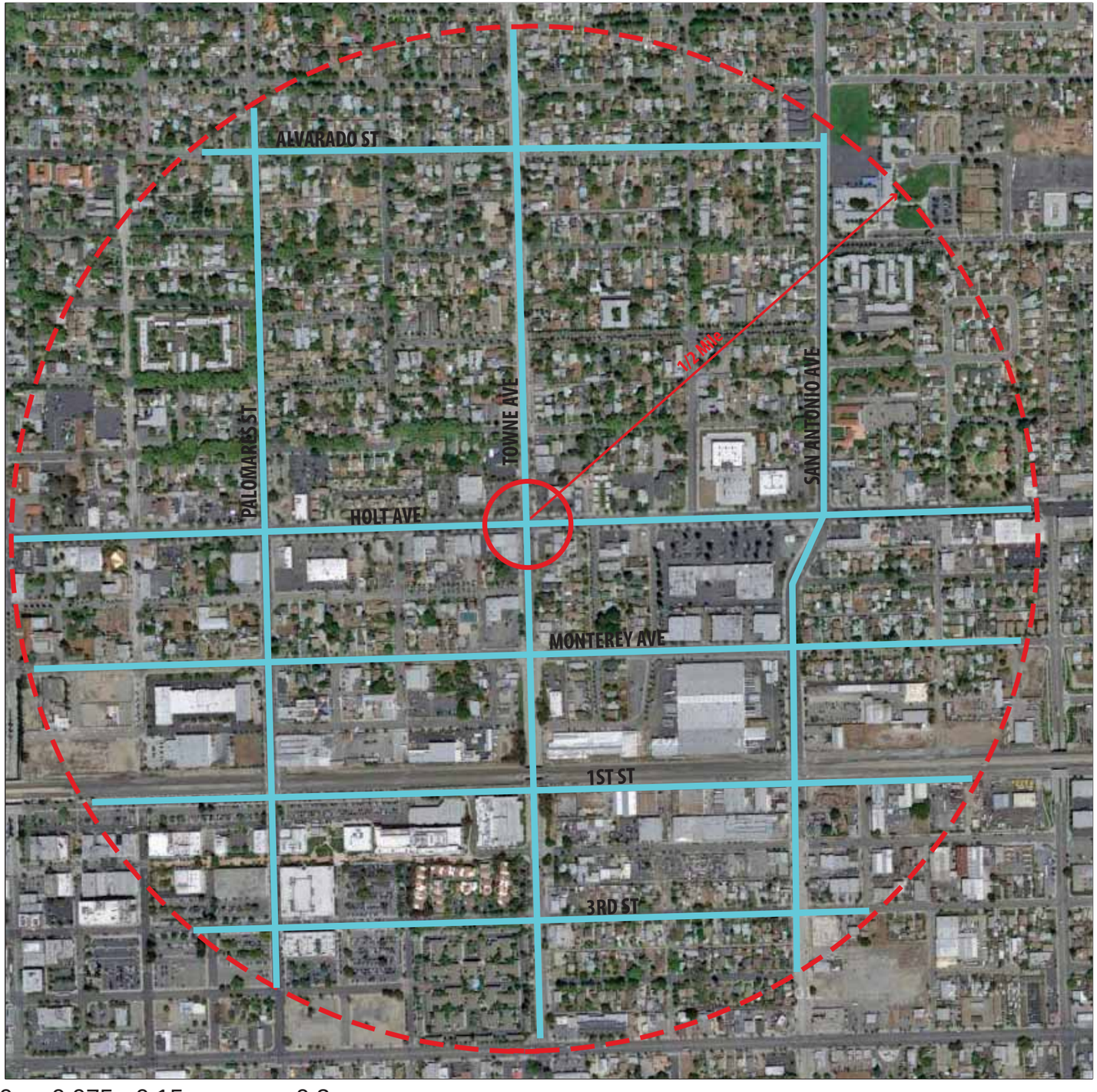

HOLT BLVD
- 15ft sidewalks
- Street trees in wells
- Two lanes in each direction with a 10ft center turning lane
- Parallel parking on both sides

ALVARADO ST
- 4 to 5ft sidewalks
- 4-5ft parkways
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

MONTEREY AVE
- 5ft sidewalks
- No parkways
- Street trees in parkways (inconsistent pattern)
- One lane in each direction with 10ft center turning lane
- Parallel parking on both sides
- Power poles on the south side in parkways

1ST ST (EAST OF TOWNE AVE)
- 6 to 7ft sidewalks on south side/Train tracks on north side
- No parkways (industrial street)
- No street trees
- One lane in each direction/parallel parking on both sides

1ST ST (WEST OF TOWNE AVE)
- 6 to 7ft sidewalks on both sides (train tracks on the north side)
- No parkways (industrial street)
- No street trees
- One lane in each direction
- Parallel parking on the south side/Diagonal parking on the north side

3RD ST (EAST OF TOWNE AVE)
- 5ft sidewalks/ 5ft parkways (residential street)
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

3RD ST (WEST OF TOWNE AVE)
- 12ft sidewalks (industrial street)
- Minimal street trees in wells/most trees in private property
- One lane in each direction
- Parallel parking on south side/Diagonal parking on north side

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Holt Avenue/Clark Avenue Station - North/South Streets

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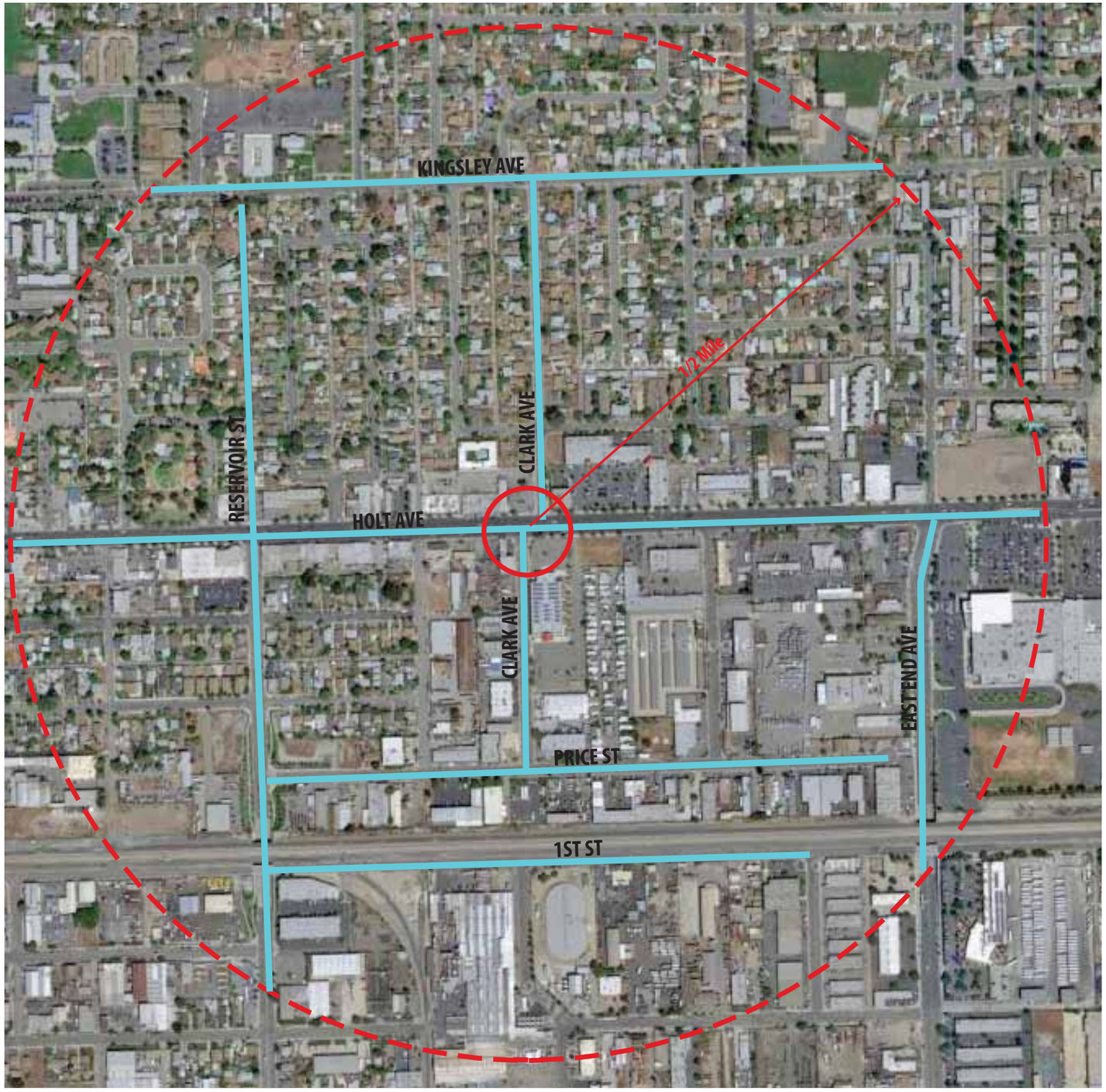


CLARK AVE (NORTH OF HOLT BLVD)
-12ft for half a block /5ft sidewalks beyond the half block
- No Parkways (private landscaping exists/residential street)
- Street trees in wells adjacent to Holt blvd/Clark Ave intersection
- No street trees north beyond half block
- One lane in each direction/parallel parking on both sides

CLARK AVE (SOUTH OF HOLT BLVD)
- 5ft sidewalks
- No Parkways (minimal private landscaping exists/industrial street)
- No street trees
- One lane in each direction/parallel parking on both sides

RESERVOIR ST
- 6-7ft sidewalks
- No Parkways (parkways exist south of Monterey Ave)
- Street trees in parkways south of Monterey Ave
- Two lane in each direction with a 10ft center turning lane

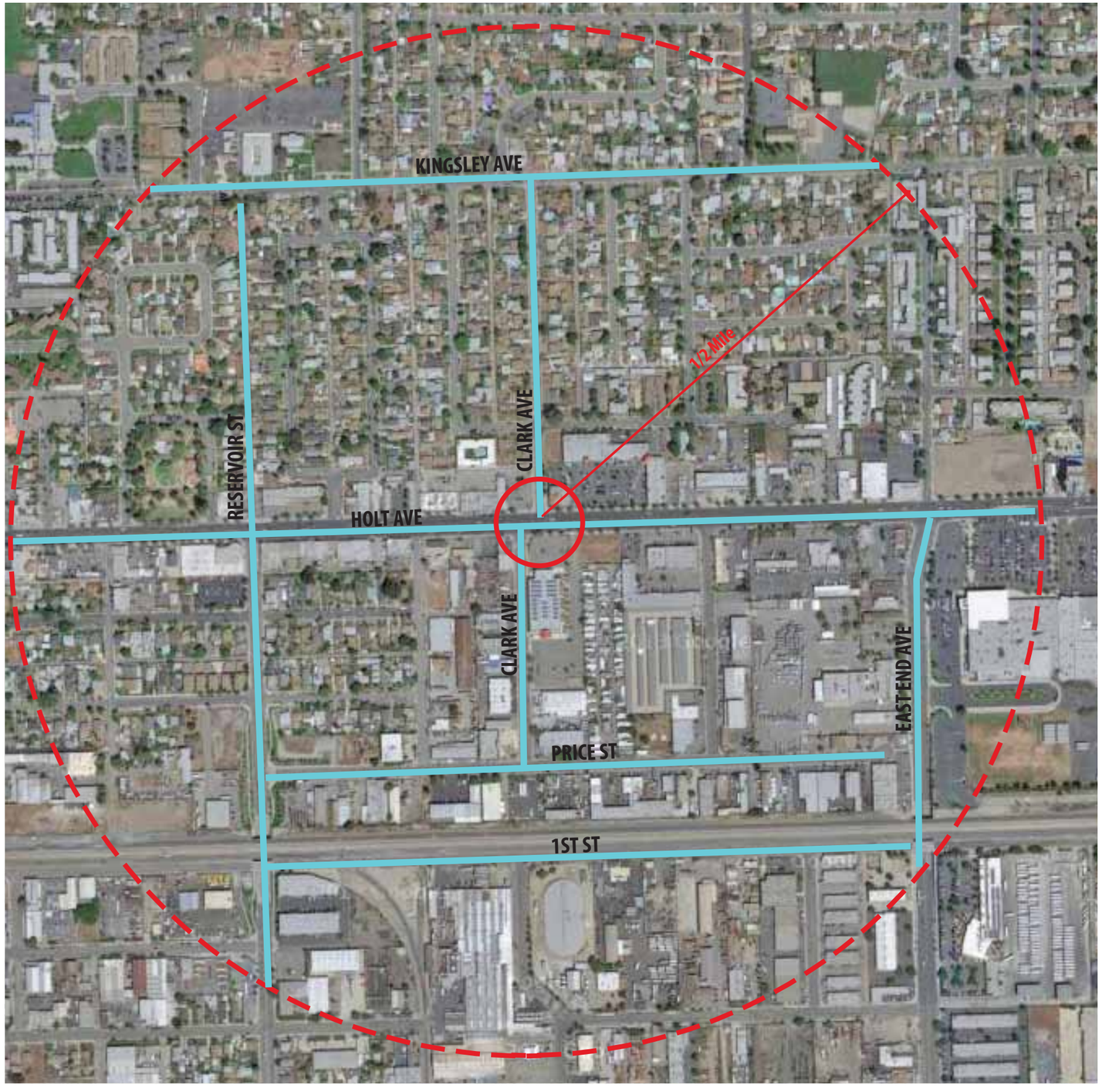
EAST END AVE
- 6-7ft sidewalks on west side/10-12ft on east side
- Sidewalks continue under the overpass/train tracks
- No Parkways
- Some street trees in wells adjacent to Village Academy High School entry
- Two lanes in each direction with a 10ft planted median

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

POMONA: Holt Avenue/Clark Avenue Station - East/West Streets

WORKING DRAFT



HOLT BLVD
- 12ft sidewalks on north side/6-7ft on south side
- Street trees in wells (inconsistent pattern on south side near Holt & Clark)
- Two lanes in each direction with a 12ft center turning lane
- Parallel parking on both sides

KINGSLEY ST
- 4 to 5ft sidewalks
- No parkways (private landscaping exists/residential street)
- 5ft Parkways exist on south side west of Reservoir St
- Street trees in parkways west of Reservoir St(trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Power poles on the north side

PRICE ST
- 6 to 7ft sidewalks
- No parkways (private landscaping exists/industrial street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Power poles on the north side

1ST ST
- 6 to 7ft sidewalks
- No parkways (private landscaping exists/industrial street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Train tracks on north side
- Power poles on the south side (on sidewalks)

Text in red has been identified as potential items for future pedestrian improvements

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POMONA: Holt Avenue/Indian Hill Boulevard Station

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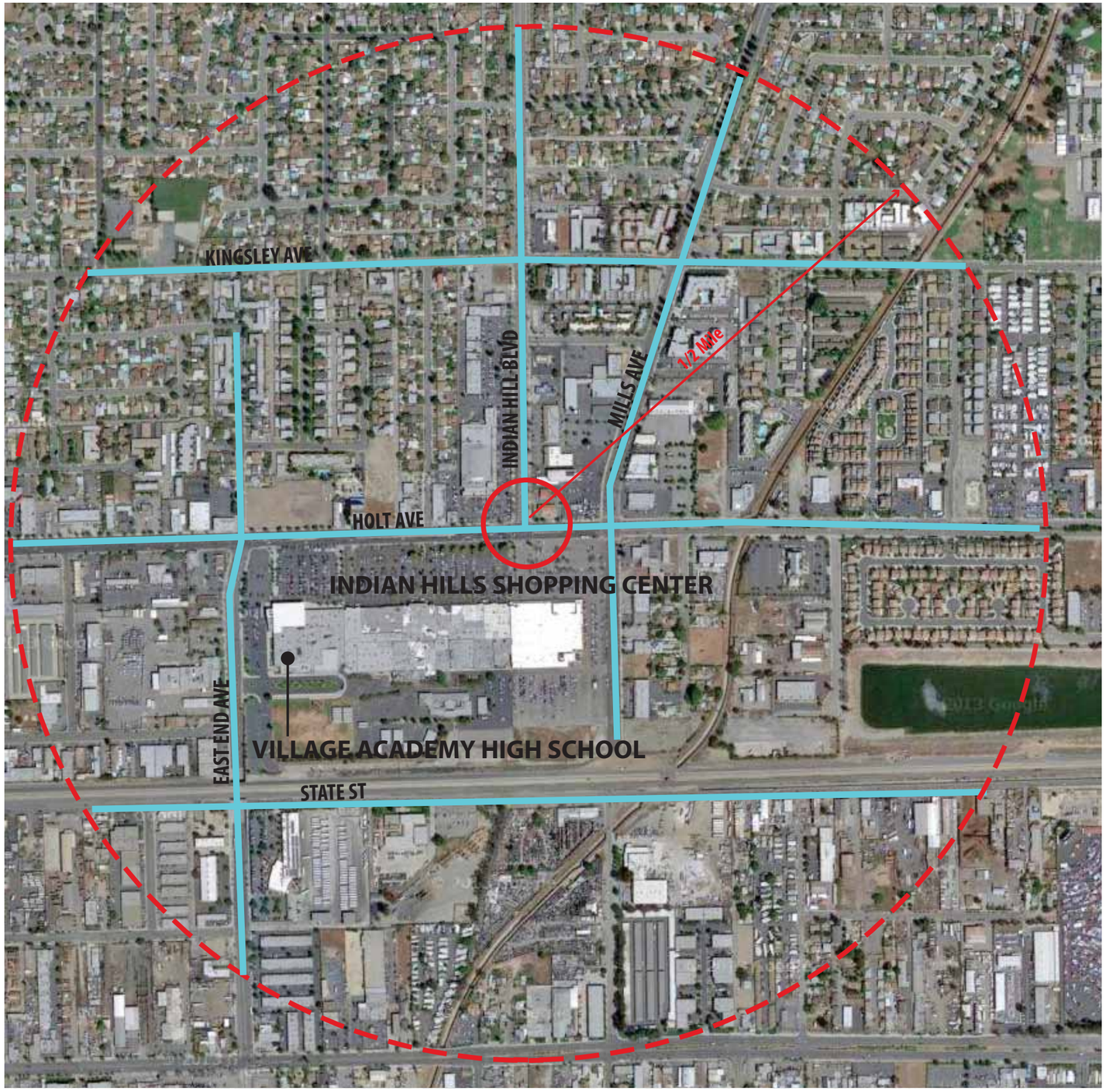


INDIAN HILL BLVD (SOUTH OF KINGSLEY AVE)
- 15ft sidewalks
- No parkways/Some private landscaped areas with trees
- Street trees in wells
- Two lanes in each direction with a 12ft center turning lane
- Parallel parking on both sides

INDIAN HILL BLVD (NORTH OF KINGSLEY AVE)
- 5ft sidewalks
- 10ft parkways
- Minimal street trees on east side/inconsistent pattern
- Two lanes in each direction with a 12ft center turning lane
- Parallel parking on both sides
- Power poles on west side

MILLS AVE
- 10ft sidewalks on west side/6ft sidewalks on east side
- No parkways
- No street trees/trees in private property (residential street)
- One lane in each direction with 13ft planted medians
- Parallel parking and bike lanes on both sides
- Power pole on east side on private properties

HOLT AVE
- 12ft sidewalks on north side/6-7ft on south side
- Street trees in wells (inconsistent pattern on south side near Holt & Clark)
- Two lanes in each direction with 15-20ft median (some planted/unplanted)
- Parallel parking primarily on north side

KINGSLEY ST
- 4 to 5ft sidewalks
- No parkways (private landscaping exists/residential street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Power poles on the north side

EAST END AVE
- 6-7ft sidewalks on west side/10-12ft on east side
- Sidewalks continue under the overpass/train tracks
- No Parkways
- Some street trees in wells adjacent to Village Academy High School entry
- Two lanes in each direction with a 10ft planted median

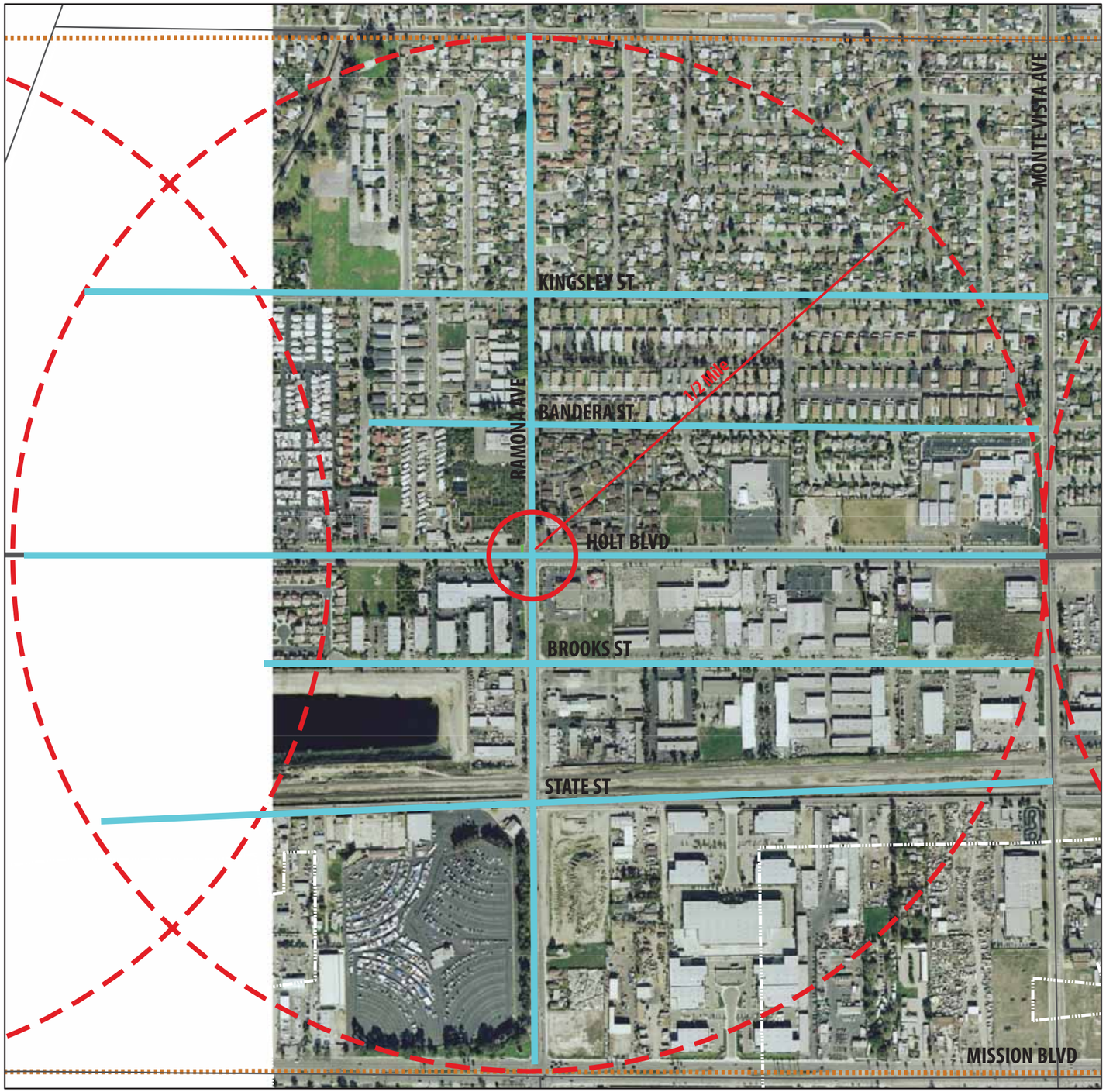
STATE ST
- 6 to 7ft sidewalks
- No parkways (private landscaping exists/industrial street)
- No street trees (trees in private landscaping)
- One lane in each direction
- Train tracks on north side
- Power poles on the south side (on sidewalks)

Text in red has been identified as potential items for future pedestrian improvements

Path: Q:\GIS\HOLT\PedBase.mxd

MONTCLAIR: Holt Boulevard/Ramona Avenue Station

WORKING DRAFT



RAMONA AVE
- 5 to 6ft sidewalks
- No parkways (private landscaped areas exist)
- No street trees (trees in private landscaped areas)
- One lane in each direction/parallel parking on both sides
- Power poles on the east side

HOLT BLVD
- 6 to 7ft sidewalks
- No parkways (some private landscaped areas)
- No street trees (trees in private landscaped areas)
- Two lanes in each direction with 15ft landscape medians

KINGSLEY ST
- 4 to 5ft sidewalks
- No parkways (private landscaping exists/residential street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Power poles on the north side

BANDERA ST
- 4 to 5ft sidewalks
- No parkways (private landscaping exists/residential street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides

BROOKS ST
- 6 to 7ft sidewalks
- No parkways (private landscaping exists/industrial street)
- No street trees (trees in private landscaping)
- One lane in each direction/parallel parking on both sides
- Power poles primarily on the south side (some on the north side)

STATE ST
- 6 to 7ft sidewalks
- No parkways (private landscaping exists/industrial street)
- No street trees (trees in private landscaping)
- One lane in each direction
- Train tracks on north side
- Power poles on the south side (on sidewalks)

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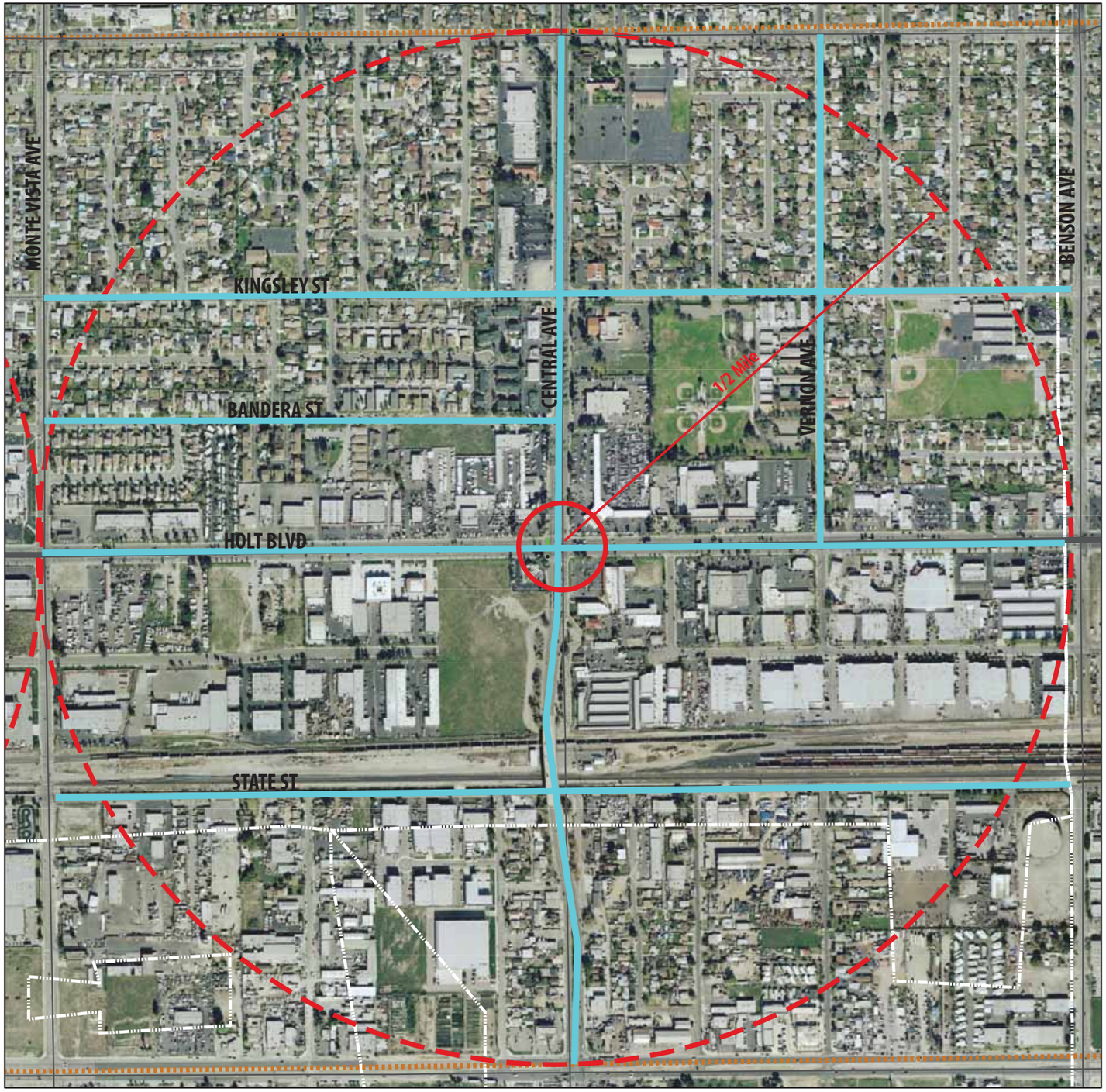
MONTCLAIR: Holt Blvd/Central Ave Station

WORKING DRAFT



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0 0.075 0.15 0.3
Miles

CENTRAL AVE
- 6 to 7ft sidewalk/no parkway (west side)
- 6 to 7ft sidewalk adjacent to landscaped strip with trees (east side)
- 15ft planted median with trees
- No street trees
- Three lanes in each direction
- Sidewalk only exists on east side of bridge south of Holt Blvd

HOLT BLVD
- 6 to 7ft sidewalks with no street trees (primarily adjacent to private land scaped areas)
- 13 to16ft planted medians with trees
- Two lanes in each direction
- Parallel parking
- Vacant Land southwest of Holt/Central intersection

KINGSLEY ST
- 6ft sidewalks + 5ft parkway on north side/6ft sidewalks on south side (west of Central Ave)
- 6ft sidewalks (east of Central Ave)
- One lane in each direction with parallel parking
- Minimal/non-existent street trees
- Power poles on south side

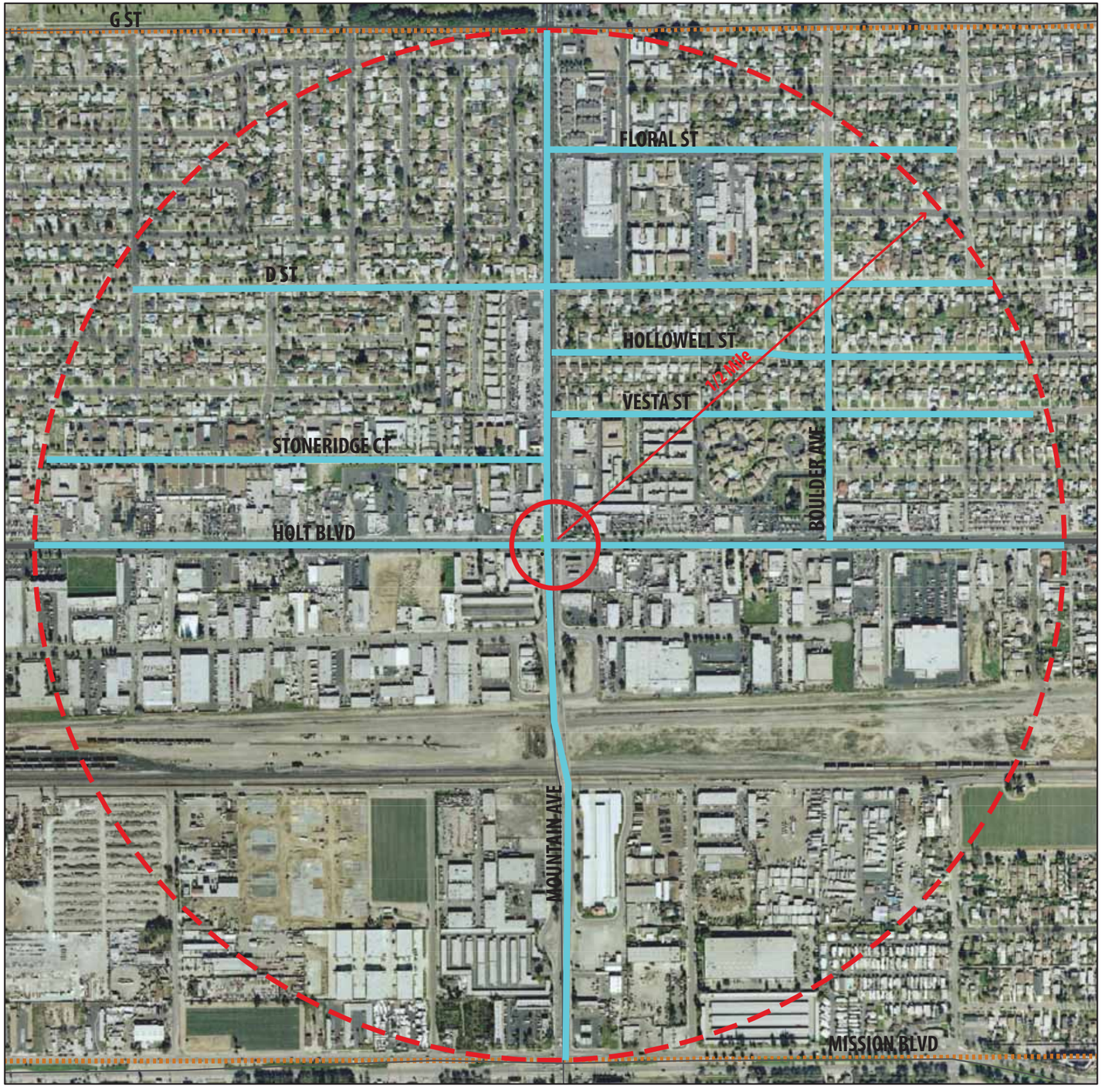
BANDERA ST
- 6ft sidewalks/no parkways or landscaped areas
- One lane in each direction with parallel parking
- Minimal/non-existent street trees

VERNON AVE
- 6ft sidewalks/no parkways or landscaped areas (7ft sidewalks on west side)
- One lane in each direction with parallel parking
- Minimal/non-existent street trees
- Power poles on west side

STATE ST
- 6ft sidewalks for one to two blocks east and west of Central Ave (south side) and no sidewalks on the north side due to the railroad
- No sidewalks beyond two blocks east and west of Central Ave (south side)
- One lane in each direction with parallel parking on south side
- Minimal/non-existent street trees
- Power poles on south side
- No direct connection with Central Ave due to bridge extending beyond State St

ONTARIO: Holt Boulevard/Mountain Avenue Station

WORKING DRAFT



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Miles

MOUNTAIN AVE
- Inconsistent pattern of 5-12ft sidewalks, parkways, and private landscaping
- Sidewalk on east side only for bridge crossing over the train tracks
- Inconsistent pattern of street trees in wells and parkways
- Minimal street trees south of Holt Blvd (industrial area)
- Two lanes in each direction with a 10ft center turning lane
- Power poles on the west side (on the sidewalks)

HOLT BLVD
- 6 to 7ft sidewalks with no street trees (primarily adjacent to private land scaped areas)
- 13 to16ft planted medians with trees
- Two lanes in each direction
- Parallel parking
- Vacant Land southwest of Holt/Central intersection

FLORA ST
- 5ft sidewalks (rolled curbs)
- No street trees/parkways
- Trees in private property (residential st)
- One lane in each direction/parallel parking both sides

D ST
- 5ft sidewalks
- 5ft parkways with private landscaped areas at back of sidewalk
- One lane in each direction/parallel parking on both sides
- Power poles on north side (in parkways)

VESTA ST
- 5ft sidewalks (rolled curbs)
- No street trees/parkways
- Trees in private property (residential st)
- One lane in each direction/parallel parking both sides

BOULDER AVE
- 5ft sidewalks
- 5ft parkways with inconsistent private landscaped areas at back of sidewalk
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

STONERIDGE CT
- 5ft sidewalks/20ft parkways/private landscaping for south side (residential)
- 5ft sidewalks/8ft parkways/private landscaping for north side (residential)
- Some missing sidewalk adjacent to Mountain Ave
- Street trees in parkways and private landscaping
- One lane in each direction
- No parking on north side
- Diagonal parking on the south side
- Physical conditions listed above switches from one street to another

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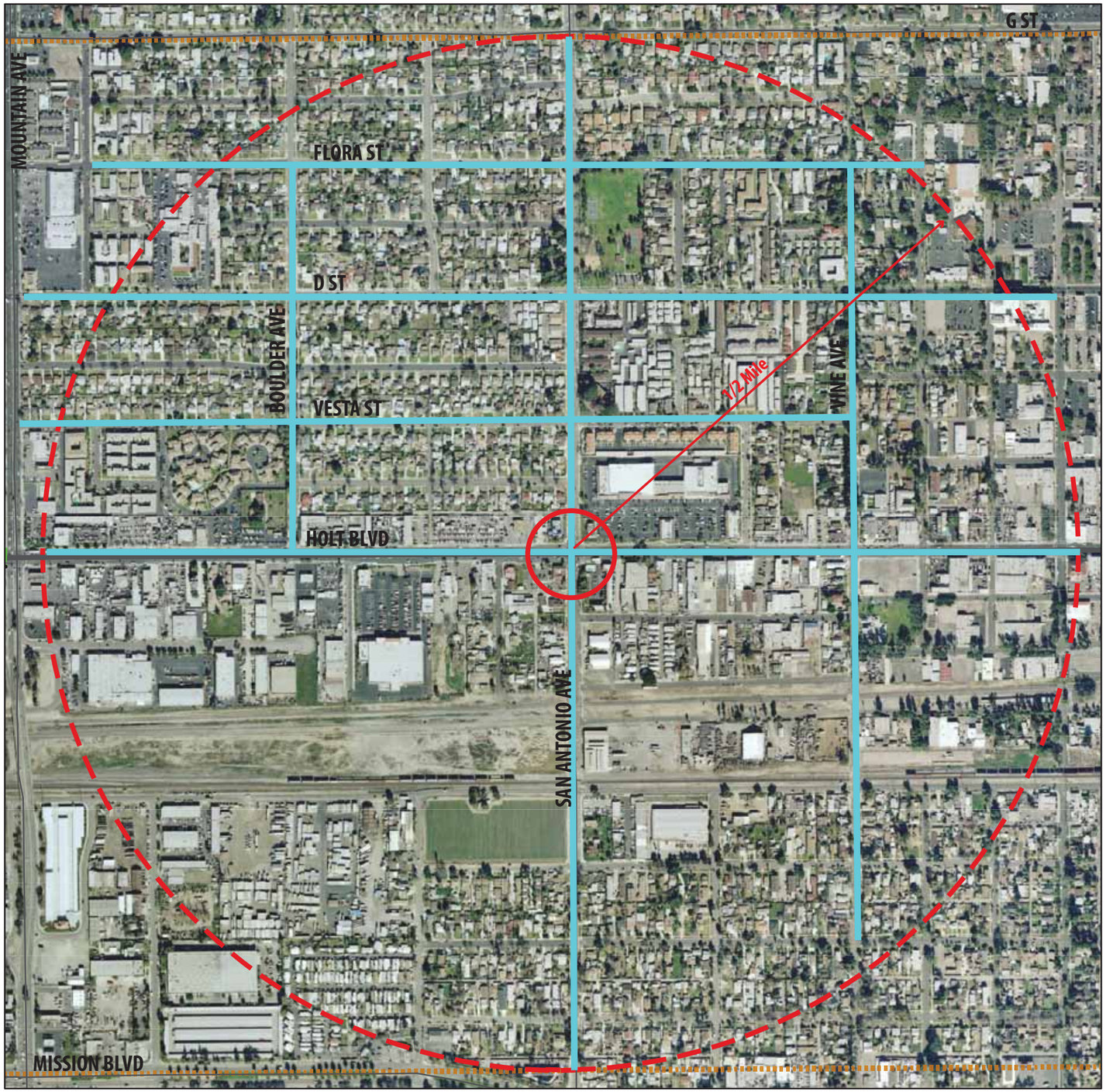
ONTARIO: Holt Boulevard/San Antonio Avenue Station

WORKING DRAFT



SAN ANTONIO AVE
- 5ft sidewalks
- Inconsistent pattern of 5ft parkways and private landscaped areas
- Inconsistent pattern of street trees
- Two lanes in each direction/parallel parking on east side north of Holt Blvd
- Utility Poles in sidewalks on east side

HOLT BLVD
- 10 to 13ft sidewalks
- Inconsistent pattern of 5ft parkways and private landscaped areas
- Inconsistent pattern of street trees (minimal to none)
- Two lanes in each direction with a 13ft center turning lane
- Power poles on the north side

FLORA ST
- 5ft sidewalks (rolled curbs)
- No street trees/parkways
- Trees in private property (residential st)
- One lane in each direction/parallel parking both sides

D ST
- 5ft sidewalks
- 5ft parkways with private landscaped areas at back of sidewalk
- One lane in each direction/parallel parking on both sides
- Power poles on north side (in parkways)

VESTA ST
- 5ft sidewalks (rolled curbs)
- No street trees/parkways
- Trees in private property (residential st)
- One lane in each direction/parallel parking both sides

BOULDER AVE
- 5ft sidewalks
- 5ft parkways with inconsistent private landscaped areas at back of sidewalk
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

VINE AVE
- 4ft sidewalks (missing sidewalks on west side/north of State Street)
- 6ft parkways
- Street trees in parkways
- One lane in each direction/parallel parking on both sides

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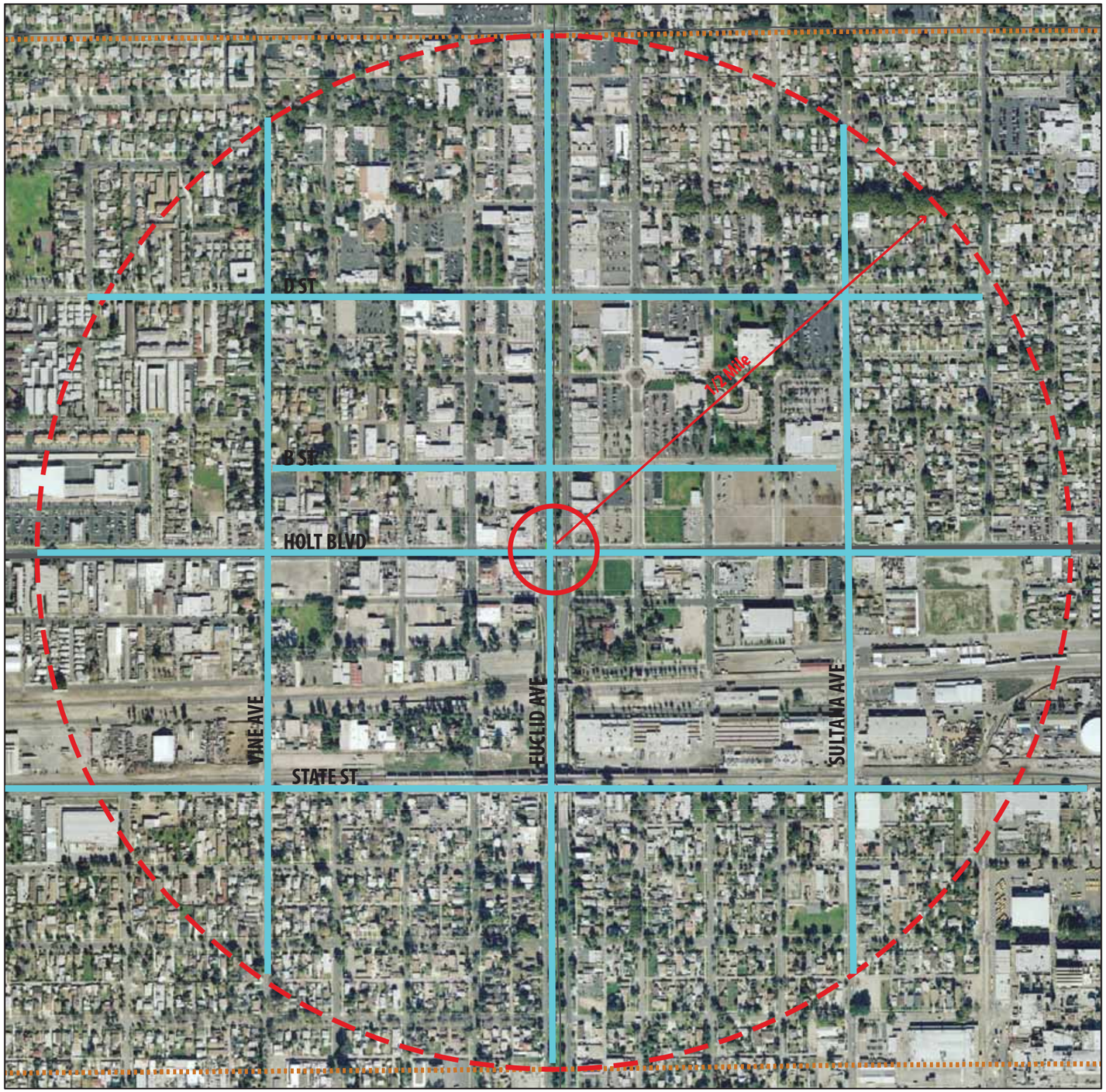
ONTARIO: Holt Blvd/Euclid Ave Station



EUCLID AVE
- 15ft sidewalks/62ft planted median with trees
- Consistent pattern of street trees in wells
- Three lanes in each direction/parallel parking on both sides for each direction

HOLT BLVD
- 11 to 12ft sidewalks
- Minimal/no street trees & parkways
- Two lanes in each direction with parallel parking

D ST
- 8ft sidewalk/no parkways on south side (east of Euclid Ave)
- 6ft sidewalk/6ft parkway on north side (east of Euclid Ave
- 5ft sidewalk/9ft parkways (west of Euclid)
- Street trees in wells and parkways/limited street trees as approach Euclid Ave
- One lane in each direction with parallel parking

B ST
- 10ft sidewalks/no parkways
- Minimal/No street trees immediately off of Euclid Ave/Street trees further away in new development
- One lane in each direction parallel parking

STATE ST
- 5ft sidewalks/9ft parkways (south side) and no sidewalks on the north side due to the adjacent railroad
- Minimal/inconsistent pattern of street trees
- One lane in each direction with parallel parking on south side
- Minimal/non-existent street trees
- Power poles on south side
- No direct connection with Euclid Ave due to Euclid going under State St

VINE AVE
- 5ft sidewalks/9ft parkways
- Consistent pattern of street trees/palms north of Holt Blvd/Inconsistent pattern south of Holt Blvd
- One lane in each direction/parallel parking

SULTANA AVE
- 5ft sidewalks/7ft parkways (east side north of Holt and both sides south of Holt)
- Inconsistent pattern of street trees immediately north and south of Holt Blvd
- One lane in each direction/parallel parking

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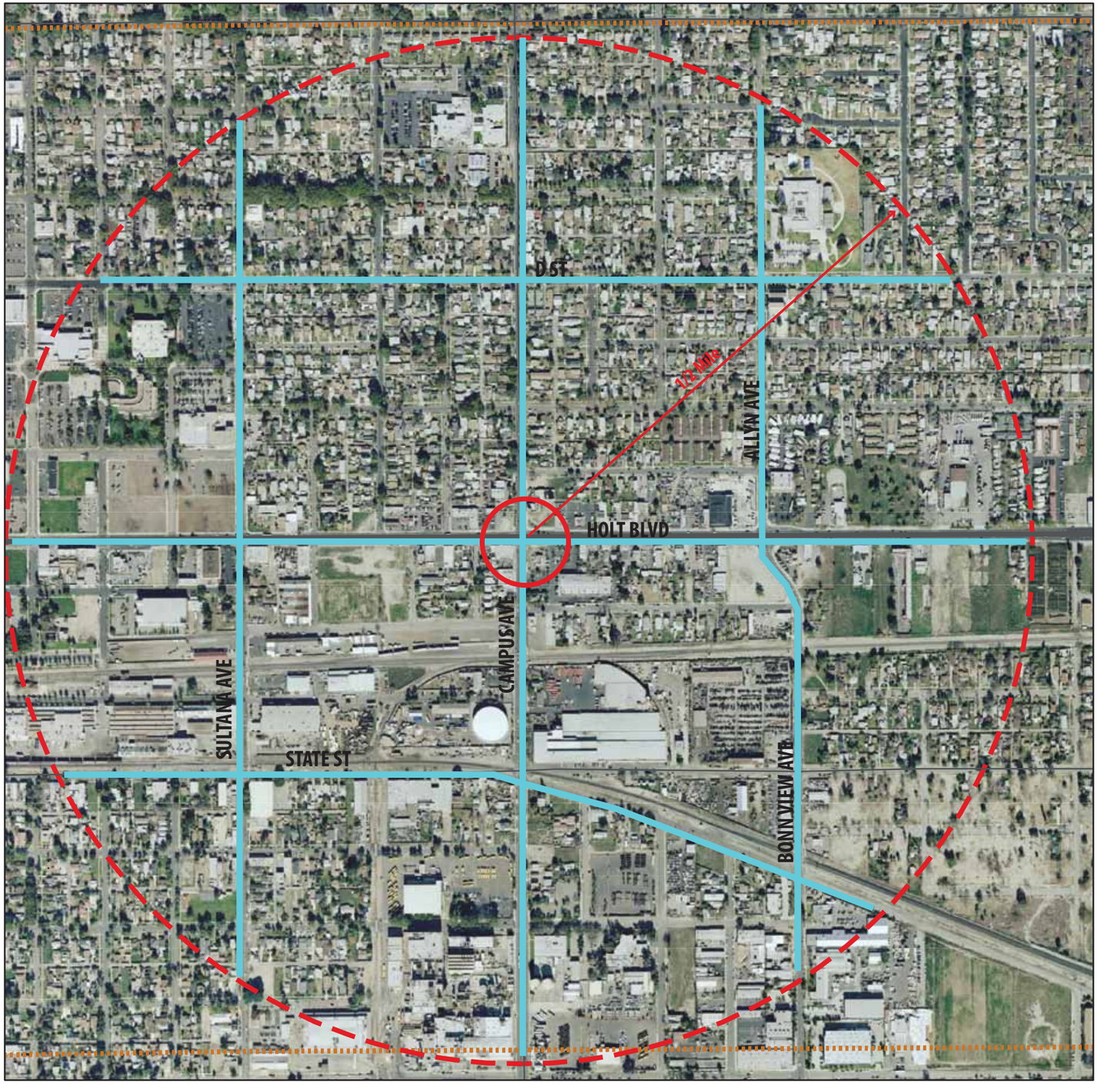
ONTARIO: Holt Blvd/Campus Ave Station



CAMPUS AVE
- 5 to 6ft sidewalk located next to 8 to 10ft landscaped parkway
- One lane in each direction
- Landscaped parkway with canopy trees
- Consistent landscaping and landscape maintenance

HOLT BLVD
- 8 to 12ft sidewalks with no landscaping or street trees
- Add canopy trees to provide shade and enhance pedestrian experience, where feasible

D ST
- 5 to 6ft sidewalk located next to 8 to 10ft landscaped parkway
- One lane in each direction
- Landscaped parkway with canopy trees
- Provide new curb ramps

STATE ST
- 5 to 6ft sidewalk located next to 8 ft landscaped parkway
- One lane in each direction
- Sidewalk missing on north side next to railroad tracks

SULTANA AVE
- 5ft to 12ft sidewalks with trees in parkways and/or tree wells

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Miles

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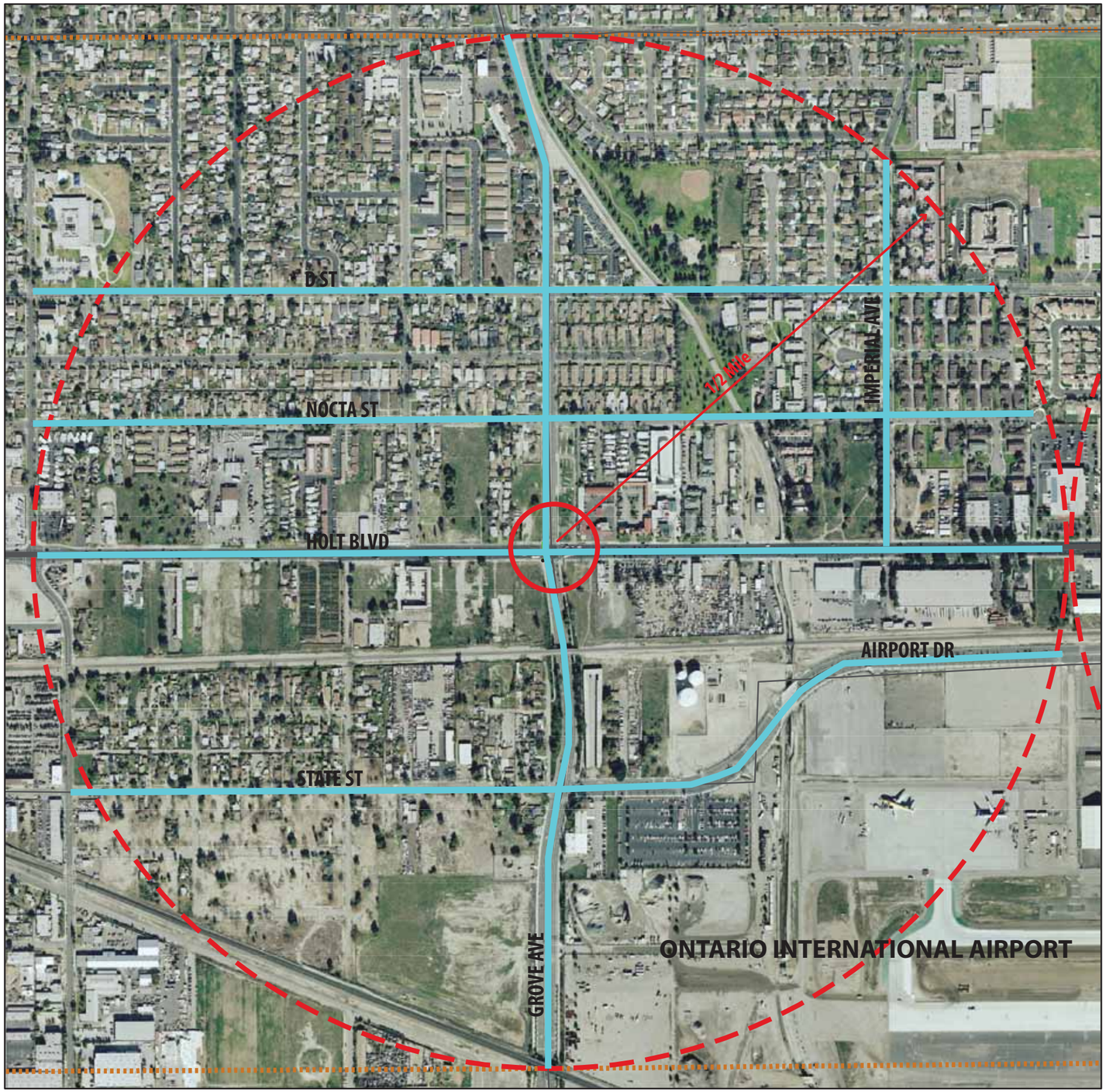
ONTARIO: Holt Boulevard/Grove Avenue Station



GROVE AVE
- 5ft sidewalks/7ft parkways
- Two lanes in each direction with a 12ft center turning lane (north of Holt)
- Two lanes in each direction with a 15ft center turning lane (south of Holt)
- Minimal street trees/ no street trees and missing sidewalks + parkways imme diately north of Holt Blvd

HOLT BLVD
- 5 to 7ft sidewalks (missing sidewalk at northwest side of Grove/Holt intersec tion) with inconsistent pattern of parkways/no parkways
- Minimal/no street trees
- Two lanes in each direction with 13ft center turning lane
- Vacant land

NOCTA ST
- 5ft sidewalk/9ft parkways
- Minmal Street trees
- One lane in each direction with parallel parking

D ST
- 5ft sidewalk/9ft parkways
- Minimal Street trees
- One lane in each direction with parallel parking
- Power poles on north side

AIRPORT DR
- 7 to 8ft sidewalks only on south side adjacent to the airport
- 5ft private landscaping (buffer between sidewalk and surface parking lots)
- Consistent pattern of street trees
- Three lanes in each direction
- Landscaped medians (15ft) with trees

STATE ST
- 5ft sidewalks/7ft parkways (dirt)
- Consistent pattern of street trees
- One lane in each direction with parallel parking

IMPERIAL AVE
- 5ft sidewalk/9ft parkways (some landscaped areas at back of sidewalks)
- Minimal Street trees
- One lane in each direction with parallel parking
- Power poles on east side

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ONTARIO: Holt Boulevard/Vineyard Avenue Station

VINEYARD AVE
- 6ft sidewalks with landscaped areas adjacent to back of sidewalk
- Minimal/no street trees
- Three lanes in each direction with a 10ft center turning lane

HOLT BLVD
- 5 to 7ft sidewalks
- Minimal/no street trees & parkways (landscaping in private areas adjacent to back of sidewalk)
- Two lanes in each direction with 13ft center turning lane

AIRPORT DR
- 7 to 8ft sidewalks only on south side adjacent to the airport
- 5ft private landscaping (buffer between sidewalk and surface parking lots)
- Consistent pattern of street trees at back of sidewalk
- Three lanes in each direction
- Landscaped medians (15ft) with trees

D ST
- 5ft sidewalk/7ft parkways & landscaped areas adjacent to back of sidewalk
- Consistent pattern of street trees
- One lane in each direction with parallel parking

CORONA AVE
- 5ft sidewalk/5ft parkways (west side) & 5ft sidewalk/landscaped areas adjacent to back of sidewalk on east side
- Consistent pattern of street trees (west side)
- One lane in each direction with parallel parking

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ONTARIO: Airport Station

AIRPORT DR
- 7 to 8ft sidewalks only on south side adjacent to the airport
- No parkways
- 5ft private landscaping (buffer between sidewalk and surface parking lots)
- Consistent pattern of street trees at back of sidewalk
- Three lanes in each direction
- Landscaped medians (15ft) with trees

ACHIBALD AVE
- Minimal/non-existent sidewalks from Guasti Rd to Inland Empire Blvd
- 11ft sidewalks from Airport Dr to Guasti Rd (12ft parkways on east side)
- 9ft sidewalks on west side from Guasti Rd to the 10 Fwy (no parkways)
- four lanes in the north direction; three lanes in the south direction
- Minimal/inconsistent pattern of street trees

TERMINAL WY
- 9ft sidewalks on south side (open space next to sidewalks)/no parkways
- 18ft parkway and 12ft sidewalk on north side
- Parkway on north side buffers Terminal Wy from sidewalk
- four lanes in one direction (east)
- Minimal/inconsistent pattern of trees along Terminal Wy

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ONTARIO: Inland Empire Blvd/Archibald Ave Station

INLAND EMPIRE BLVD

- No sidewalks west of Archibald Ave
- Two lanes in each direction (west of Archibald)
- 5ft sidewalks + 5ft parkways and private landscaping on south side/6 ft side walks on north side (east of Archibald Ave)
- Two lanes in each direction with 15 ft median (east of Archibald Ave)
- Minimal/inconsistent pattern of street trees

ARCHIBALD AVE

- Minimal/non-existent sidewalks fro Guasti Rd to Inland Empire Blvd
- 11ft sidewalks from Airport Dr to Guati Rd (12ft parkways on east side)
- 9ft sidewalks on west side from Guasti Rd to the 10 Fwy (no parkways)
- 6ft sidewalks north of Inland Empire Blvd (10' private landscaped area on east side)/ no parkways
- four lanes in the north direction; three lanes in the south direction (south of Inland Empire Blvd)
- two lanes in each direction + a center turning lane (north of Inland Empire Blvd)
- Minimal/non-existent pattern of street trees

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ONTARIO: Inland Empire Boulevard/Haven Avenue Station

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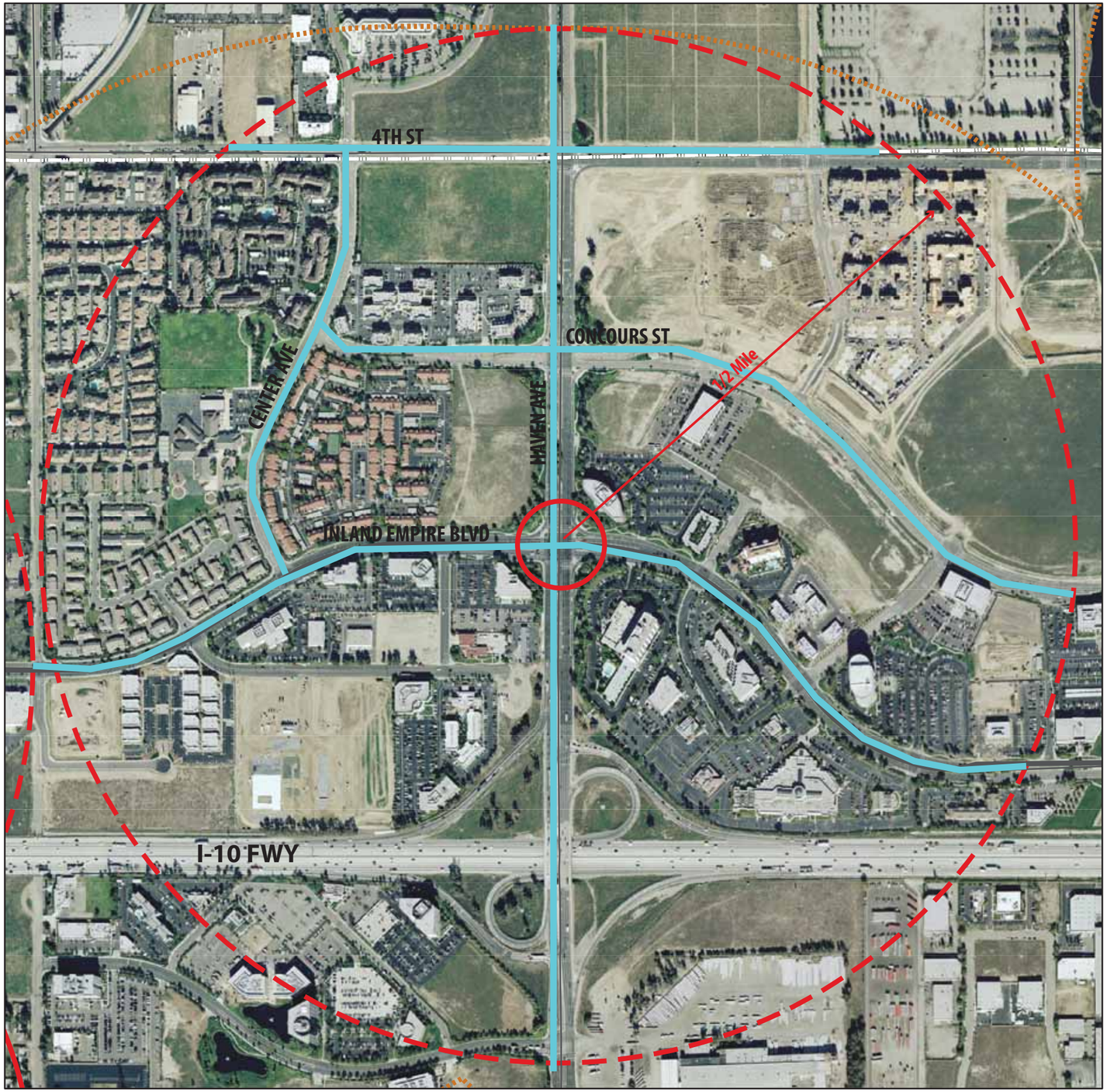

HAVEN AVE
- 5 to 7ft meandering sidewalks between parkways and landscaped areas at back of sidewalk (varying depths)
- Clusters of street trees in parkways and landscaped areas at back of sidewalk
- Four lanes in each direction with 15ft planted medians
- Protected right-turn pockets

INLAND EMPIRE BLVD
- 5 to 7ft meandering sidewalks between parkways and landscaped areas at back of sidewalk (varying depths)
- Clusters of street trees in parkways and landscaped areas at back of sidewalk
- Two lanes in each direction with 15ft planted medians (west of Haven)
- Three lanes in each direction with 15ft planted medians (east of Haven)
- Protected right-turn pockets

CONCOURS ST
- Inconsistent pattern of 6-10ft sidewalks/no sidewalks (current construction?)
- Three lanes in each direction with planted medians at varying widths
- Minimal/no street trees

CENTER AVE
- 6 to 7ft sidewalks
- Landscaped areas at back of sidewalks
- No street trees
- One lane in each direction with a 12ft center turning lane

4TH ST
- Inconsistent pattern of 6ft sidewalks/no sidewalks/sidewalks with parkways
- Minimal /no street trees west of Haven & street trees in parkway east of Haven
- Two lanes in each direction with a 16ft planted median with trees (west of Haven) and up to 4 lanes in each direction east of Haven
- Vacant land
- Power poles on north side

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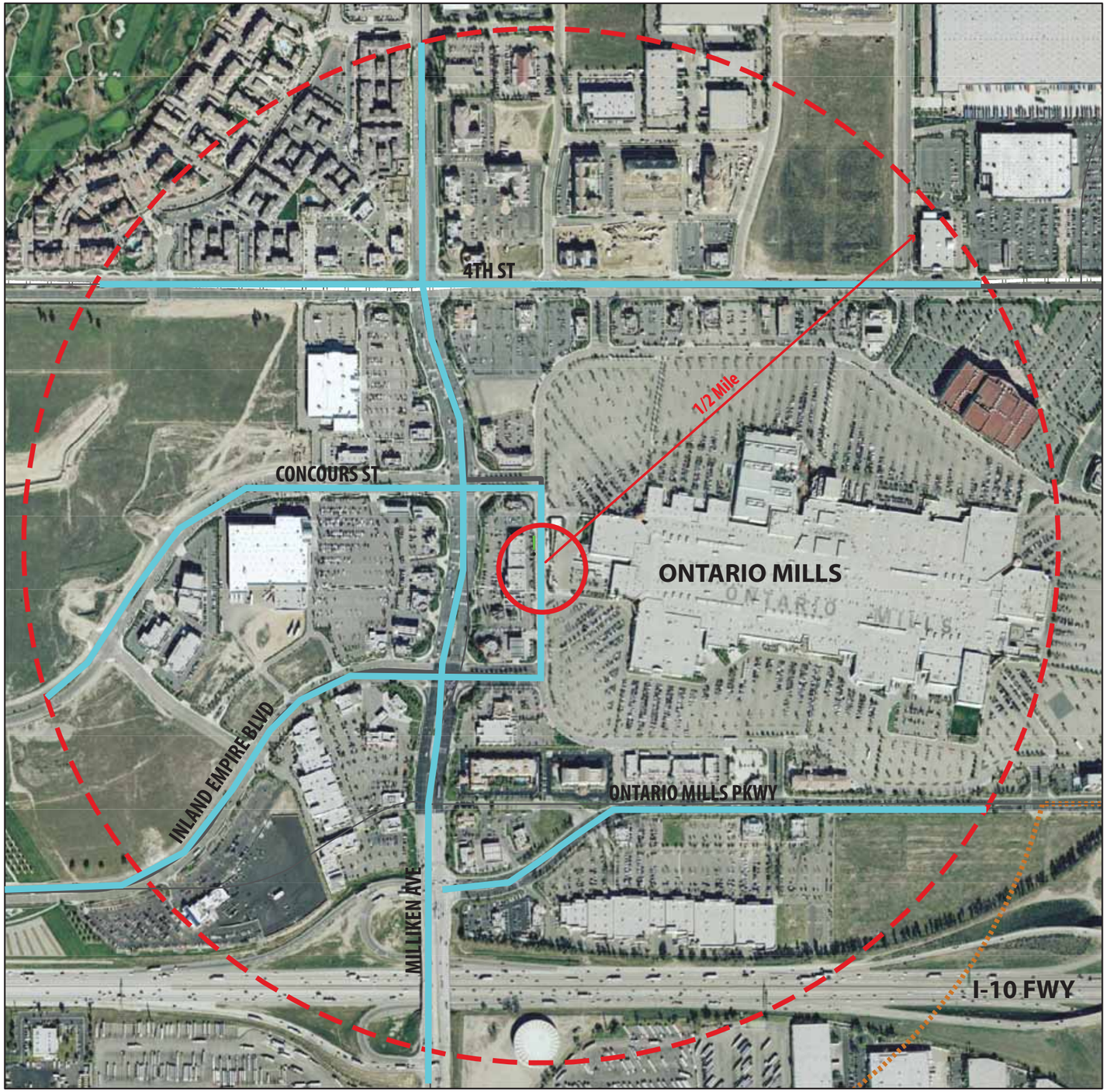
ONTARIO: Ontario Mills Station



MILLIKEN AVE
- 4-6ft meandering sidewalks between parkways and landscaped areas at back of sidewalk (varying depths)
- Clusters of street trees in parkways and landscaped areas at back of sidewalk and continuous pattern of street trees in some locations
- Three to four lanes in each direction with planted medians up to 30ft wide

INLAND EMPIRE BLVD
- 5 to 7ft meandering sidewalks between parkways and landscaped areas at back of sidewalk (varying depths)
- Clusters of street trees in parkways and landscaped areas at back of sidewalk
- Three lanes in each direction with 15ft planted medians

CONCOURS ST
- Inconsistent pattern of 6-10ft sidewalks/no sidewalks
- Three lanes in each direction with planted medians at varying widths
- Minimal/no street trees
- Vacant land

4TH ST
- 4-6ft meandering and continuous sidewalks between parkways and land scaped areas at back of sidewalk (varying depths)
- Clusters of street trees in parkways and landscaped areas at back of sidewalk and continuous pattern of street trees in some locations
- Three to four lanes in each direction with 15-20ft planted medians
- Vacant land
- Power poles on north side

ONTARIO MILLS PKWY
- 4 to 6ft sidewalks/no parkways
- No street trees
- Clusters and continuous pattern of trees in private landscaped areas at back of sidewalk
- Three lanes in the eastbound direction/Two lanes in the westbound direction
- 15ft planted medians
- Power poles on the south side (on the sidewalks)

MILLS CIR
- 4ft sidewalks on opposite side of Ontario Mills
- No sidewalks on Ontario Mills side/some private landscaping and direct access to surface parking lots for Ontario Mills
- No street trees/Trees in private landscaping where occurs
- Two lanes in each direction

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RANCHO CUCAMONGA: Foothill Boulevard/Milliken Avenue Station

WORKING DRAFT

FOOTHILL BLVD
- 6-8ft meandering & continuous sidewalks with varying widths of parkways and private landscaping at back of sidewalk
- Clusters of trees in parkways and private landscaping
- Three lanes in each direction with dedicated right-turn lanes
-13-25ft planted medians

MILLIKEN AVE
- 6-10ft meandering & continuous sidewalks with varying widths of parkways and private landscaping at back of sidewalk
- Clusters of trees in parkways and private landscaping
- Three lanes in each direction with dedicated right-turn lanes
-15-25ft planted medians

CHURCH ST
- 4 to 5ft sidewalks
- 4 to 5ft parkways
- Private landscaping (varying widths)
- Street trees in parkways and private landscaping
- Two lanes in each direction with 10ft planted medians

MAYTEN AVE (WEST SIDE ONLY/EAST SIDE IN CONSTRUCTION)
- Only 4ft sidewalk on west side and no sidewalk on the east side exist for the first 500ft north of Foothill Blvd due to vacant land
- 4ft sidewalks
- 6ft parkways
- Private landscaping (varying widths)
- Street trees in parkways and private landscaping
- One lane going southbound/ Two lanes going northbound
- Parallel parking on the west side
- 10ft center turning lane

ELM AVE
- Inconsistent pattern of sidewalks/no sidewalks, parkways, and private land scaping due to vacant land and existing meandering 4ft sidewalks and vary ing widths of parkways and private landscaping where they occur
- Trees in parkways and private landscaping where they occur
- Two lanes in each direction with a 13ft center turning lane

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RANCHO CUCAMONGA: Foothill Blvd/Day Creek Blvd Station

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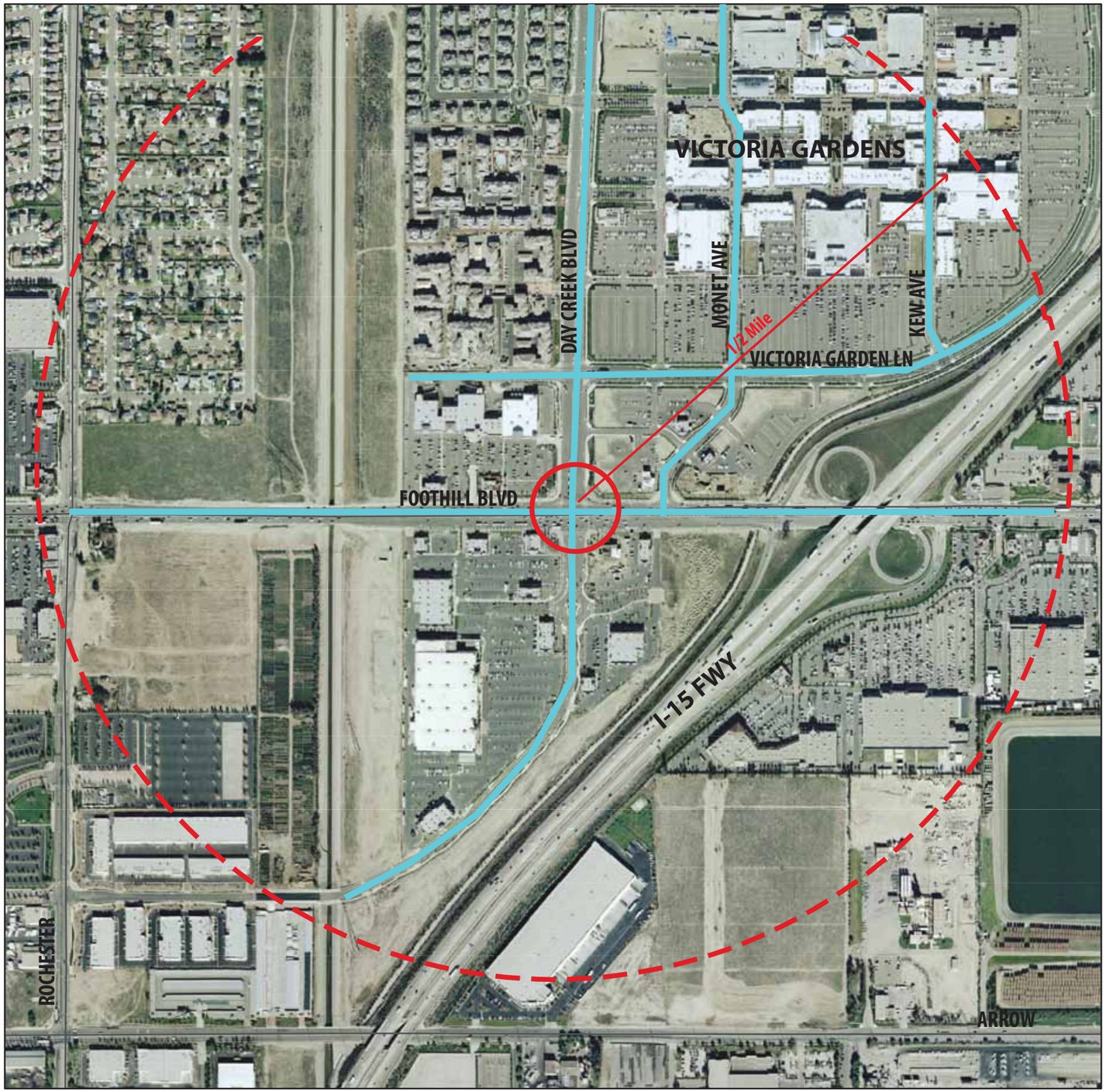

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Miles

DAY CREEK BLVD
- 7ft sidewalks with 10ft landscaped parkways and private landscaped areas adjacent to back of sidewalk
- Consistent pattern of street trees
- Four southbound lanes and three southbound lanes (north of Foothill Blvd)
- One lane in each direction (south of Foothill Blvd)

FOOTHILL BLVD
- 8 to 20ft sidewalks with street trees in wells
- Some unplanted parkways (filled with dirt/gravel)
- Three lanes in each direction with up to 20ft medians
- Planted 13-25ft medians
- Vacant land
- Power poles on north side

VICTORIA GARDEN LN
- 5 to 6ft sidewalks with 14 to 15ft landscaped parkways with a consistent pattern of street trees
- 5ft median (rock cover)
- Two lanes in each direction
- 9ft private Landscaped areas adjacent to back of sidewalk

KEW AVE
- 18 - 25ft sidewalks with street trees in wells and parkways within the 25ft
- One lane in each direction
- Parallel parking

MONET AVE
- 18 - 25ft sidewalks with street trees in wells and parkways within the 25ft (north of Victoria Garden Ln)
- 5ft sidewalks with street trees in 10ft parkways (south of Victoria Garden Ln)
- One lane in each direction (two northbound lanes between Foothill Blvd & Victoria Garden Ln)
- Parallel parking

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FONTANA: Foothill Boulevard/Mulberry Avenue Station

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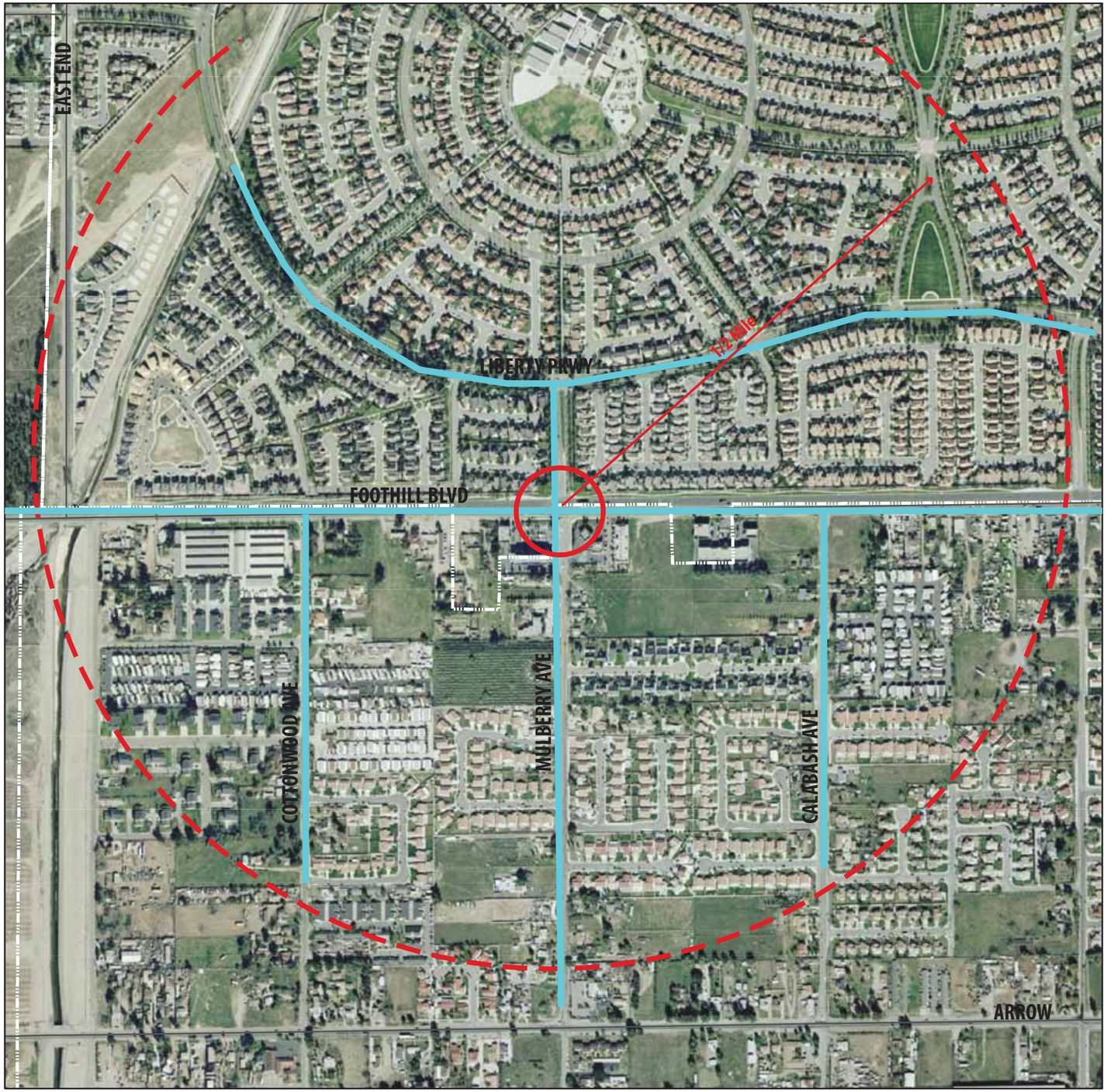

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Miles

MULBERRY AVE
- 5ft sidewalks/some locations with missing sidewalks
- No street trees
- One lane in each direction
- Parallel parking on both sides (in segments)

FOOTHILL BLVD
- 6-8ft meandering and continuous sidewalks with parkways and private landscaping of varying widths
- Clusters of street trees in parkways and trees in private landscaped areas
- Three lanes in each direction
- 13-14ft planted medians

LIBERTY PKWY
- 4-6ft meandering sidewalks with parkways and private landscaping of varying widths
- Clusters of street trees in parkways and trees in private landscaped areas
- Two lanes in each direction
- 10ft planted medians

COTTONWOOD AVE
- Minimal sidewalks/no curbs in some locations
- No street trees
- One lane in each direction/parallel parking on both sides
- Power poles in private properties

CALABASH AVE
- Minimal sidewalks/no sidewalks at intersection
- Inconsistent pattern of parkways/no private landscaping
- One lane in each direction
- Parallel parking on both sides
- Power poles on the east side

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FONTANA: Foothill Blvd/Cherry Ave Station

WORKING DRAFT

CHERRY AVE
- Minimal/non-existent sidewalks, parkways & street trees
- Two lanes in each direction
- Power poles on the west side

FOOTHILL BLVD
- 6 to 8ft sidewalks with parkways of varying widths
- Consistent pattern of street trees on north side (west of Cherry Ave)
- Three lanes in each direction
- Up to 14ft planted medians
- Vacant land primarliy on south side

ALMOND AVE
- 7ft sidewalks/no parkways or landscaped areas/no street trees
- One lane in each direction with parallel parking
- Power poles on east side

REDWOOD AVE
- Inconsistent pattern of sidewalks/no sidewalks and sidewalk dimensions
- Inconsistent pattern of street trees/no street trees
- east side had parkways which have been filled
- Power poles on the east side (none north of Holt Blvd)
- One lane in each direction with parallel parking (north of Foothill includes a center turning lane)

MEYER CANYON DR
- No sidewalks/street trees east of Cherry Ave
- two lanes in each direction
- Vacant land east of Cherry
- 6ft sidewalks and 10ft parkways on south side (west of Cherry Ave)

LIBERTY PARKWAY
- 7-8ft meandering sidewalks/ up to10ft parkways with street trees and private landscaping
- No sidewalks/ up to 33ft parkways trees on south side
- two lanes in each direction
- 13' planted median with trees

BANANA AVE
- 5-6ft sidewalks/ up to16ft parkways with street trees on north side
- No sidewalks/ up to 33ft parkways trees on south side
- Private Landscaped areas
- two lanes in each direction
- 22' planted median with trees

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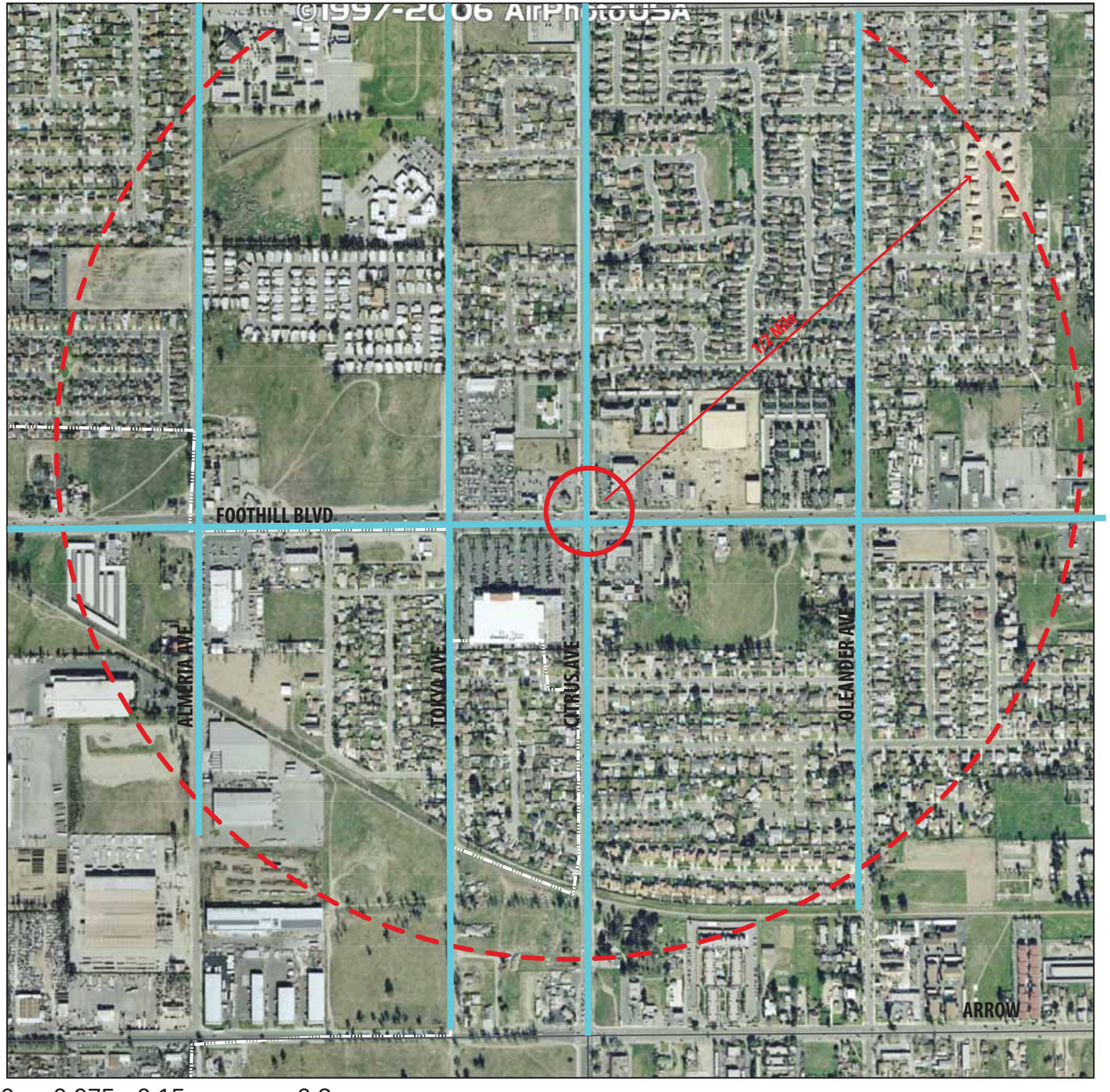
FONTANA: Foothill Blvd/Citrus Ave Station



CITRUS AVE
- 5ft sidewalks and 7ft landscaped parkways (some parkways are filled in)
- Some missing sidewalks on the west side
- minimal/non-existent street trees
- Two lanes in each direction + center turning lane
- Power poles on the west side

FOOTHILL BLVD
- 8 to 12ft sidewalks with no parkways or street trees (planting primarily in private landscaped areas adjacent to back of sidewalk)
- Two lanes in each direction with a 15ft planted medians
- Power poles on north side

ALMERIA AVE
- 5 to 7ft sidewalks (some parkway north of Foothill Blvd)
- No street trees
- no sidewalks/parkways/landscaped areas on the west side (vacant land)
- Power poles on the west side
- One lane in each direction

TOKYA AVENUE
- 6ft sidewalks and 6ft parkways with inconsistent pattern of street trees
- Minimal street trees on west side
- One lane in each direction
- Vacant land

OLEANDER AVE
- 5ft sidewalks/6ft parkways with consistent pattern of palm trees
- One lane in each direction with parallel parking
- Power poles on the west side
- Vacant land north of Foothill Blvd

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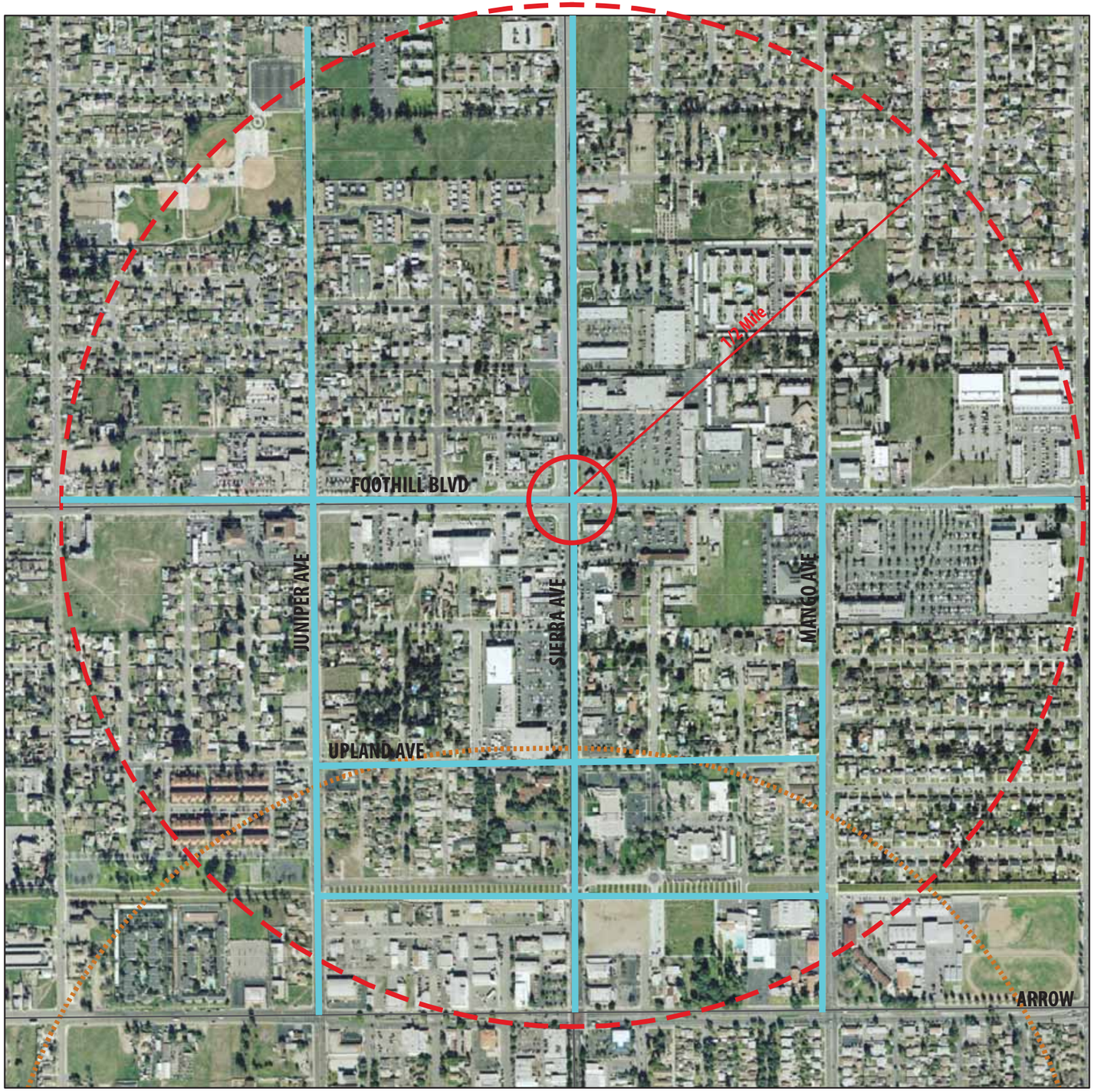
FONTANA: Foothill Boulevard/Sierra Avenue Station



FOOTHILL BLVD
- 12 to 13ft sidewalks/no parkways
- Minimal street trees
- Landscaped areas at back of sidewalk adjacent to Foothill & Sierra
- Two lanes in each direction with a 12ft center turning lane
- Power poles on north side

JUNIPER AVE
- Inconsistent pattern of 7ft sidewalks/no sidewalks
- Minimal/no street trees
- Two lanes in each direction with parallel parking
- Power poles on west side

SIERRA AVE
- 15ft sidewalks
- Street trees in wells and parkways (inconsistent pattern)
- Two lanes in each direction with a center turning lane
- Parallel parking on both sides

MANGO AVE
- 7ft sidewalks
- Minimal/no street trees
- Two lanes in each direction with parallel parking
- Power poles on east side

UPLAND AVE
- 5-7ft sidewalks
- Minimal/no street trees (trees in wells adjacent to Sierra & Upland)
- Two lanes in each direction with parallel parking
- Diagonal parking east of Sierra

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FONTANA: Sierra Avenue/Randall Avenue Station

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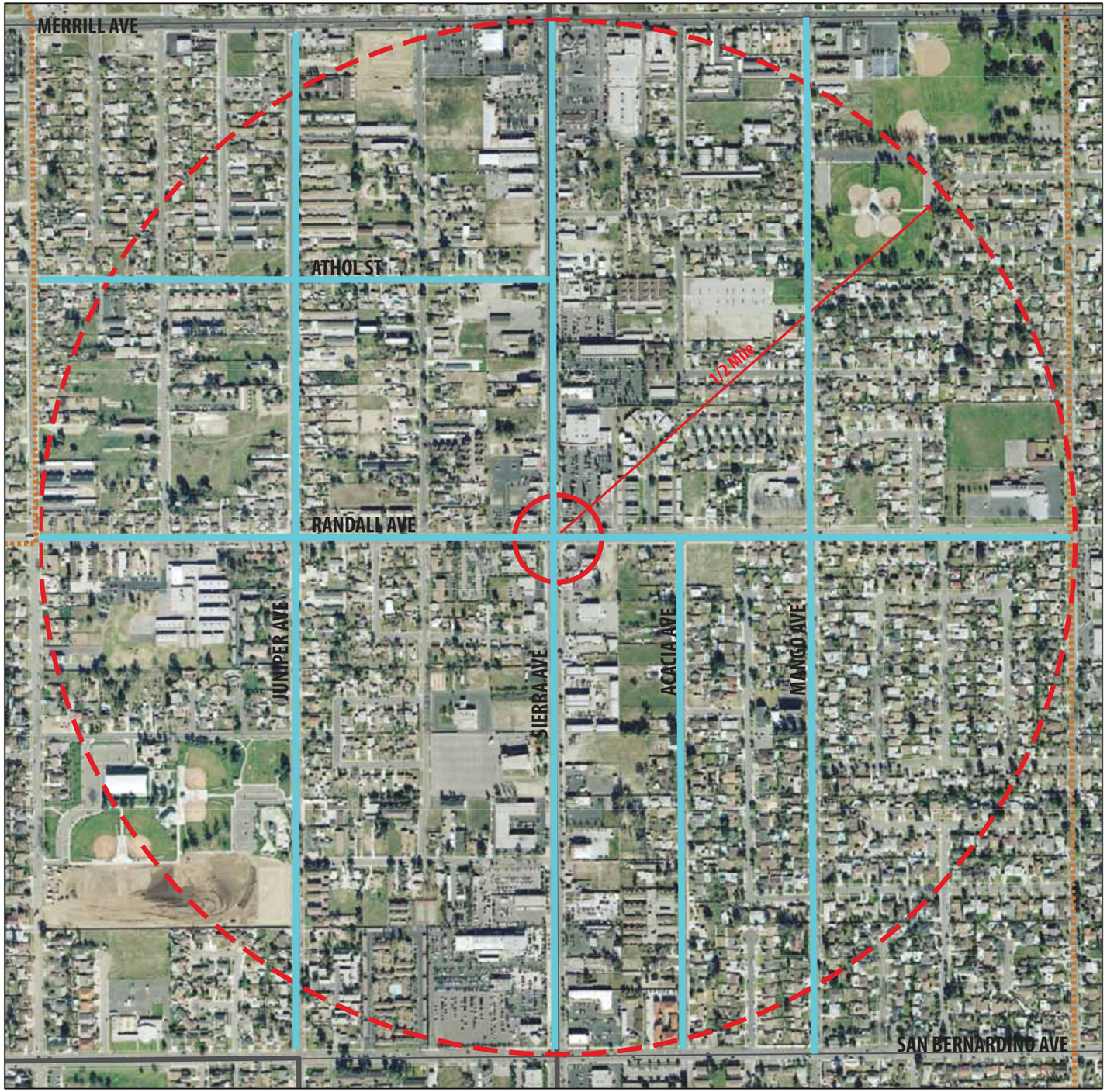

RANDALL AVE
- 5 to 6ft sidewalks (inconsistent pattern)
- 4 to 6ft parkways (inconsistent pattern)
- Minimal/no street trees
- Two lanes in each direction/parallel parking both sides
- Power poles on the north side

SIERRA AVE
- 10 to 15ft sidewalks (inconsistent pattern & numerous driveways)
- No parkways/minimal private landscaped areas
- Street trees in wells
- Two lanes in each direction with a 13ft center turning lane
- Parallel parking both sides

ATHOL ST
- 4ft sidewalks
- 6-7ft parkways
- Inconsistent pattern of street trees in parkways
- One lane in each direction/parallel parking on both sides
- Power poles on the north side (in parkways)

JUNIPER AVE
- 4ft sidewalks
- 6-7ft parkways (some filled with dirt/gravel)
- Inconsistent pattern of street trees
- One lane in each direction/parallel parking on both sides
- Power poles on west side (in parkways)

ACACIA AVE
- 5ft sidewalks/no parkways
- No street trees
- One lane in each direction/parallel parking on both sides
- Power poles on east side (in sidewalks)

MANGO AVE
- 5ft sidewalks
- 8ft parkways
- Street trees in parkways
- One lane in each direction/parallel parking on both sides
- Power poles on east side (in private property)

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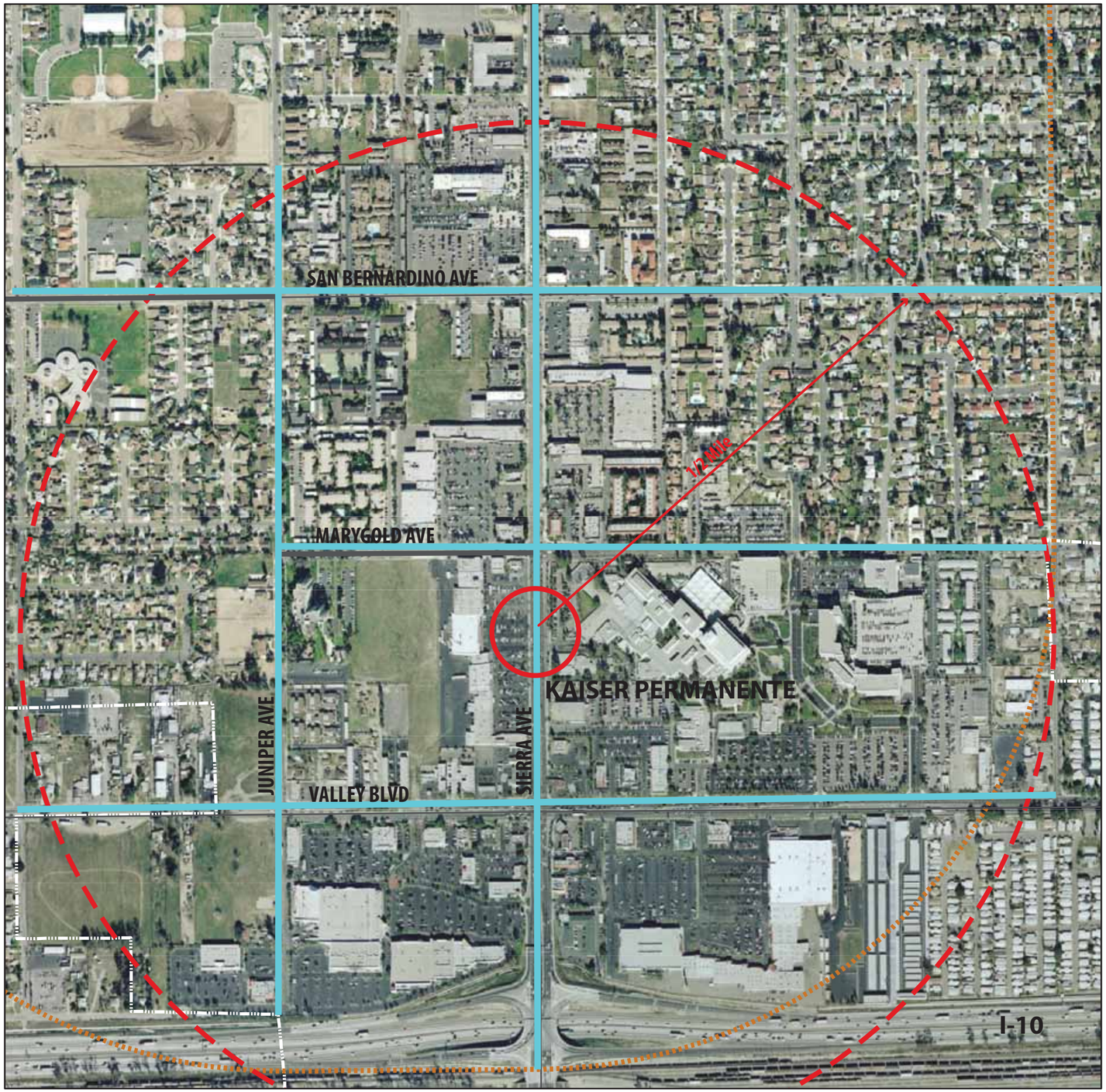
FONTANA: Sierra Avenue/Permanente Drive (Kaiser Hospital) Station

WORKING DRAFT



SIERRA AVE
- 10 to 15ft sidewalks (inconsistent pattern & numerous driveways)
- No parkways/minimal private landscaped areas
- Street trees in wells
- Two lanes in each direction with a 13ft center turning lane
- Parallel parking both sides

VALLEY BLVD
- 4 to 5ft meandering sidewalks (only west of Sierra Ave)
- Inconsistent pattern of parkways/private landscaped areas
- Minimal/no street trees (in clusters in private landscaped areas)
- Two to three lanes in each direction/planted medians near Sierra Ave
- 13ft center turning lanes away from Sierra Ave

MARYGOLD AVE
- 4 to 8ft sidewalks (inconsistent pattern)
- Inconsistent pattern of 5 to 8ft parkways/no parkways
- Minimal/no street trees (in clusters in some private landscaped areas)
- One lane in each direction with 11-13ft center turning lane

SAN BERNARDINO AVE
- 4ft sidewalks
- 6 to 7ft parkways (many filled with dirt)
- Minimal street trees in parkways (some in private landscaped areas)
- Two lanes in each direction/parallel parking on both sides
- Power pole on both sides (in parkways)

JUNIPER AVE
- 4ft sidewalks
- 6-7ft parkways (some filled with dirt/gravel)
- Inconsistent pattern of street trees
- One lane in each direction/parallel parking on both sides
- Power poles on west side (in parkways)

Path: Q:\GIS\HOLT\PedBase.mxd

Cost Estimate for ATP grant

(Total Project Cost Estimate is included in Cost-Benefit document)

bike racks	76 @ $515 ea.	$39,140
Crosswalk (continental striping)	44 @ $12,000 ea.	$528,000
Sidewalk	27,450 sq. ft. @ $5.00/sf	$137,250
Curb and gutter	4,200 ft. @ $19.00/lf	$79,800
Curb ramps	526 @ $3,500 ea.	$1,840,810
Subtotal construction		***$2,625,000***
Design (PE)	15%	$525,000
Contingency	10%	$350,000
Total		**$3,500,000**

Notes:

Sidewalk at Holt/Central, Holt/San Antonio, Holt/Euclid, Holt/Campus, Holt/Grove, Foothill/Mulberry, Foothill/Day Creek, Foothill/Milliken, Ontario Mills, Inland Empire/Haven, Foothill/Cherry, and Foothill/Citrus

Curb and gutter at Foothill/Citrus, Foothill/Cherry, Foothill/Milliken, Foothill/Mulberry, Holt/Campus, Holt/Euclid, and Holt/Central

PUBLIC NOTICES

West Valley Connector Corridor - Safe Routes to Transit Project

OMNITRANS
NOTICE OF PUBLIC HEARING

OMNITRANS, the regional mass transportation carrier in San Bernardino County will hold a series of public hearings to obtain comments from citizens regarding the proposed changes in OmniConnects, the fiscal years 2015-2020 Short Range Transit Plan (SRTP).

The OmniConnects plan describes Omnitrans' proposed fare policy and service through FY 2020. The proposal includes the fare changes and a series of service enhancements designed to improve and simplify travel.

NOTICE IS HEREBY GIVEN that a series of public hearings will be conducted by the staff of Omnitrans on the following dates, times and locations:

Date	Location	Time
Monday, March 24, 2014	SAN BERNARDINO Feldheym Library Kellogg Room B 555 W. Sixth Street AND Fourth Street Transfer Center (Carousel Mall side)	10:00 am to 2:00 pm 3:30 pm to 6:00 pm
Tuesday, March 25, 2014	CHINO City Council Chambers 13220 Central Avenue AND Chino Transit Center Sixth Street (Between Chino Avenue and D Street)	9:00 am to 12:00 pm 2:00 pm to 6:00 pm
Wednesday, March 26, 2014	REDLANDS Redlands Transfer Mall Redlands Blvd. and Orange Avenue) AND City Council Chambers 35 Cajon Street	1:00 pm to 3:00 pm 5:00 pm to 8:00 pm
Thursday, March 27, 2014	FONTANA Transit Center 16777 Orange Way	7:00 am to 10:00 am
Thursday, March 27, 2014	RANCHO CUCAMONGA Chaffey College Transit Center 5885 Haven Avenue (off College Drive)	1:00 pm to 3:00 pm
Thursday, March 27, 2014	ONTARIO Senior Center 225 East B Street	5:00 pm to 8:00 pm
Monday, March 31, 2014	MONTCLAIR Transit Center 5091 Richton Road	9:00 am to 12:00 pm
Monday, March 31, 2014	YUCAIPA Transit Center 34278 Yucaipa Blvd.	2:30 pm to 6:30 pm

At these meetings, all interested persons or agencies will be given the opportunity to be heard. The public is welcome at these public hearings any time within the specified hours to walk around, view and discuss with Omnitrans staff the proposed updates. Any person or agency may mail comments until **APRIL 7, 2014** to the Omnitrans main office located at 1700 West Fifth Street, San Bernardino, California 92411 to the attention of the Planning Department. More information about OmniConnects may be obtained by writing to the Omnitrans Planning Department or by calling (909) 379-7250 or by sending an email to tembi.morales@omnitrans.org. Additional information can be found on the Omnitrans website at www.omnitrans.org.

ENVIRONMENT
No adverse environmental impact is anticipated as a result of the proposed updates.

IN THE ABSENCE OF ANY SUBSTANTIVE COMMENTS, THE PROPOSED UPDATES WILL BE IMPLEMENTED IN THE 2015-2020 OmniConnects plan.

Jeremiah Bryant
Service Planning and Scheduling Manager

INLAND VALLEY
DAILY BULLETIN
(formerly The Daily Report)

2041 E. 4th Street
Ontario, CA 91764

PROOF OF PU
(2015.5

STATE OF CALIFORNIA

County of San Bernardino

I am a citizen of the United States, I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of INLAND VALLEY DAILY BULLETIN, a newspaper of general circulation printed and published daily in the City of Ontario, County of San Bernardino, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Bernardino, State of California, on the date of August 24, 1951, Case Number 70663. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

3/3/14

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Ontario, San Bernardino Co. California
this 3 day of March, 2014

signature

45

OMNITRANS
NOTICE OF PUBLIC HEARING

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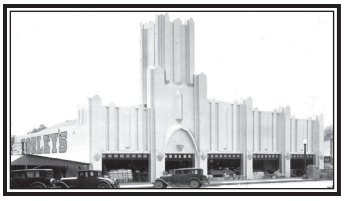
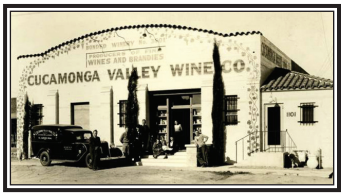
Jeremiah Bryant
Service Planning and Scheduling Manager

HOLT BOULEVARD MOBILITY & STREETSCAPE STRATEGIC PLAN

OPEN HOUSE

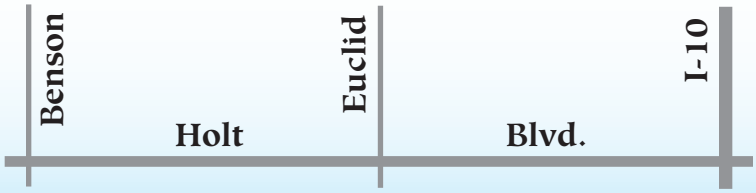
at the Ontario Senior Center
225 East "B" Street next to City Hall
Thursday, February 9, 2012
anytime from 4:00 - 8:00pm





THE FUTURE ?

Help us fullfill the vision for Holt Blvd.



SCHEDULE

4:00 - 8:00 pm

Open House Format (no time specific activities or presentations)
Come for 15 minutes or stay for a few hours.
Staff and the consultant will talk with you one-on-one, or provide notes and ideas on maps, or just come to see existing conditions along this 6.5 mile corridor.

ACTIVITIES

Provide input on:

- Overall Vision • Goals & Objectives • Issues & Concerns
- Opportunities • Alternative ways on how to best integrate vehicles, pedestrians, bikes, transit users, & commercial uses • Fill out a questionnaire
- Learn about the project or the overall process.

For more information, please contact: Rudy Zeledon, Senior Planner City of Ontario • 909-395-2422 • rzeledon@ci.ontario.ca.us

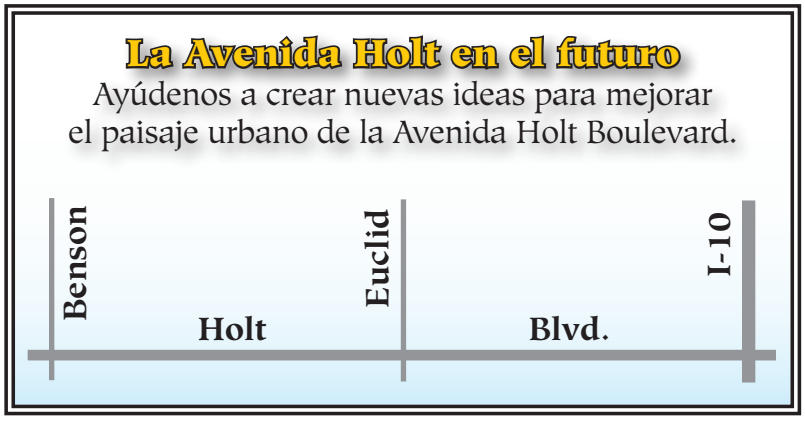
La Ciudad De Ontario Los Invita A Una Reunión De Comunidad

Vamos a disertar sobre la formación de un plan estratégico de movilidad y paisaje para la avenida Holt Boulevard

En el Centro de Ciudadanos Mayores de Ontario (Ontario Senior Center)
225 East B Street (a un lado del ayuntamiento)

Los esperamos, jueves, el 9 de febrero, 2012

Durante las horas 4:00pm a 8:00pm estamos disponibles para hablar con usted
(no va a haber presentaciones formales, acompáñanos por un par de horas o 15 minutos)



INFORMACIÓN

Por favor visítenos durante las horas 4:00pm a 8:00pm. Representantes de la ciudad estarán ahí para recibir sus ideas y explicar el proyecto de mejorar la avenida Holt Boulevard

Holt Boulevard es una avenida principal, estamos trabajando para realizar una calle segura para personas, ciclistas y automóviles. Necesitamos sus pensamientos en cómo mejorar la seguridad y el paisaje de Holt Boulevard.

Para más información o preguntas, comuníquese con Rudy Zeledon, Urbanista Principal, Ciudad de Ontario
(909) 395-2122 rzeledon@ci.ontario.ca.us

1

What do you do on Holt Boulevard (check all boxes that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Drive to work along parts of Holt Boulevard		14	41.1 %
Cut across Holt Boulevard while driving somewhere else		23	67.6 %
Work on Holt Boulevard		4	11.7 %
Live on Holt Boulevard		1	2.9 %
Visit retail businesses on Holt Boulevard		24	70.5 %
Operate a business on Holt Boulevard		4	11.7 %
Visit restaurants on Holt Boulevard		16	47.0 %
Take my vehicle there for repairs or upgrades		5	14.7 %
Shop for vehicles on Holt Boulevard		0	0.0 %
Go to government / social service offices on the Boulevard		8	23.5 %
Take transit down Holt Boulevard		2	5.8 %
Cross over Holt Boulevard while taking transit		4	11.7 %
Commute by Bike across or down the corridor		5	14.7 %
Walk across Holt Boulevard at some point		11	32.3 %
Walk along Holt Boulevard		8	23.5 %
Visit infrequently		8	23.5 %
Utilize the Boulevard for exercise (running or walking)		0	0.0 %
Other		3	8.8 %
	Totals	34	100%

2

What reasons, if any, prevent you from visiting or passing through more often (select all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
No destinations I want to go to		8	23.5 %
No businesses there I need to visit		6	17.6 %
Does not fit into my normal commute or direction patterns		9	26.4 %
Don't really like the area as it is now		10	29.4 %
I don't feel safe in the area as it is now		13	38.2 %
I would like to walk there, but walkways are in poor shape		9	26.4 %
I don't feel it is convenient or safe to use transit		6	17.6 %
I would like to walk there, but cars are too close and too fast		15	44.1 %
I would like to ride a bike there, but the conditions are not safe		10	29.4 %
Other		4	11.7 %
	Totals	34	100%

3

Part 1- Improvements (1 - 15)A variety of improvements could occur along the Boulevard. Which of the following are most important to you (select all that apply but try to limit to the most important improvements, don't simply check all)?

Answer	0% 100%	Number of Response(s)	Response Ratio
1. Add more lanes of travel for cars (currently 2 each direction)		8	25.8 %
2. Decrease lane width to slow traffic & use space for other uses		4	12.9 %
3. Preserve on-street parking		8	25.8 %
4. Increase on-street parking		5	16.1 %
5. Remove on-street parking		8	25.8 %
6. Add a striped bike lane		15	48.3 %
7. Use "sharrows" (shared arrow) to show where bikes can ride		12	38.7 %
8. Add bike parking spaces, racks, or lockers in key locations		10	32.2 %
9. Increase the number of bus stops		4	12.9 %
10. Upgrade the current bus stops		11	35.4 %
11. Add express bus services (Bus Rapid Transit) & special stations		9	29.0 %
12. Provide traffic signal priority for express bus service		2	6.4 %
13. Add a new lane for express bus transit only		2	6.4 %
14. Add a shared painted lane, dominated by bus use, but allows vehicles and bikes in it, but with frequent bus stops in the lane		4	12.9 %
15. Complete missing sidewalks		19	61.2 %
	Totals	31	100%

4

Part 2 - Improvements(16-30)A variety of improvements could occur along the Boulevard. Which of the following are most important to you (select all that apply but try to limit to the most important improvements, don't simply check all)?

Answer	0% 100%	Number of Response(s)	Response Ratio
16. Repair substandard sidewalks and ramps areas		19	57.5 %
17. Widen walkways to 8'-12'		11	33.3 %
18. Encourage more outside seating or display areas for businesses		17	51.5 %
19. Add bulb-outs at corners to shorten walk crossing distance		6	18.1 %
20. Add median refuge to allow for a safe halfway point to stand		4	12.1 %
21. Add more traffic signals with marked pedestrian crosswalks		9	27.2 %
22. Add more street lighting to increase night time lighting		15	45.4 %
23. Add parkways (next to walkways) with trees and plantings		14	42.4 %
24. Add landscaped medians with street trees		15	45.4 %
25. Add entry monuments / gateways at the ends of the corridor		9	27.2 %
26. Add public art along the corridor		11	33.3 %
27. Add wayfinding signage along the corridor		2	6.0 %
28. Add banners or other community character signage		12	36.3 %
29. Add historic markers, banners or interpretive signage		15	45.4 %
30. Add in-street pavement upgrades to highlight special areas		6	18.1 %
Other		0	0.0 %
	Totals	33	100%

5

How would these improvements change your use of the area (check all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Increase your driving down the corridor more often		17	54.8 %
Increase your driving & stopping in the corridor more often		17	54.8 %
Increase your walking to the area more often		12	38.7 %
Increase your shopping or dining in the area		23	74.1 %
Encourage you to live in the area in the future		5	16.1 %
Encourage you to ride a bike along or across the corridor		10	32.2 %
Encourage you to invest in a new business along Holt		7	22.5 %
Invest in improvements or business expansion along Holt		5	16.1 %
Encourage you to build a new retail project along Holt		7	22.5 %
Encourage you to build homes along Holt		3	9.6 %
Other		3	9.6 %
	Totals	31	100%

6

What best describes your connection with Ontario (check all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Resident (owner of property)		16	50.0 %
Resident (tenant of rented property)		4	12.5 %
Student		5	15.6 %
Employee of Local Employer		4	12.5 %
Business Owner in the General Area		5	15.6 %
Business Owner directly on Holt Boulevard		3	9.3 %
Property Owner but do not live in Ontario		3	9.3 %
Retired Citizen		0	0.0 %
Visitor for Business, Shopping or Dining		3	9.3 %
Other		2	6.2 %
	Totals	32	100%

7

What best describes where you are currently residing (check one only)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Local resident (within the City of Ontario)		20	57.1 %
Resident of a nearby city		5	14.2 %
County resident (within the County of San Bernardino)		1	2.8 %
California resident (outside of the County of San Bernardino)		1	2.8 %
-		0	0.0 %
Other		5	14.2 %
No Response(s)		3	8.5 %
	Totals	35	100%

8

On average, how often do you utilize some part of Holt Boulevard (check one only)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Almost every day		18	51.4 %
Some weekdays		3	8.5 %
Weekends only		2	5.7 %
Once a week		6	17.1 %
Once a month		2	5.7 %
I do not drive, walk, ride or take transit on Holt at all		0	0.0 %
Other		2	5.7 %
No Response(s)		2	5.7 %
	Totals	35	100%

9

*How did you submit your survey? (check which box applies to you)

Answer	0% 100%	Number of Response(s)	Response Ratio
Open House Questionnaire		24	68.5 %
Mail-In Questionnaire		10	28.5 %
Web Based Questionnaire		1	2.8 %
No Response(s)		0	0.0 %
	Totals	35	100%

Misc.

1. What do you do on Holt Boulevard?
- Drive it on occasions
- Visit art walk
- Drive Holt to take kids to school

2. What reasons prevent you from visiting or passing through more often?
- Homeless people
- No parking
- Change the zoning, need more multifamily
- Add benches
- Not an area I currently want currently want to walk around, not pedestrian friendly, need more "walkable" businesses
- West Holt is safer than east too many homeless, drunks & "ladies" of the night on east holt.

5. How would these improvements change your use of the area?
- Gardens and markets
- A safer environment will help community members co exist
- Local retail

6. What best describes your connection with Ontario?
- Planning Comm.
- I live here

8. On average, how often do you utilize some part of Holt Boulevard?
- Every day
- Go to the airport frequently

Other Comments - Responses
- More commercial shops and more security
- Holt Blvd Corridor can be dramatically changed to become a retail and industrial corridor.
- They need to make safety improvements on this street. There are many children and families walking down this dangerous street.
- I was raised in Ontario. Most of my family still lives there, so I visit quite often.
- I have two sons attending Chaffey High School, the best school in the county!! Ontario is my hometown forever!!
- For cyclist - Emphasize 1. Education 2. Enforcement
- I would really enjoy Holt if there were local businesses and have food businesses use locally grown produce.
- The importance of my comfort is for local farmers to be used even more because of Ontario's history.

Holt Boulevard

Mobility & Streetscape Strategic Plan Open House Sign-In

NAME	AFFILIATION (Resident, Organization, Business Owner, etc.)	PHONE	ADDRESS	EMAIL
Rick Gage	Resident / Planning [illegible]	909-229-0972	1236 N. Euclid Ave	[illegible]@verizon.net
[illegible]	Commercial	909-988-[illegible]	214 S. Euclid Ave	[illegible]@yahoo.com
Kim [illegible]	City	909-309-2164		
Octavio A. Vazquez	Resident Business Owner	909-486-2612	802 W Holt Blvd Suite C	[illegible]insurance@live.com
✓ Judith Taylor	Resident	909-984-9032	917 Hollowell St.	jmtaylor@verizon.net
✓ [illegible]	Resident	909 986 4257	1300 West Holt Blvd	
Tomas Higa	Resident	909 518 4155	229 N. Vine Ave	[illegible]@gmail.com
✓ Dave [illegible]	Cages [illegible]	909 986 9789	114 S [illegible] Ave	dave@cages.com
Tom Burciaga	Mr. Ontario	909-210-7258		tomburciaga@hotmail.com
Reed Sigler	Resident / City	909-210-8861	3268 S Westmont LN # 3	ReedSigler@gmail.com
Rebecca Forbes	Caltrans	909/388-7189	464 West 4th St. 5B	rebecca_forbes@dot.ca.gov
Michael Perez	retired/resident	909-984-7000 x 18995	159 N Cardinal, Ontario, 91764	[illegible]@yahoo.com
Debbie [illegible]	Business Owner	909 984 0619	213 W. Holt	[illegible]@yahoo.com
Jessica Pineda	Inland Congregations United for Change	(909) 450-[illegible]	1533 S Pine Ave Ontario CA 91762	jessica_pineda@hotmail.com
[illegible]	Caltrans	(909) 383-4557	464 N 4th St, San Bernardino, CA 92401	[illegible]@dot.ca.gov
Pablo Baeza	Pitzer in Ontario	240-328-7284	1050 N. Mills Ave, Pitzer College Box #[illegible] Claremont CA 91711	pabloandresbaeza@gmail.com
Lucy Block	Pitzer in Ontario / Ontario Wheelchair [illegible]	(909) 283-0833	132 E. H St, 91764	lucy_block@pitzer.edu
Robert Gregorek II	Ontario Planning Comm	(909) 900-7600	1424 Cottonwood St Ontario	
Barbara Hartley	Planning Commission	(909) 947-0206	2908 Whispering Lakes Ln Ont	[illegible].net
Bob Spence	Resident			BABSPENCE[illegible]@msn.com
Wendy Medina	Senator McLeod	621-2783	4959 Palo Verde St #110B Montclair	wendy.medina@sen.ca.gov
Maria Rojas	Business Owner	(909) 986-6058	220/222 E. Holt Blvd. Ont. CA	[illegible]boutique@yahoo.com
Skip [illegible]	Resident	909 391-2022	304 S. Laurel	
✓ Peter [illegible]	Resident	661 609-1829	914 E. Harvard Place Ont	peter.[illegible]@verizon.net
Mark Hager	City Consultant	951-520-7343	2280 Market St Suite 100 Riverside 92501	mark.hager@hdrinc.com
✓ Marie Amick	resident	909-984-5770	905 W. I St. Ontario	
✓ Jerry Rosenblum	Business owner	(949) 307-1102	202 W. Holt Blvd Ste D	Landlordjerry@aol.com
✓ Carrie Leese	Resident	(909) 240-5720	848 Hollowell St	[illegible]black@aol.com
✓ Richard Delman	Ontario Planning	909-238-5466	1007 W. Euclid Ave	rdelman@msn.com
Anna Rahtz	Omnitrans	909-379-7250		anna.rahtz@omnitrans.org
Gerald & Mary Ann [illegible]	Resident	909-986-6294	1228 N Cypress	
✓ Erin Higa	owner / resident	909 731 8676	229 N. Vine Ave.	erinhiga@gmail.com
Lloyd Bumstead	Business / resident	909-984-9067	1038 W. 4th St	Lgbum@aol.com
✓ Nancy Bumstead	Business / resident	909-226-7407	1038 W. 4th St.	
[illegible]	City			
[illegible] Benitez	ICUC	(909) 216-7664	230 S. Sultana Ave #207	
Alan [illegible]	Resident		831 E El Morado	
Sage [illegible]	Pitzer in Ontario	[illegible]-5582	1050 N. Mills Ave. Claremont, CA 91711	[illegible]@comcast.net
[illegible] Hernandez	Resident	(909) 467-2407	305 N. Vine Ave	
Sam [illegible]	Student at Pitzer	(323) 788-0923		
Fausto A. Reyes	Resident	(951) 538-8001		[illegible].com
Tad Decker + Julie Decker	[illegible]	(909) 983-[illegible]	1051 W. Holt Blvd Ontario	[illegible]@verizon.net
[illegible] Zambrano	Resident	909-489-1585	1404 S. Pleasant	[illegible]@yahoo.com
Raymond Hood	Resident	909 988 4663	2134 S. San Antonio Ave	[illegible]2000@yahoo.com
Lorna Foster	Resident	909-388-7186	201 W. J Street, ONT	lorna_foster@dot.ca.gov

47 signed in, estimate another 3 that came as couples (besides the two paris signed in as such) and another 10 or so that came in the back door and did not sign in for an estimated total of 60 workshop attendees and another 10 from consultants & staff.

Holt Boulevard Mobility & Streetscape Strategic Plan

The City of Ontario has embarked on a corridor plan for Holt Boulevard. The plan will focus on incorporating "Complete Streets" strategies to create a safe and inviting transportation network that will serve the needs of everyone who travel the corridor, including bicyclists, drivers, transit users, and pedestrians of all ages and abilities along the Holt Boulevard corridor.

In order to respond to the community's needs and concerns regarding Holt Boulevard, the City will be conducting the its second open house workshop. This workshop will include a presentation of the conceptual street design alternatives for Holt Boulevard and options for the future Bus Rapid Transit System (BRT). In addition, concepts for streetscape design, parking, gateway monuments, signage, bike and pedestrian facilities will be presented.

So come and participate. Your input is valuable to the process.

For information please contact the Ontario Planning Department at (909) 395-2036.

For information please contact

Rudy Zeledon,
Senior Planner,
at the Ontario Planning Department at

(909) 395-2036

OPEN House

When: Tuesday August 14, 2012

Where: Ontario Senior Center, 225 East "B" Street, Ontario CA 91764

Time: 5:00 p.m. to 8:00 p.m.

ADD STARS FOR THE OBJECTIVES THAT ARE YOUR HIGHEST PRIORITY (USE ALL 5 STARS PROVIDED)

DRAFT PROJECT OBJECTIVES

Near-term (2015) Maintenance Objective: In the near term, Holt Boulevard must continue to show signs of public investment through physical improvements that signal to investors and property owners that it is safe to invest. Other positive signs of change can also result from code enforcement efforts, maintenance programs, litter control, graffiti removal, signage regulations, consistent redevelopment priorities, and strong business organizations as well as appropriate policies, zoning and design guidelines to facilitate these positive changes.

Mid-term (2020) Transit & Traffic Objective: Holt Boulevard will need to create a walkable and bikeable environment that supports transit use in the corridor while still having efficient traffic movement. The improvements should recognize the substantial investment planned for transit in the corridor and how Holt Boulevard needs to encourage transit supportive development that will result in increased transit ridership around potential transit stations.

Long-term (2030) Investment Objective: In the long-term, the corridor will improve the physical and economic conditions to a point where investors, property owners, residents and customers will all want to come to and engage in activities and uses along the corridor. The area needs to involve and evolve with the local business community and coincide with interests in downtown revitalization, the airport, the convention center and transit investments.

Economic Objective: The public investments should increase private investments that will spur additional smart growth that will in turn increase the tax base, provide transit riders for the transit investments, contribute funds for business and maintenance districts and support long term stability of businesses along the corridor.

Mobility Objective: Holt Boulevard needs to balance the uses of the street, through improvements that increase pedestrian and bike safety, calms and accommodates current levels of traffic, and prioritizes transit mobility along the corridor.

Historic Objective: Reinvigorate the history of the corridor through new period signage, building preservation, facade enhancements, interpretive panels, entry monumentation, public art, lighting and banner systems.

Urban Forest Objective: Provide a streetscape design that reduces urban heat island gain, sequesters carbon dioxide, provides shade, captures and treats urban runoff, increases edge friction for traffic calming and reinforces a positive green character for the street.

Civic Objective: The improvements along Holt Boulevard will establish a positive entrance to the City from the freeways, rail lines and airport. These improvements will also support the civic role of Euclid Avenue and City Center.

Environmental Objective: The project will serve to improve the quality of water runoff, micro-climate temperatures and air quality through urban forestry, best management practices for low impact development, by improving traffic efficiency through the corridor and by supporting a land use pattern that will reduce vehicle miles traveled by providing choices for living, working, shopping, playing, learning and interacting within complete neighborhoods and communities.

Design Objective: The corridor will be aesthetically improved and wayfinding will be increased through the use of entry monument gateways, historic theming and special node treatments that define districts of different uses.

SUMMARY OF COMMENTS OR VOTING

2 Near-term (2015) Maintenance Objective: 31 stars

3 Mid-term (2020) Transit & Traffic Objective: 23 stars

Long-term (2030) Investment Objective: 11 stars

Economic Objective: 11 stars

Mobility Objective: 14 stars

1 Historic Objective: 37 stars

Urban Forest Objective: 18 stars

Civic Objective: 11 stars

Environmental Objective: 12 stars

Design Objective: 14 stars

ADD COMMENTS ON POST-IT-NOTES HERE

DRAFT PROJECT VISION STATEMENT

By 2020, Holt Boulevard will evolve into a Street with highly visible changes in the public right-of-way that reflect the history and character of the corridor, while creating new imagery and spaces that support increased activity along the Boulevard.

Efforts will focus on leveraging public investments that will encourage private investments that, will in turn, help to redevelop the area while supporting current businesses and services.

Street improvements will recognize current and future demand for vehicular traffic while safely accommodating other roadway users including transit, walking and biking in order to create a complete street that supports mobility in a complete community.

The treatments of the Boulevard do not have to be consistent along its full length, rather solutions can be concentrated at important nodes, districts or gateways and should be sensitive to local context and issues.

SUMMARY OF COMMENTS

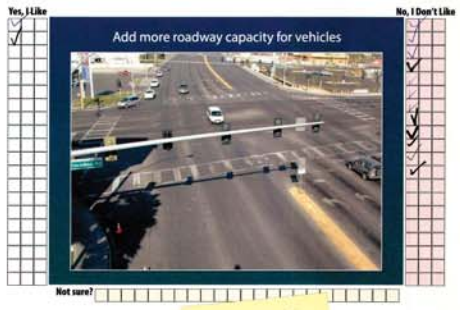
Post-it-note #1:

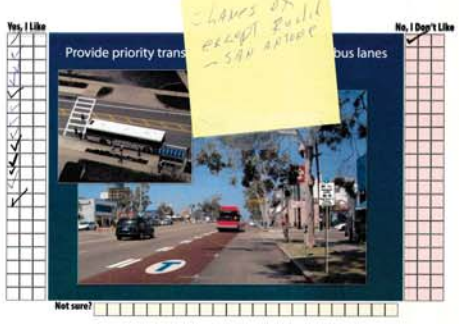
Historic Bldgs & Places to be noted and marked.
Cultural Center, People Friendly, Open Markets, Green Spaces

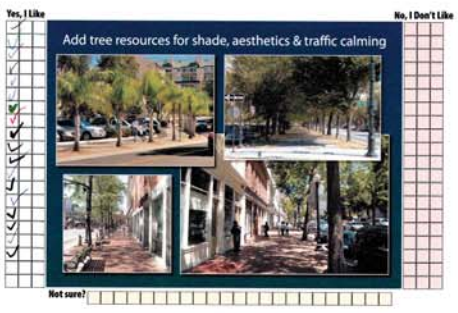
Post-it-note #2:

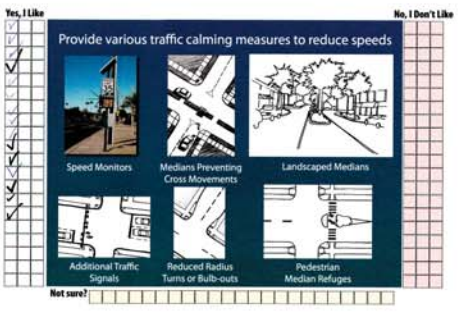
The Streets cape should complement the historic buildings left on Holt Blvd. More green spaces, less "concrete" looking. Pedestrian friendly

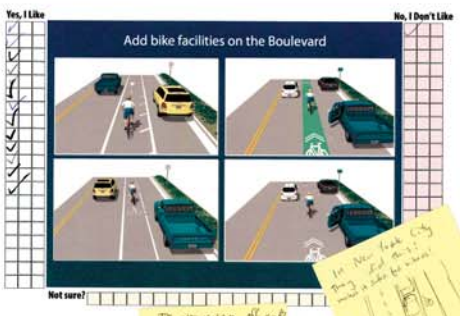
PRELIMINARY PREFERENCES

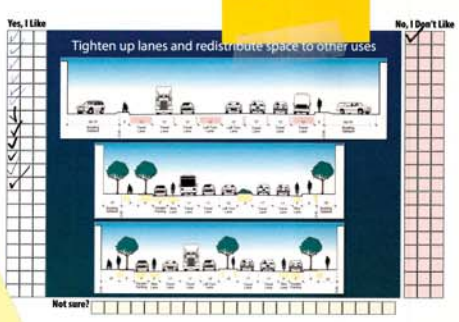


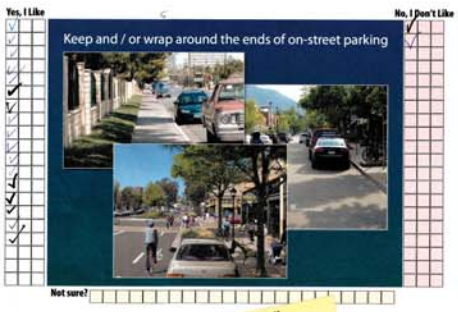


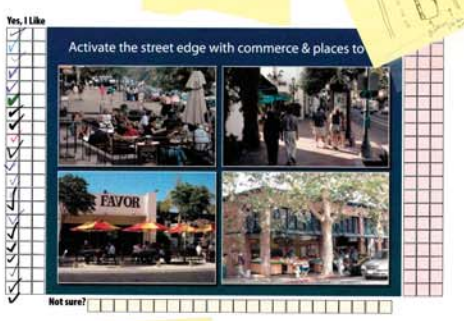


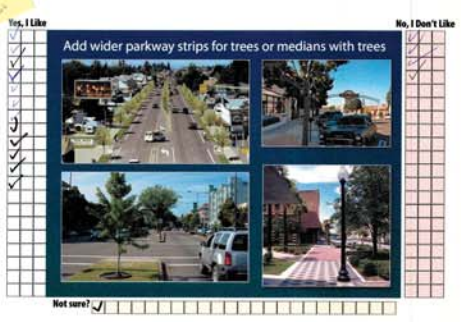












SUMMARY OF VOTING

? 1. Provide alternative intersection design such as roundabouts: 8 Liked, 9 Disliked
2. Provide various traffic calming measures: 15 Liked
3. Keep and enhance on-street parking: 17 Liked, 2 Disliked
? 4. Improve pedestrian crossings that are not at current signalized intersections: 13 Liked, 6 Disliked
2 5. Improve crossings at existing signalized intersections: 19 Liked
3 6. Add tree resources for shade, aesthetics & traffic calming: 18 Liked
7. Add bike facilities on the Boulevard: 13 Liked
1 8. Activate the street edge with commerce & places to sit: 21 Liked
9. Add more roadway capacity for vehicles: 2 Liked, 12 Disliked
10. Provide priority transit facilities such as shared bus lanes: 13 Liked, 1 Disliked
11. Where traffic is not as great, reduce the number of lanes: 11 Liked, 2 Disliked
12. Tighten up lanes and redistribute space to other users: 12 Liked, 1 Disliked
13. Add wider parkway strips for trees or medians with trees: 12 Liked, 4 Disliked

SUMMARY OF POST IT NOTES

1. Regarding "on-street parking preference": Should be related to specific areas for pedestrian activity
2. Regarding "activation of the street edge": This needs to be a priority
3. Regarding "reducing number of lanes": Add bike lanes as much as possible to both sides.
4. Regarding "add more lanes in roadway": Three lanes each side okay except between Euclid and San Antonio Ave.
5. Regarding "add bike facilities on the Boulevard": In New York City they added a cycle track between parking and sidewalk (makes it safer for bikers)

SUMMARY OF COMMENTS OR VOTING

Green Dot Solutions like the public liked:

2 Cycle Tracks: 7 dots
Post-it-note Comment: Cycling Student Education

Bicycle Boulevards

3 Enhanced Bicycle Boulevard intersection: 4 dots
Traffic diverters on Bicycle Boulevard: 1 dot

Improved Facilities at Intersections
Bike signals and specialized bicycle crossings: 3 dots
High Intensity Activated Crosswalk: 1 dot
Post-it-note Comment# 1: Circular loop sensitivity
Post-it-note Comment# 2: Cycling Education Program

Bike Amenities

1 Bike Corral: 9 dots
Post-it-note Comment: Bike Co-ops

SUMMARY OF COMMENTS OR VOTING

Safety Issues (along Streets)

1 Safety solutions: 4 green dots

Safety Issues (at Intersections)

Post-it-note Comment: Pedestrian signals w/ countdown timers & voice

Post-it-note Comment: Arrow pointing towards round-a-bout. (This is feasible here in Ontario at numerous places west of Mountain and East of Campus.

SUMMARY OF COMMENTS OR VOTING

Accessibility Issues: Accessibility Solutions

2A) Audible visual crosswalk signals -- 1 green dot

1 4A) Pedestrian paths free of gaps, obstructions and barriers -- 3 green dots

7A) Repair, slice or patch lifts on walking surfaces and re-set utilities boxes to flush -- 1 green dot

Connectivity Issues: Connectivity Solutions

1C) Missing sidewalk segments added in areas where sidewalks mostly exists.

3C) Post-it-note comment: Arrow pointing to 3C) image. Very feasible here in Ontario.

5C) Destinations added or made more connected within walking distance of origins.

6C) Post-it-note comment: Pedestrian Bridge at Vineyard.

8C) When reviewing projects, verification that pedestrian routes and distances between land uses are reasonable an direct.

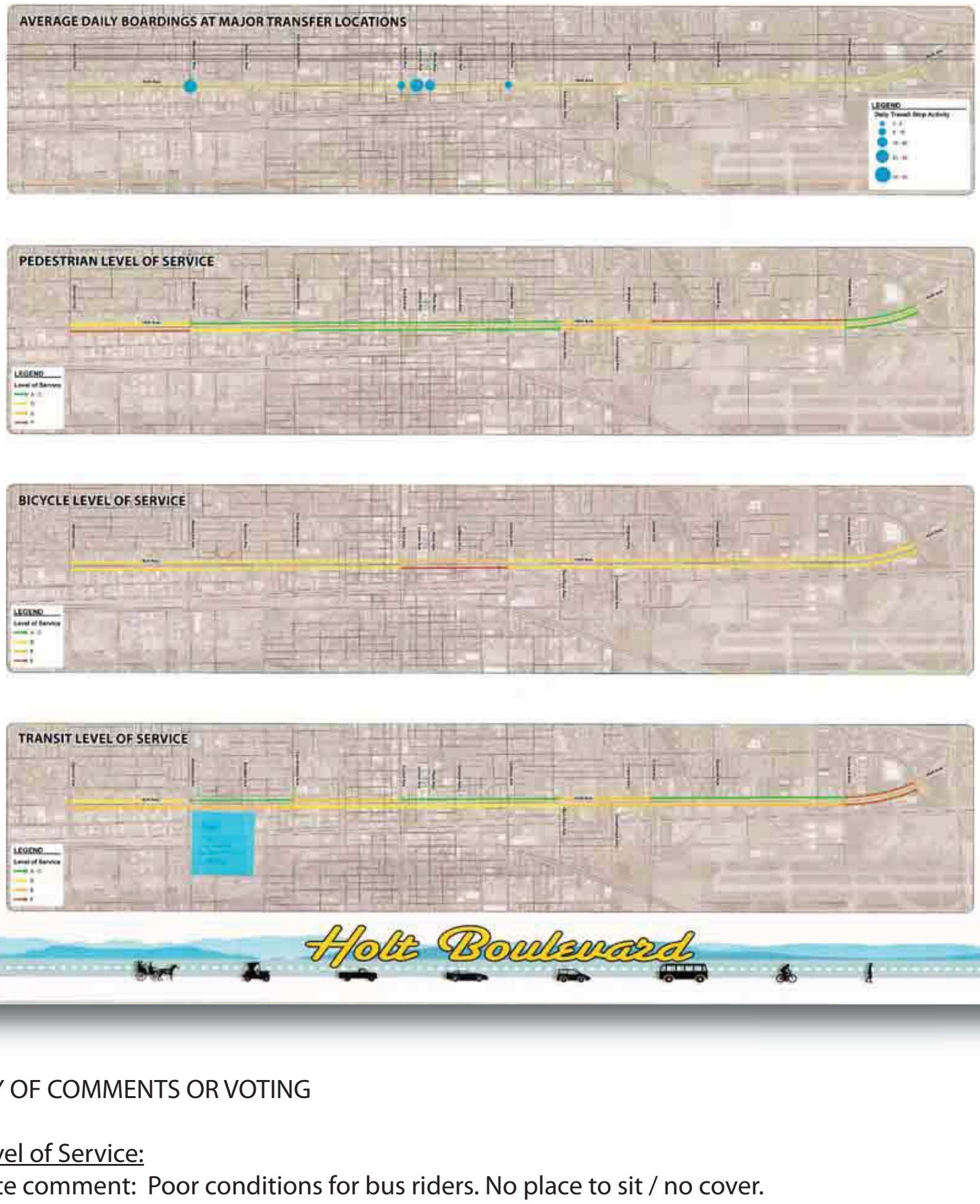
Post-it-note Comment: Use eminent domain to absorb used land into pedestrian system. Re: SE Westlovina Hills on Walnut border.

Walkability Issues: Walkability Solutions

3 1W) Provide greater that minimum walkway widths (>5 feet) -- 1 green dot

2 4W) Provide countdown display crosswalk signals -- 2 green dots 1 post-it-note :Ped signals w/ noise countdown

Post-it -note comment: Plazas from Euclid to downtown



SUMMARY OF COMMENTS OR VOTING

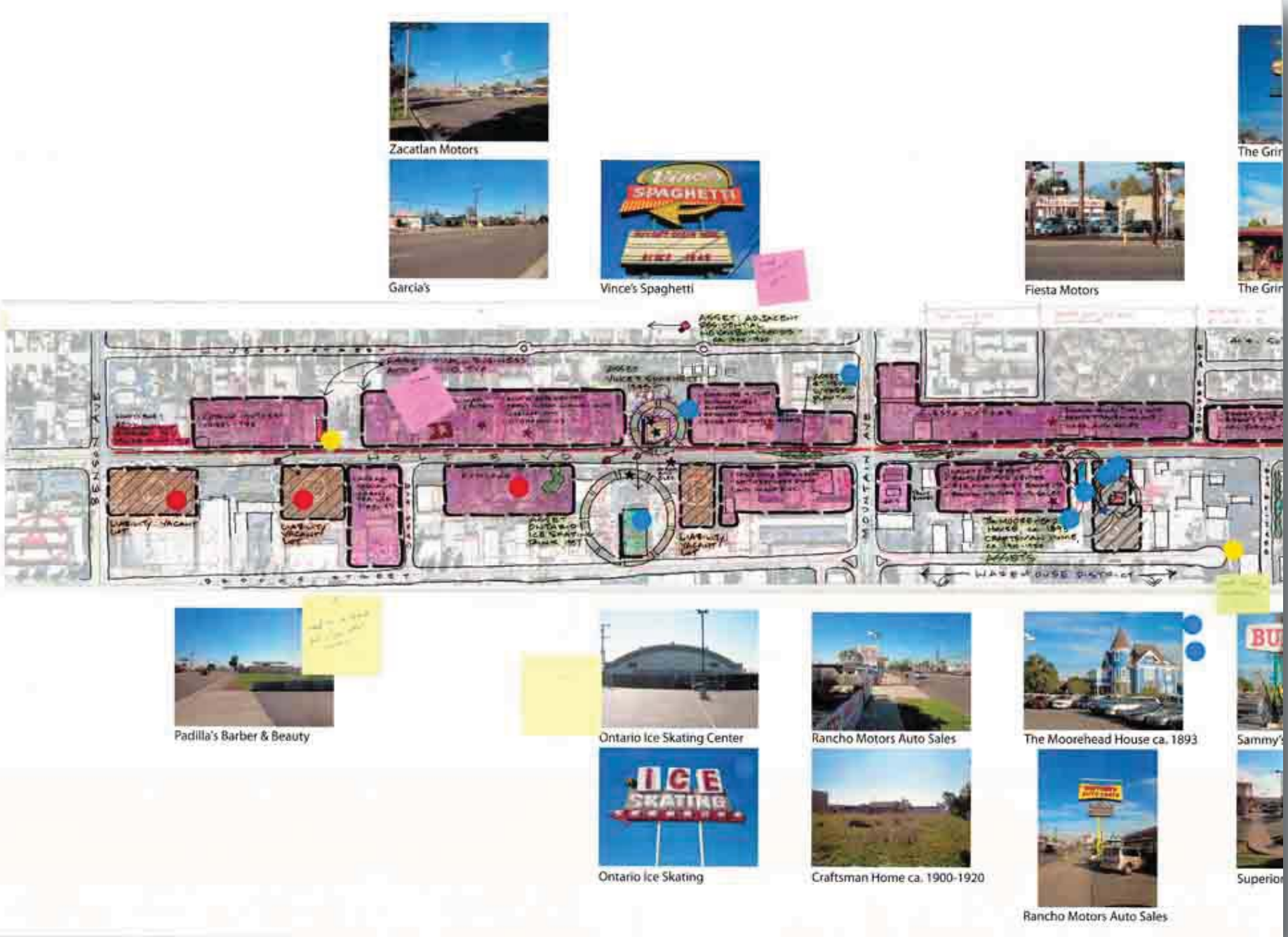
Transit Level of Service:

Post-it-note comment: Poor conditions for bus riders. No place to sit / no cover.

SUMMARY OF COMMENTS OR VOTING

AM & PM Peak Hour Pedestrian Volumes:

Post-it-note comment: Eulcid has the densest retail streetscape and is most walkable, yet comparatively low pedestrians traffic, especially compared to other store filled intersections. I.e. Campus and San Antonio.



SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Vince's Spaghetti -- Keep Historic Sign
2. Post-it-note Comment: Ontario Ice Skating Center -- Like
3. Post-it-note Comment: Need to re-zone and close Adult Theater
4. Post-it-note Comment: Need Brooks Street extension
5. Post-it-note Comment: Former Azteca Shop. Now Obin's Building Materials

Problem Area Dots (RED):

1. Vacant Lot at the corner of Benson ave. and Holt Blvd.
2. Vacant Lot West of Auto Air Specialists and Arrow Trailer Supplies
3. Autoland

Things that they like Dots (BLUE):

1. The Ontario Ice Skating Center
2. Vince's Spaghetti
3. Median planting with trees.
4. The Moorehead House

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Grinders -- Keep Historic Sign
2. Post-it-note Comment: Strip Malls next to Holt Blvd. make it less pedestrian and bike friendly.
3. Post-it-note Comment: How is walkability addressed? Pedestrian rest spots.
4. Post-it-note Comment: Wasted Parkland @ old Casablanca Hotel Site
5. Post-it-note Comment: Please support Emporia Arts District. Need cultural centers.
6. Post-it-note Comment: Extension of Downtown across Holt Blvd. Art District South
7. Post-it-note Comment: Slow Traffic Downtown -- Agree!
8. Post-it-note Comment: Overpass across Eulcid at Tracks
9. Post-it-note Comment: Keep Pedestrian Friendly -- Less Lanes on Holt Blvd. Keep Historic Buildings.
10. Post-it-note Comment: Better signage to Museum
11. Post-it-note Comment: Love Los Amigos
12. Post-it-note Comment: Local Food and move markets
13. Post-it-note Comment: Potential Community Services Garden
14. Post-it-note Comment: At Impress Auto Sales and to the EAST is Cagles Appliances
15. Post-it-note Comment: Need incentives for housing.

Problem Area Dots (RED):

1. EAST of Plum Avenue the Royal Bartenders School
2. Vacant Lot West of Latino Multiservice
3. Vacant Lot EAST of Tuned Performance
4. Vacant Lot EAST of Vista Motors

Things that they like Dots (BLUE):

1. Paul Williams Art Gallery
2. Miramonte Ave. -- Craftsman Houses
3. Cardenas Market
4. Ontario Towns qua re

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Social Security Building: No Street Activity. County facilities people hanging out
2. Post-it-note Comment: Across from the Social Security Building -- Blighted and feels unsafe.
3. Post-it-note Comment: Vacant lots on the EAST and WEST sides of N. Virginia Ave.
4. Post-it-note Comment: Vacant Lots -- Re-zone to allow high density housing
5. Post-it-note Comment: Local Farming -- Part of the history of Ontario connect to the past.
6. Post-it-note Comment: Bike Trail needs extension from Grove to the 10 freeway
7. Post-it-note Comment: More Trees
8. Post-it-note Comment: Airport is very poorly connected to the convention center and Holt Blvd. Especially lacking pedestrian and public transit uses.
9. Post-it-note Comment: We need a rapid transit from Airport / Convention Center & Downtown. Amtrak Station if no then plan for it for future. Its a must if Ontario gets Airport.
10. Post-it-note Comment: Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E. Guasti Road intersection.

Problem Area Dots (RED):

1. Sky Villa Trailer Park
2. Vacant lots on the EAST and WEST sides of N. Virginia Ave.
3. Vacant Lot behind Sam Market Liquor
4. Vacant Lot WEST of Cucamonga Creek
5. Department of Corrections
6. Failed Office / Retail Property
7. Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E.

Things that they like Dots (BLUE):

1. Cucamongo Creek Trail
2. US Post Office
3. Agricultural Planting
4. San Bernardino County Services
5. Holt Blvd. from Vineyard to E. Convention Center Way

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: We need entry signage & Monuments. We have none. No entry to city now. Very Sad!!
2. Post-it-note Comment: Entry monuments & signage with historic theme.
3. Post-it-note Comment: People hitting median EAST of Mountain Avenue. Improve Median
4. Post-it-note Comment: Delineate Roadway at kink 300' EAST of Mountain Ave. People hitting curb.
5. Post-it-note Comment: San Antonio to Sultan: Historical core of downtown.

Problem Area Dots (RED):

1. Corner of Holt Blvd. & Mountain Ave. SE corner of intersection.
2. Corner of Holt Blvd. & Granite Ave. SE corner of intersection.
3. Vacant Lot behind Sam Market Liquor
4. Vacant Lot WEST of Cucamonga Creek
5. Department of Corrections
6. Failed Office / Retail Property
7. Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E.

Yellow highlighter Frequently drive or take transit across the corridor:

1. North of Holt Blvd. on San Antonio to W. D street. South of Holt Blvd. on San Antonio to W. Brooks Street.
2. East on Holt Blvd. to S. Vine Street

Blue highlighter where you walk in the corridor:

1. East on Holt Blvd. to S. Vine Street
2. East on W. Emporia Street. to S. Vine Street

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Standard Lighting
2. Post-it-note Comment: Keep Historical Designation
3. Post-it-note Comment: Put Bus Stops both side of Holt Blvd. at Laurel
4. Post-it-note Comment: Retain any rock curbs in downtown area
5. Post-it-note Comment: Property Vandalism
6. Post-it-note Comment: No access from Main Street
7. Post-it-note Comment: Vandalism Area: I believe this is where Los Amigos is. Pretty good Mexican food.
8. Post-it-note Comment: Plant Historic Trees: Pepper, Palm & Grevillea
9. Post-it-note Comment: Remove Old Cafe: Jiffy Coffee Shop and show historic house behind
10. Post-it-note Comment: Help dressing out side towards Holt Blvd. Cagle's Appliances Since 1952. Family owned
11. Post-it-note Comment: Re-zone Vacant property to a high density. Business on the bottom, housing on the top.
12. Post-it-note Comment: Potential Bike Path. (Grove Ave. traveling south of Holt Blvd.)

Problem Area Dots (RED):

1. Corner of Holt Blvd. & Bonview Ave. SW corner of intersection.
2. Corner of Holt Blvd. & Grove Ave. NW corner of intersection.

Things that they like Dots (BLUE):

1. Intersection of Holt Blvd. and Euclid Ave.
2. Open Space Park at the SE corner of the Intersection of Holt Blvd. and Euclid Ave.
3. Corner of Holt Blvd. & Lemon Ave. SE corner of intersection.
4. Corner of Holt Blvd. & Plum Ave. SE corner of intersection.

Yellow highlighter Frequently drive or take transit across the corridor:

1. North of Holt Blvd. on San Antonio to W. D street. South of Holt Blvd. on San Antonio to W. Brooks Street.
2. East on Holt Blvd. start S. Vine Street to Grove Ave.
3. North & South on Euclid from Holt Blvd.
4. North & South on Sultana from Holt Blvd.

Blue highlighter where you walk in the corridor:

1. North & South on Euclid from Holt Blvd.
2. East from S. Vine Street to Euclid.

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Own Lot from Holt Blvd. to Nocta. Not Safe -- Cars park on my lot, dump stuff on my property. Marie Amick. (Property is the second lot WEST of the Cucamonga Trail)
2. Post-it-note Comment: Need to Make sure the channel corridor is a class B bike rout, per San Bernardino Cycling plan 2001
3. Post-it-note Comment: Add Grocery Store near the Agricultural Land.
4. Post-it-note Comment: More trees along the whole corridor
5. Post-it-note Comment: Return concrete drainage channel to its Natural state.
6. Post-it-note Comment: Need to make the channel corridor is a class B bike rout, per San Bernardino Cycling plan 2001
7. Post-it-note Comment: Connection from Airport to future transit hub, to Convention Center to downtown & Amtrak. May be plan for Monorail towers at the center lane of Holt Blvd.

Problem Area Dots (RED):

1. Own Lot from Holt Blvd. to Nocta. Not Safe -- Cars park on my lot, dump stuff on my property. Marie Amick. (Property is the second lot WEST of the Cucamonga Trail)
2. Vacant office and retail space
3. SW corner Intersection Holt Blvd. and Vineyard Street
4. From Corona Ave. traveling west to Grove Ave. Safety issues. (Drug use, robbery, prostitution and vagrancies) (Yellow Highlighter)

Things that they like Dots (BLUE):

1. Cucamonga trail to Nocta.

Yellow highlighter Frequently drive or take transit across the corridor:

1. Holt Blvd. on ramp to I-10 freeway. Off ramp from I-10 to Holt Blvd.

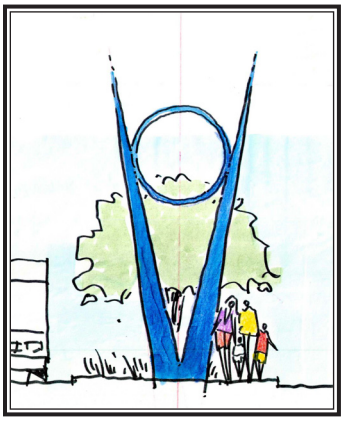
Blue highlighter where you walk in the corridor:

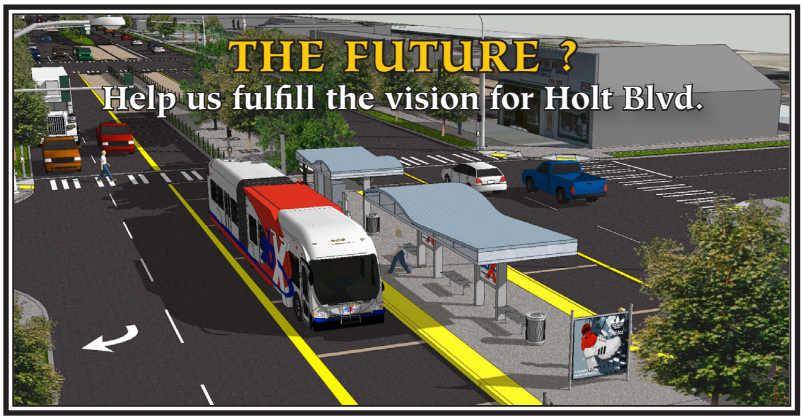
1. Cucamonga trail to Nocta.

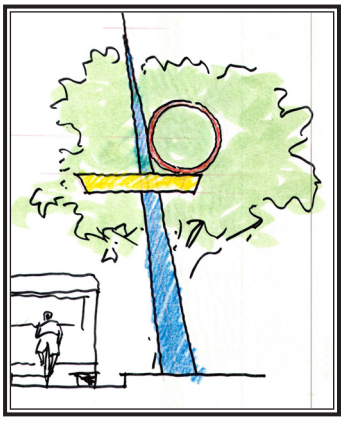
HOLT BOULEVARD MOBILITY & STREETSCAPE STRATEGIC PLAN

WORKSHOP

at the Ontario Senior Center
225 East "B" Street next to City Hall
Tuesday, August 14, 2012
anytime from 5:00 - 8:00pm







AGENDA

Come see a 15 minute presentation on the alternatives being considered. This will occur on the hour at 5:30, 6:30 and 7:30. The remainder of the time can be spent looking at exhibits and asking questions or providing comments face-to-face with the consultant team or Ontario City staff. You will be able to provide input on streetscape design concepts, parking, gateway monuments, signage concepts, bike and pedestrian facilities and what you like or do not like about each of the four alternatives. You will also be able to learn more about a potential future Bus Rapid Transit program being considered for Holt Boulevard.

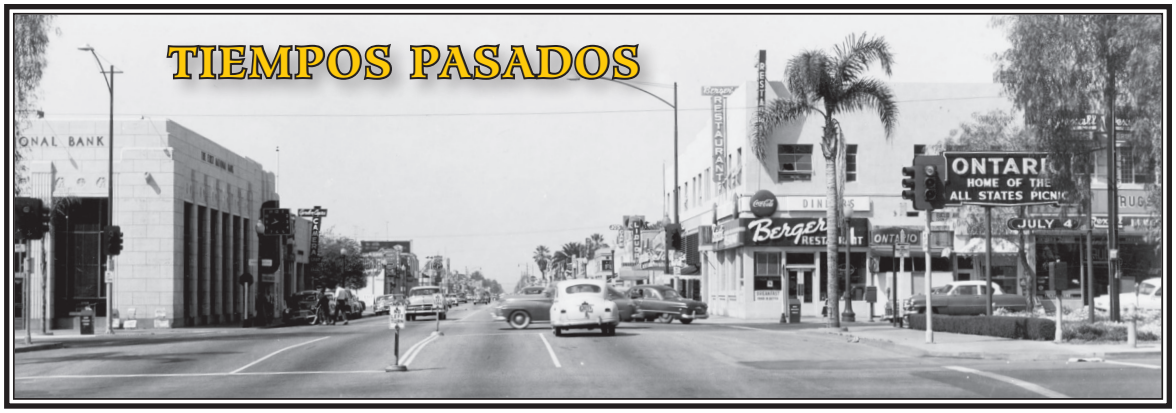
For more information, please contact: Rudy Zeledon, Senior Planner City of Ontario • 909-395-2422 • rzeledon@ci.ontario.ca.us

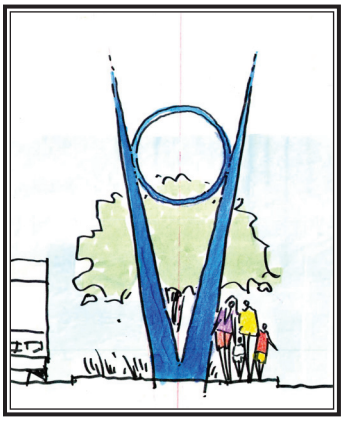
Plan Estratétigo De Movilidad Y Paisaje Para La Avenida Holt Boulevard

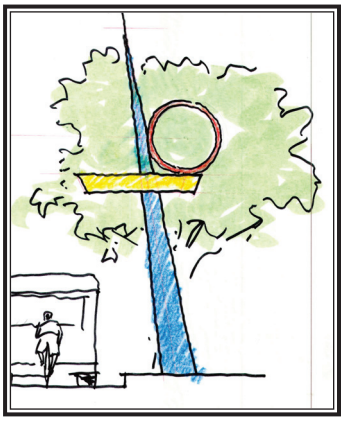
Reunión De Comunidad

en el centro de Ciudadanos Mayores de Ontario
(Ontario Senior Center)
225 East "B" Street (a un lado del ayuntamiento)

Martes, el 14 agosto, 2012
a cualquier hora desde las 5:00 hasta las 8:00pm



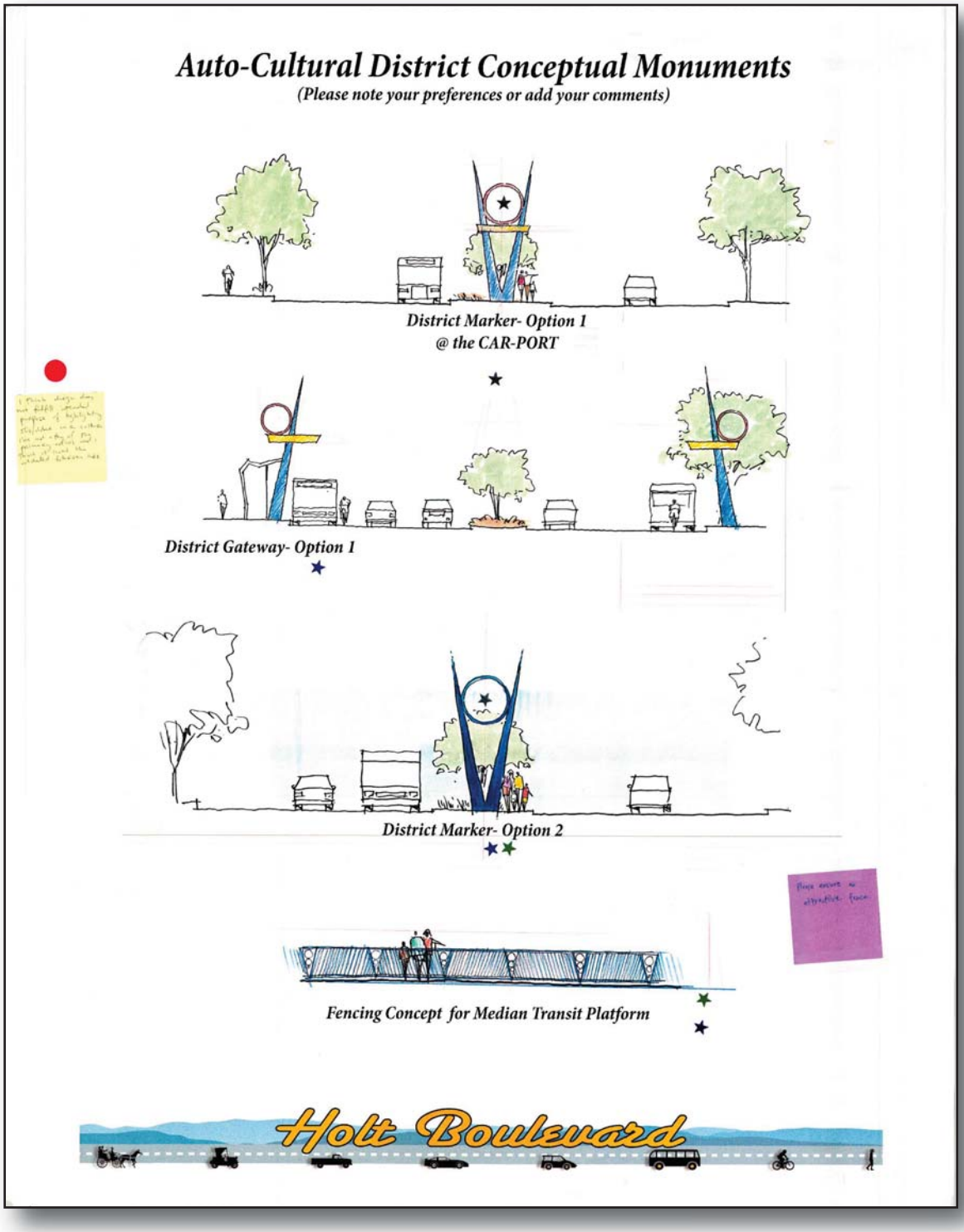




HORARIO

Venga a ver una presentación de 15 minutos que mostrará los planes alternativos que se están considerando. Esta presentación se mostrará a las 5:30, 6:30 y 7:30 de la tarde/noche. El resto del tiempo puede ser dedicado a examinar las exposiciones, y hacer preguntas o comentarios cara a cara con el equipo de consultores o personal de la Ciudad de Ontario. Nos gustaría oír su opinión acerca de los conceptos de diseño de las calles, estacionamiento, arte monumental, conceptos de señalización e instalaciones para bicicletas y peatones. Habrá cuatro opciones y nos gustaría oír lo que le gusta o no le gusta acerca de cada una. También habrá información acerca de un programa de autobuses de tránsito rápido para Holt Boulevard que posiblemente se está considerando para el futuro.

• Para más información, por favor póngase en contacto con: Rudy Zeledon, Urbanista Principal, Ciudad de Ontario •
909 395 2422 • rzeledon@ci.ontario.ca.us



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

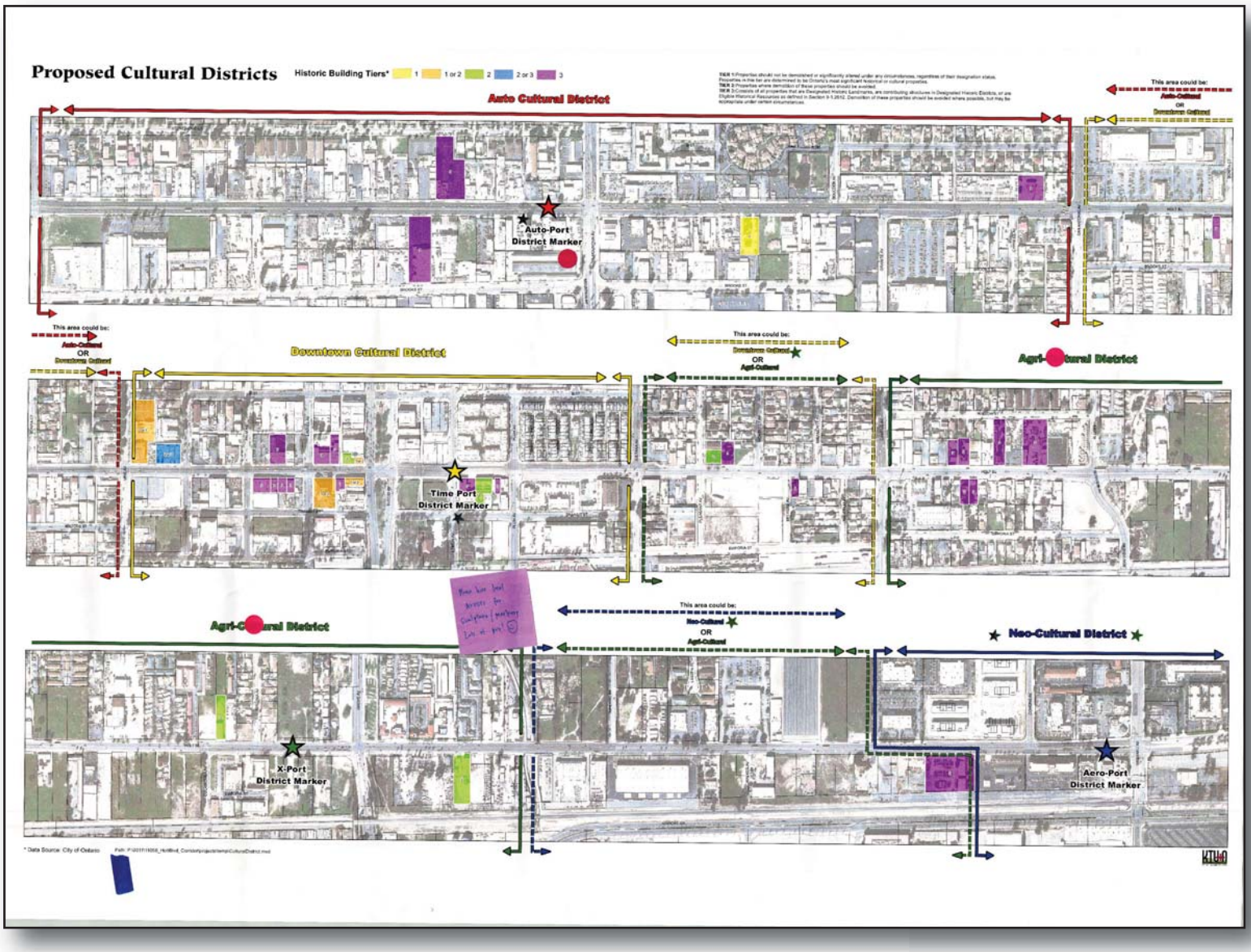
1. Post-it-note Comment: "I think design does not fulfill intended purpose of highlighting 50's/older car culture. I'm not a fan of the primary colors and I think it looks like futuristic art."
2. Post-it-note Comment: "Please ensure an attractive fence".

Problem Area Dots (RED):

1. 1-Red Dot in an agreement to Post-it Note

Things that they liked: Stars (Blue/Green/Silver):

1. 2-Stars: District Marker-Option 1
2. 1-Star: District Gateway-Option 1
3. 3-Stars: District Marker-Option 2
4. 2-Stars: Fencing Concept for Median Transit Platform



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

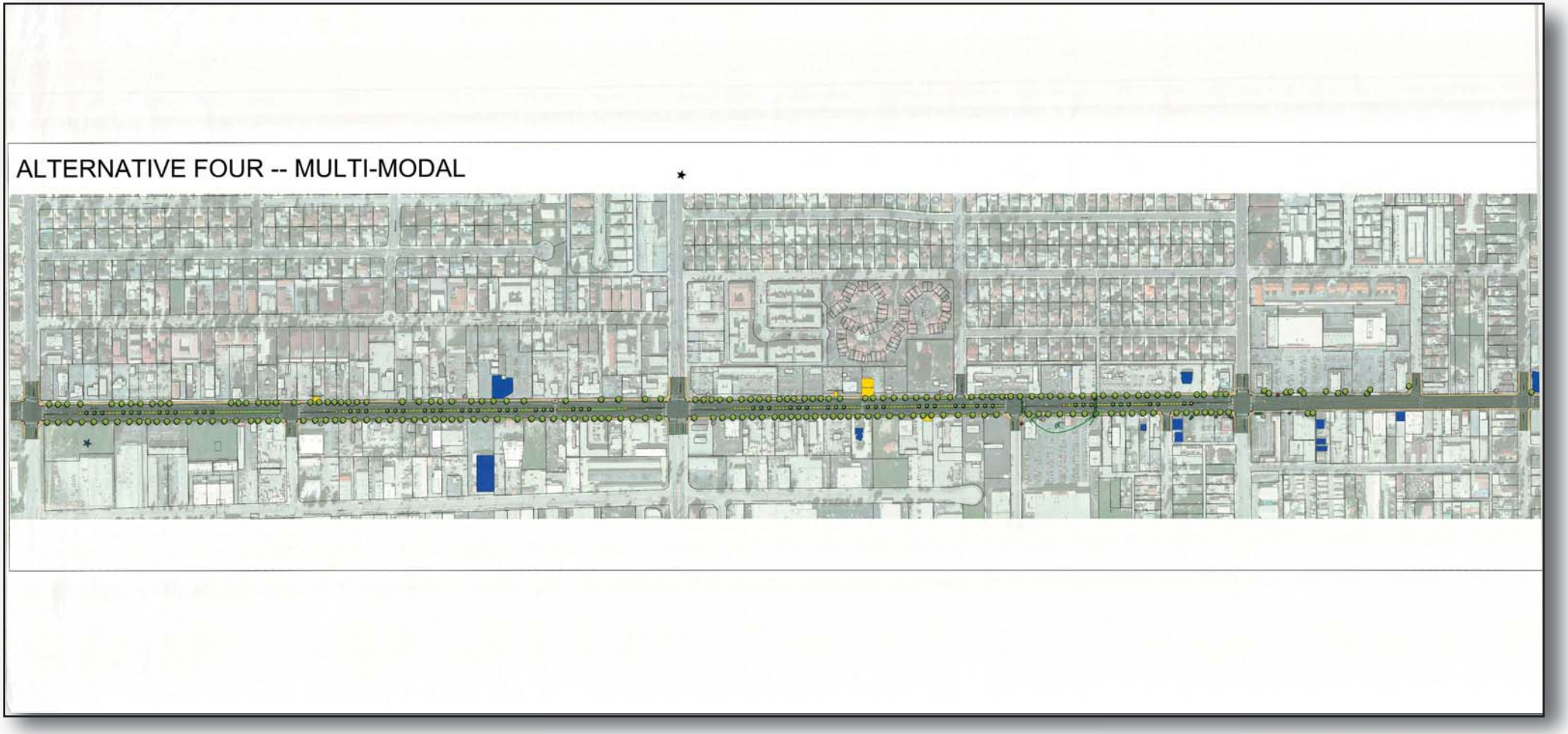
1. Post-it-note Comment: "Please Hire Local Artists for Sculpture/Markers Lots of Art! :O)"

Problem Area Dots (RED):

1. 1-Red Dot at the Auto-Port District Marker
2. 2-Red Dot at the Agri-Cultural

Things that they liked: Stars (Blue/Green/Silver):

1. 1-Star: Auto-Port District Marker- at the BRT Station
2. 2-Star: Time-Port District Marker
3. 3-Stars: Neo-Cultural District
4. 2-Stars: Fencing Concept for Median Transit Platform



SUMMARY OF PREFERENCES OR COMMENTS

Things that they liked: Stars (Blue/Green/Silver):

1. 1-Star: In a agreement to Next to Alternative Four -- Multi-Modal
2. 1-Star: At Benson and Holt Blvd.

SUMMARY OF PREFERENCES OR COMMENTS

Comments:

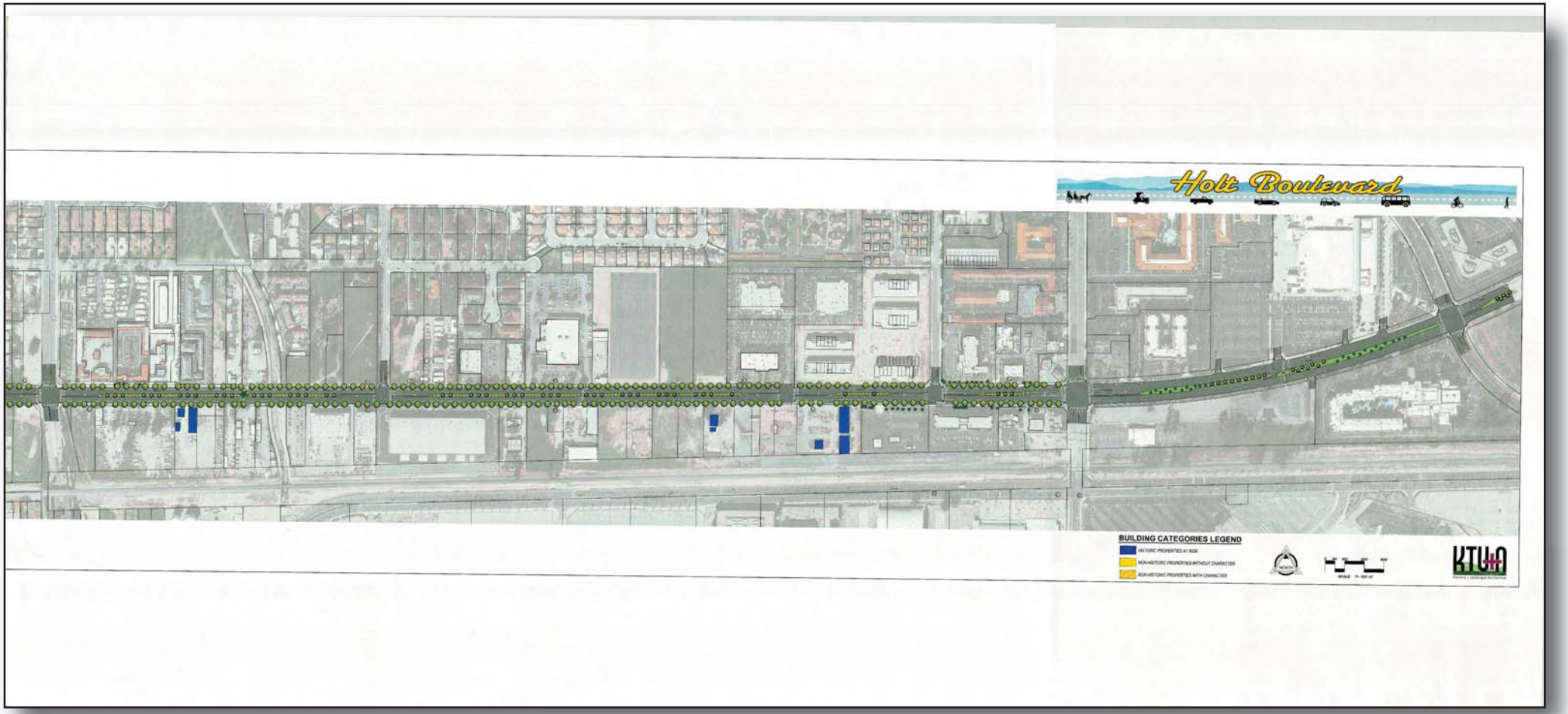
1. Post-it-note Comment: "Metro-Link Soon!"
2. Post-it-note Comment: "Got Amtrack on One Track - Metro Link on the Other-on this lot-one Big Crossing Center Platform facing both Track"
3. Post-it-note Comment: "Over all Good, however, the Bike Lanes should be flare w/out the parking lane."

Problem Area Dots (RED):

1. None

Things that they liked: Stars (Blue/Green/Silver):

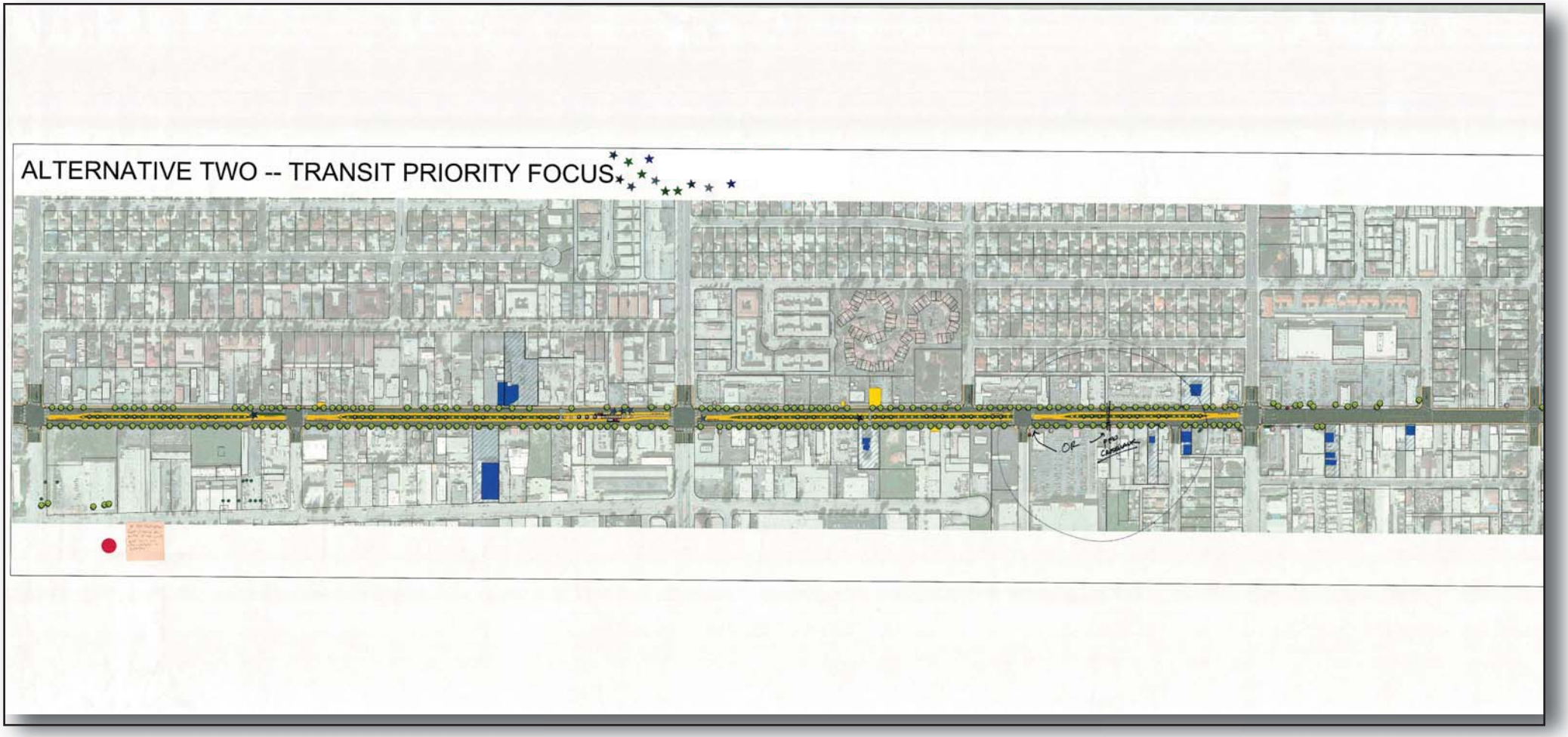
1. 1-Star: In a agreement to 1. Post-it-note Comment
2. 1-Star: In a agreement to 2. Post-it-note Comment



SUMMARY OF PREFERENCES OR COMMENTS

<u>Things that they liked: Stars (Blue/Green/Silver):</u>

1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

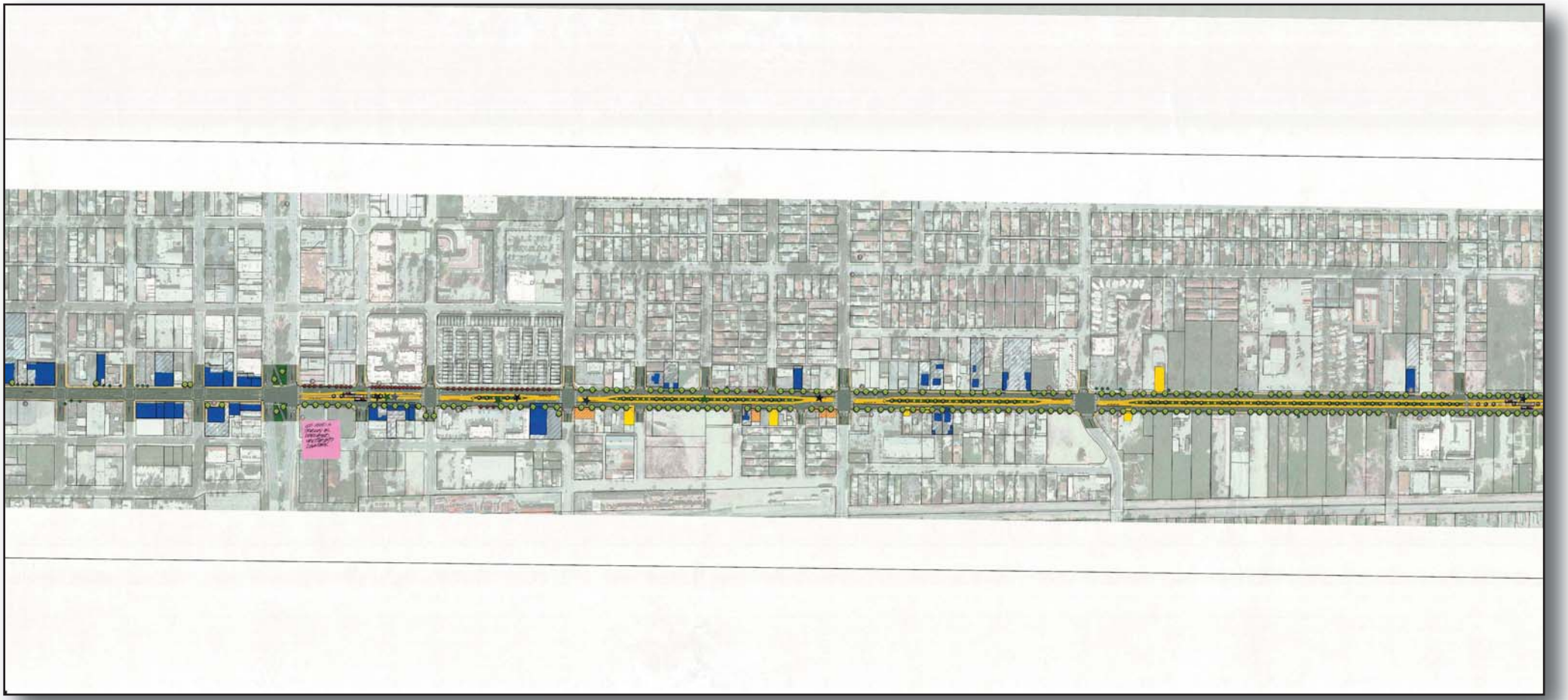
1. Post-it-note Comment: "I Like this Option but it be better if the center bus lane was available to cyclists."
2. Add Pedestrian Crosswalk on the Eastside of Granite and Holt.
3. Add Pedestrian Crosswalk at the Teriyaki Burger on Holt Blvd.

Problem Area Dots (RED):

1. 1-Red Dot: 1. Post-it-note Comment: "I Like this Option but it be better if the center bus lane was available to cyclists."

Things that they liked: Stars (Blue/Green/Silver):

1. 12-Stars: In a agreement to Next to Alternative Two -- Transit Priority Focus.
2. 3-Stars: At the Auto-Cultural Station
3. 1-Star: At the BRT Dedicated Lane -- Eastside intersection Holt Blvd. and Mountain Avenue.
4. 1-star: Proposed Dedicated Pedestrian Crosswalk at the Blue Craftsman Southside of Holt Blvd



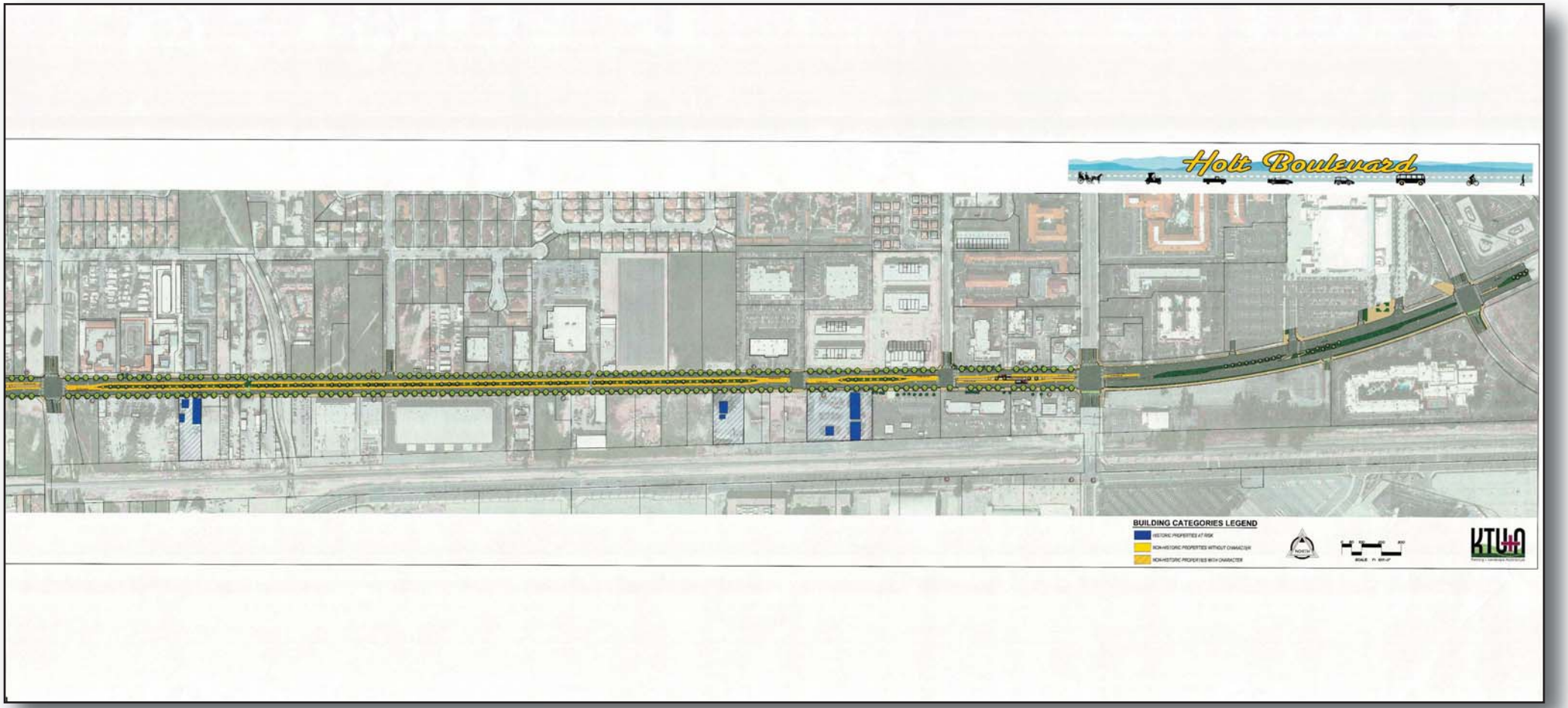
SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: "We need a Trolley or Dedicated Shuttle into Downtown."

Things that they liked: Stars (Blue/Green/Silver):

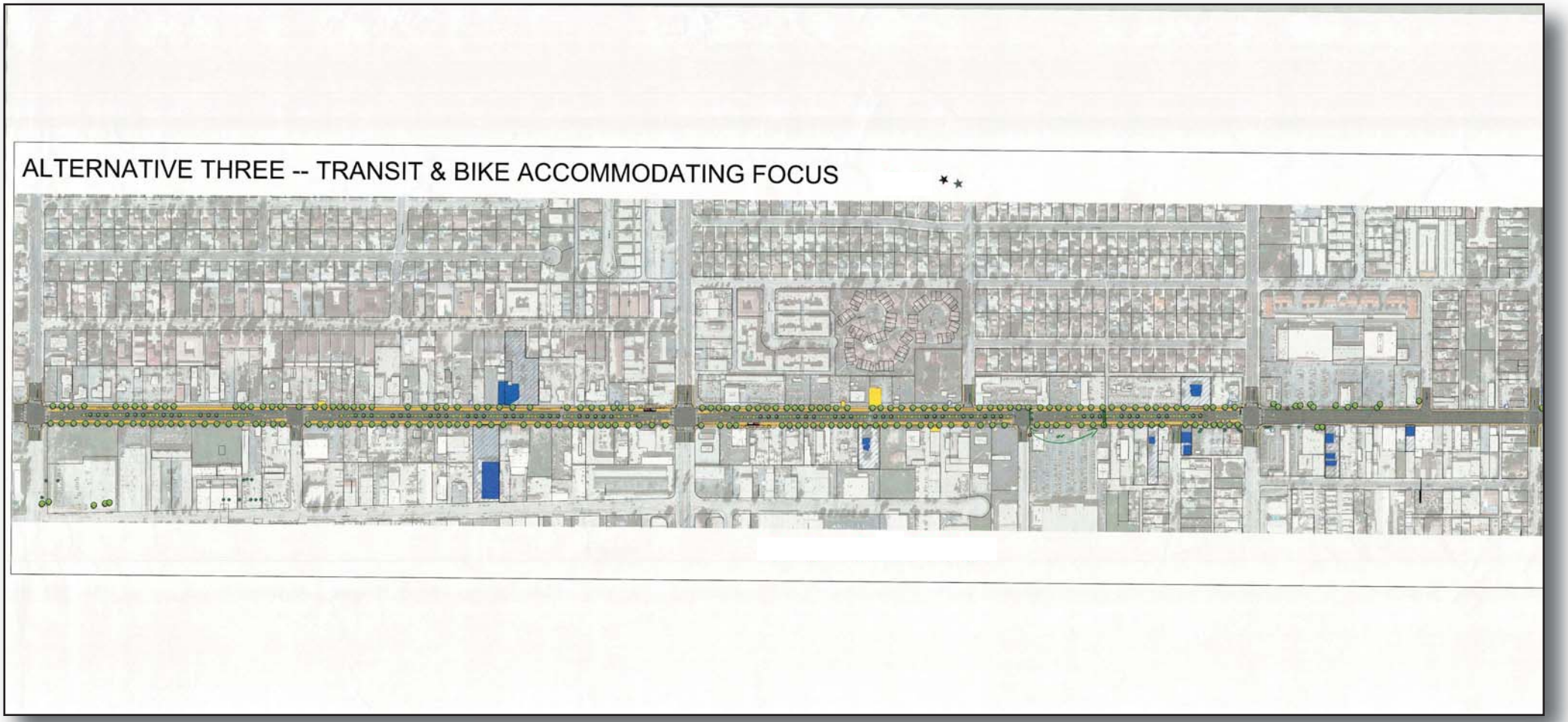
1. 3-Stars: at the BRT Station at Town-Center.
2. 2-Stars: East of BRT Station at Town-Center
3. 1-Star: At the BRT Dedicated Lane -- Eastside intersection Holt Blvd. and Sultana Avenue.
4. 1-Star: At the BRT Dedicated Lane -- Holt Blvd. and Monterey Ave.
5. 1-Star: At the BRT Dedicated Lane -- Westside intersection Holt Blvd. and Campus Avenue.
6. 1-Star: at the BRT Station at Agri-Culture BRT Station.



SUMMARY OF PREFERENCES OR COMMENTS

<u>Things that they liked: Stars (Blue/Green/Silver):</u>

1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail

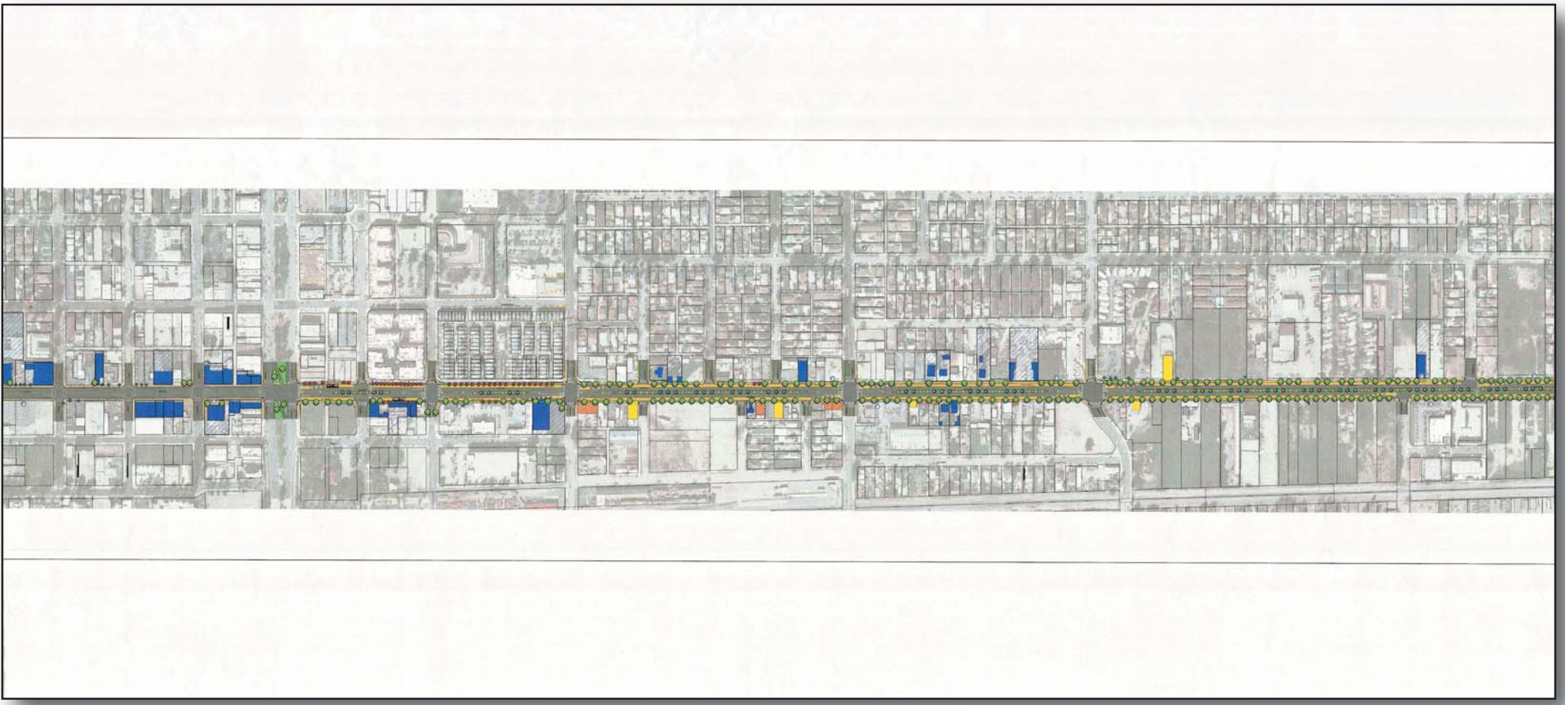


SUMMARY OF PREFERENCES OR COMMENTS

1. Add Pedestrian Crosswalk on the Eastside of Granite and Holt.
2. Add Pedestrian Crosswalk at the Teriyaki Burger on Holt Blvd.

<u>Things that they liked: Stars (Blue/Green/Silver):</u>

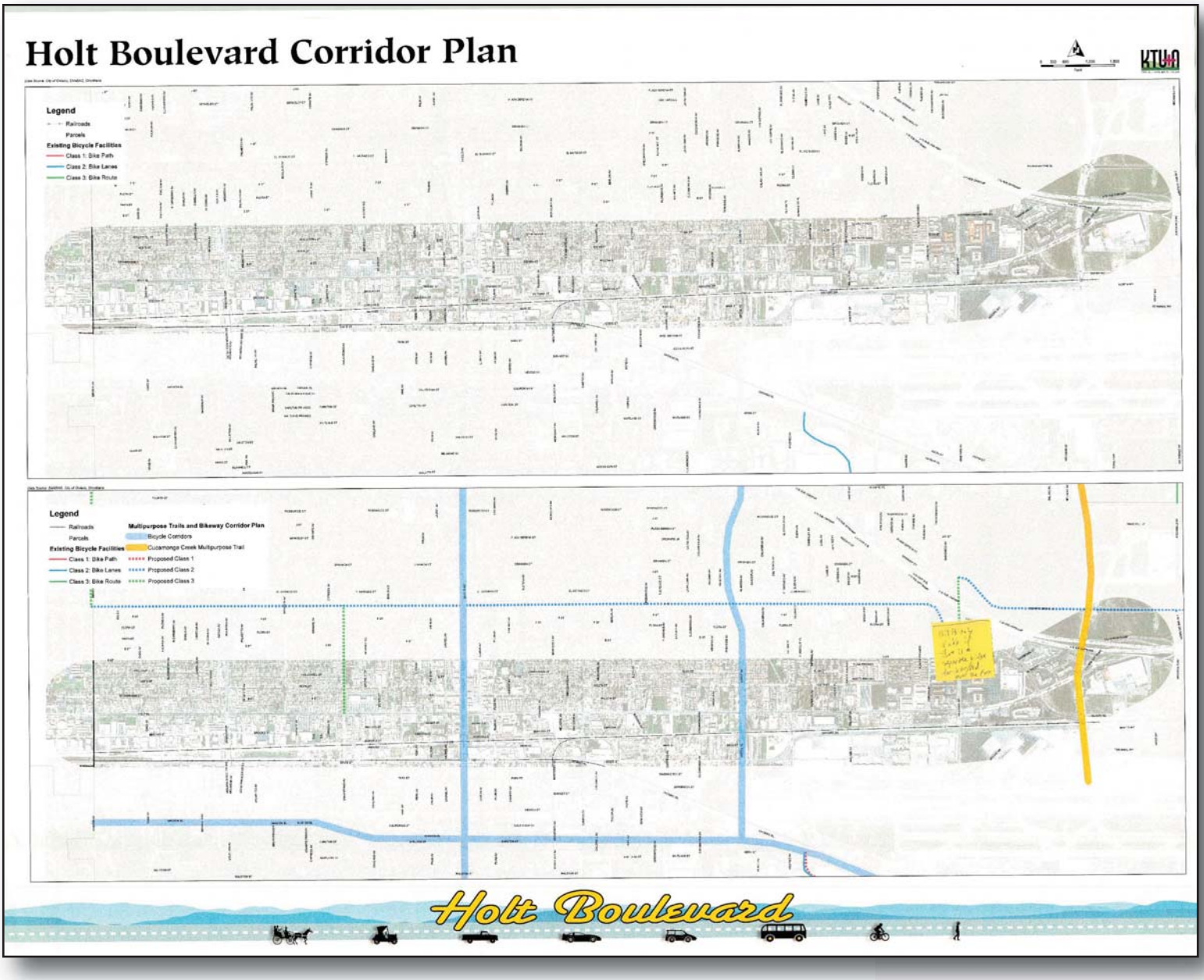
1. 2-Stars: In a agreement Next to Alternative Three -- Transit & Bike Accommodating Focus



SUMMARY OF PREFERENCES OR COMMENTS

<u>Things that they liked: Stars (Blue/Green/Silver):</u>

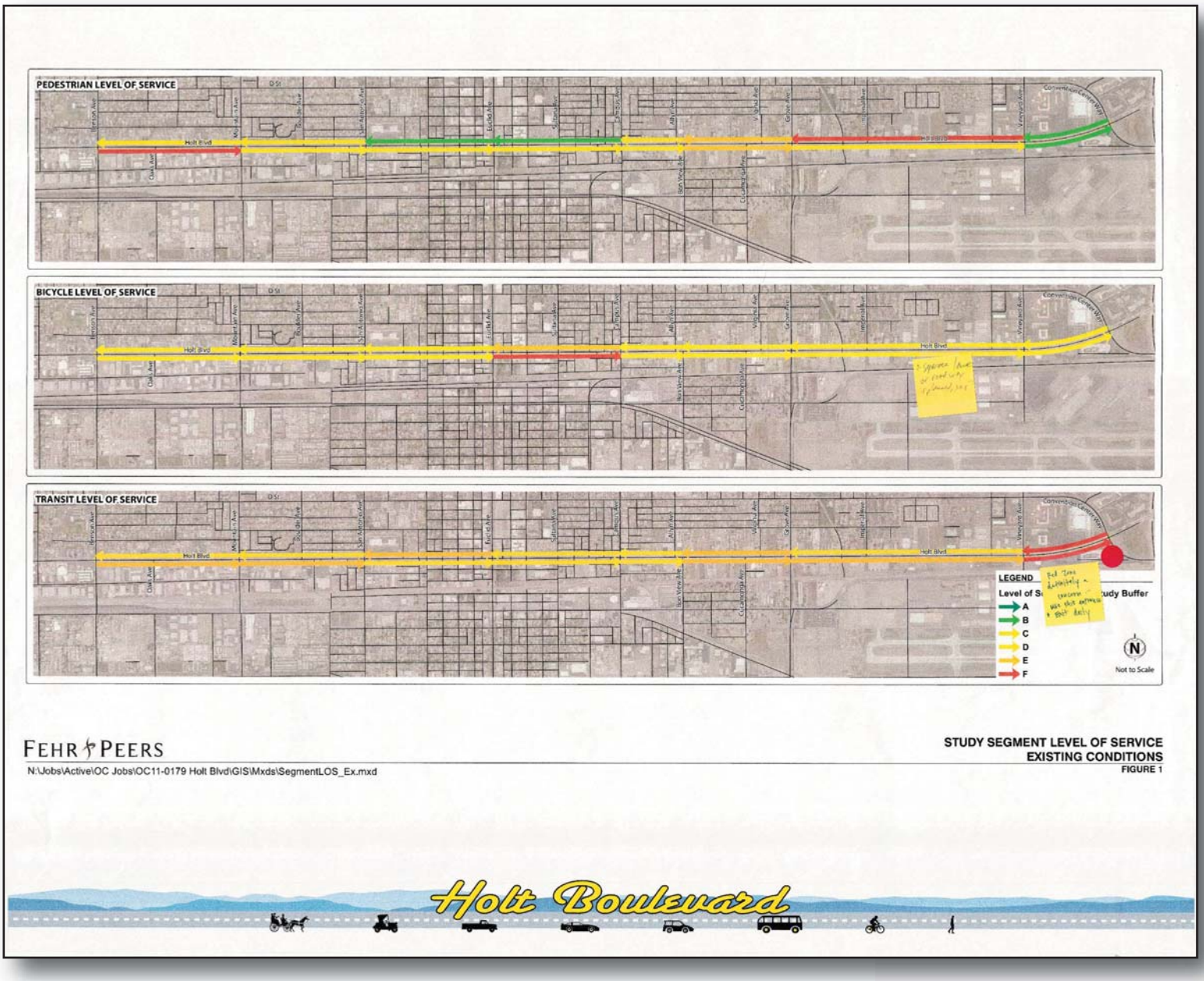
1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: "This is Only Viable if there is a separate Bridge for Bike/Pedestrians Over the Freeway" - Multipurpose Trails and Bikeway Corridor Plan
It's the Proposed Class 3 Bike route on Vineyard and the I-10 Freeway.



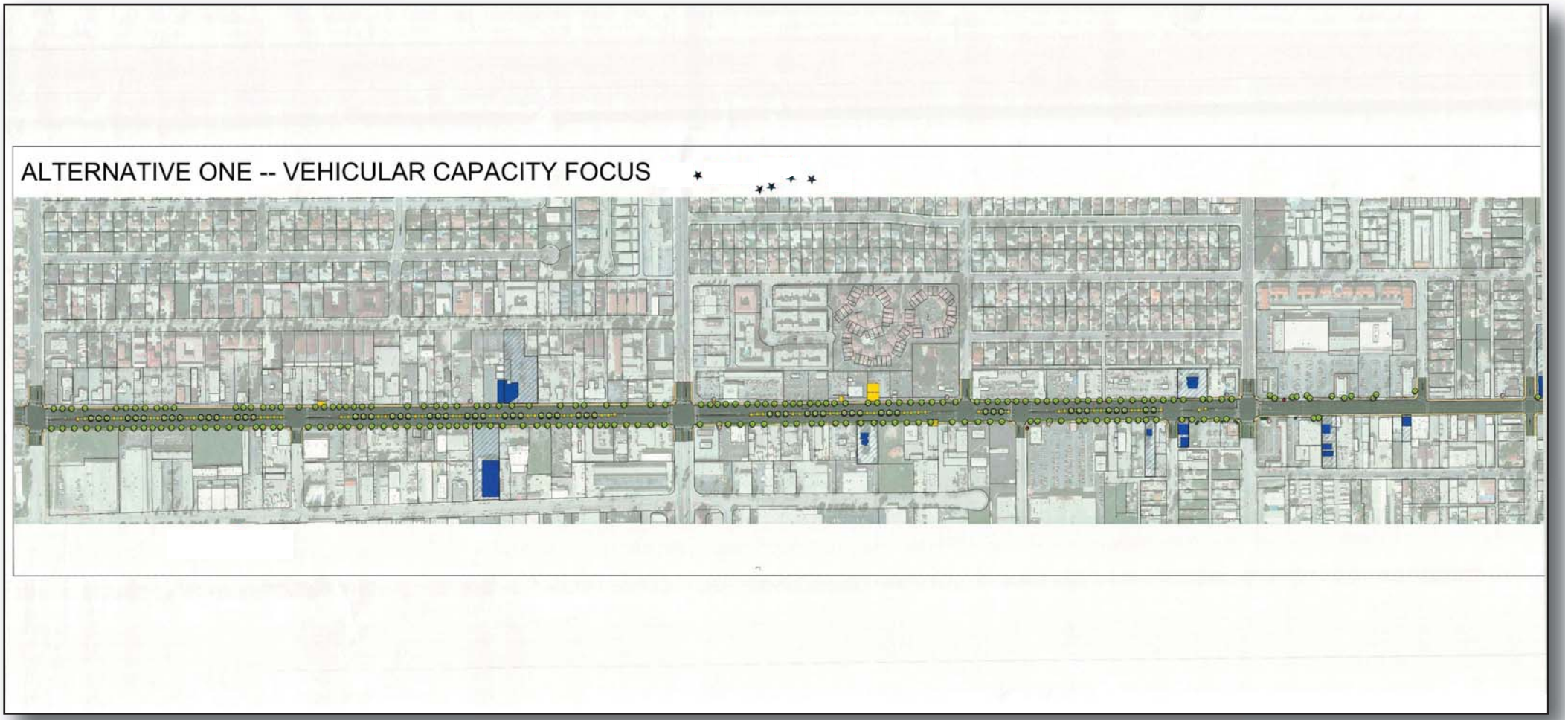
SUMMARY OF PREFERENCES OR COMMENTS

Problem Area Dots (RED):

1. Located at Holt and Guasti

Comments:

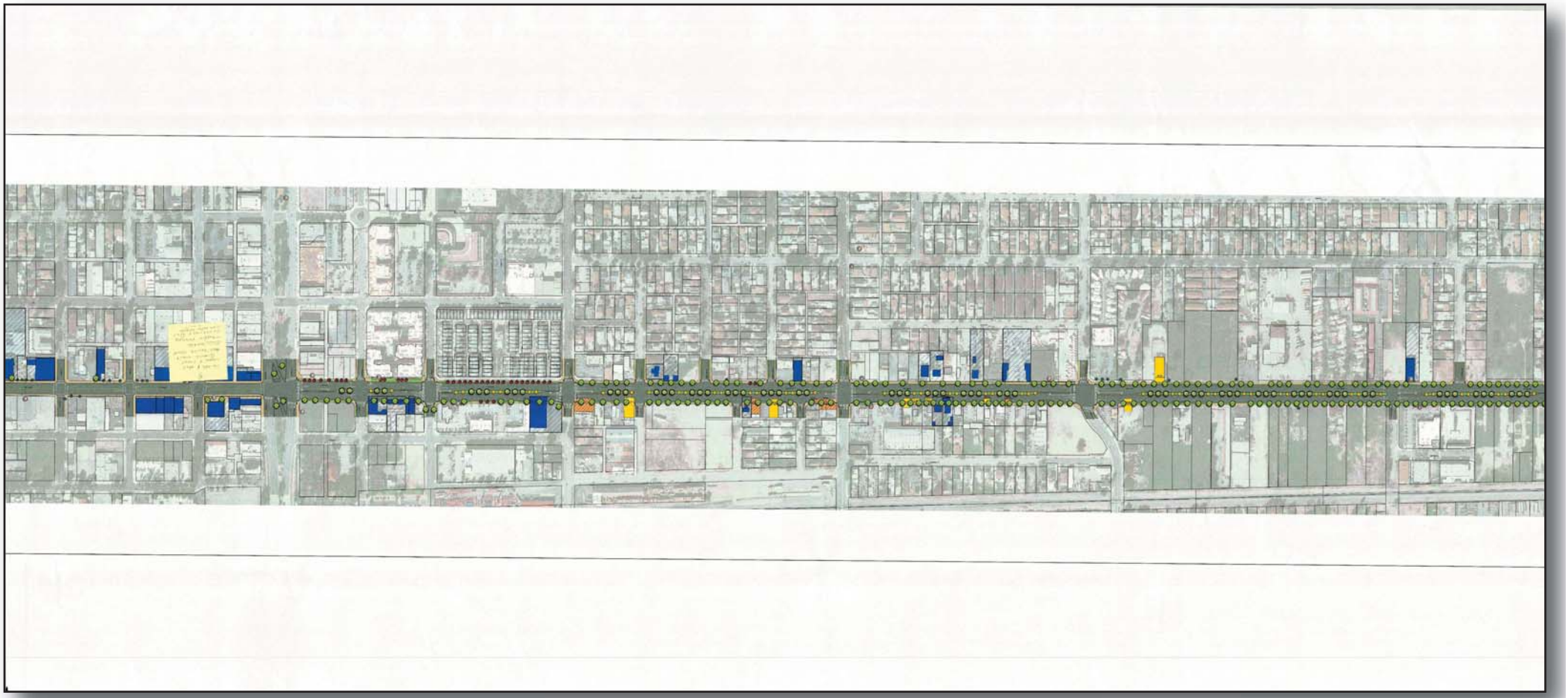
1. Post-it-note Comment: "A Separate Lane or Roadway is Planned, Yes?" - Bicycle Level of Service



SUMMARY OF PREFERENCES OR COMMENTS

Things that they liked: Stars (Blue/Green/Silver):

1. 5-Star: In a agreement to Next to Alternative One -- Vehicular Capacity Focus

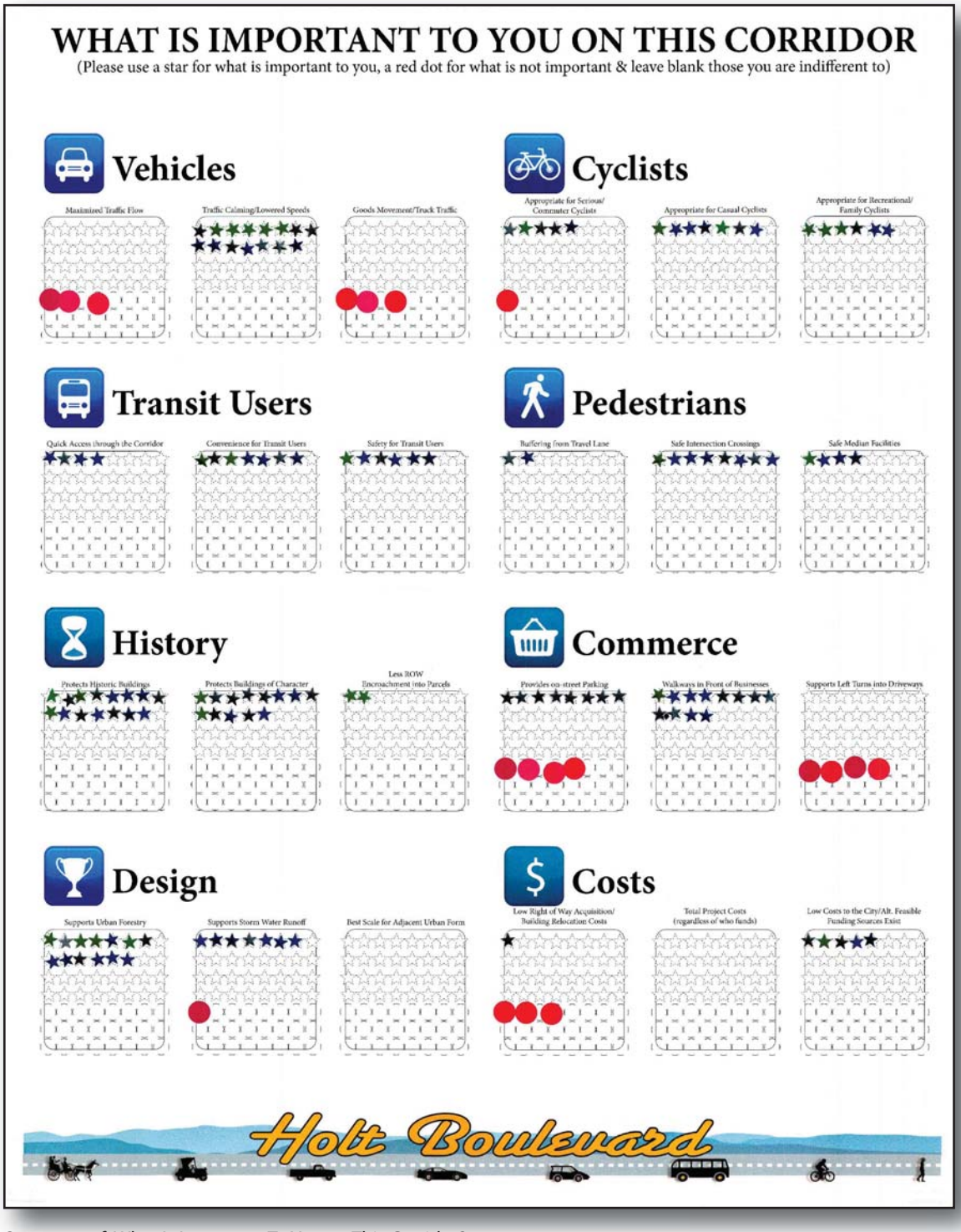


SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: "Laurel and Holt Blvd. needs a Light Signal many accidents have occurred. Traffic Passes extremely fast. Way Over speed Limit.


Holt Boulevard
BUILDING CATEGORIES LEGEND



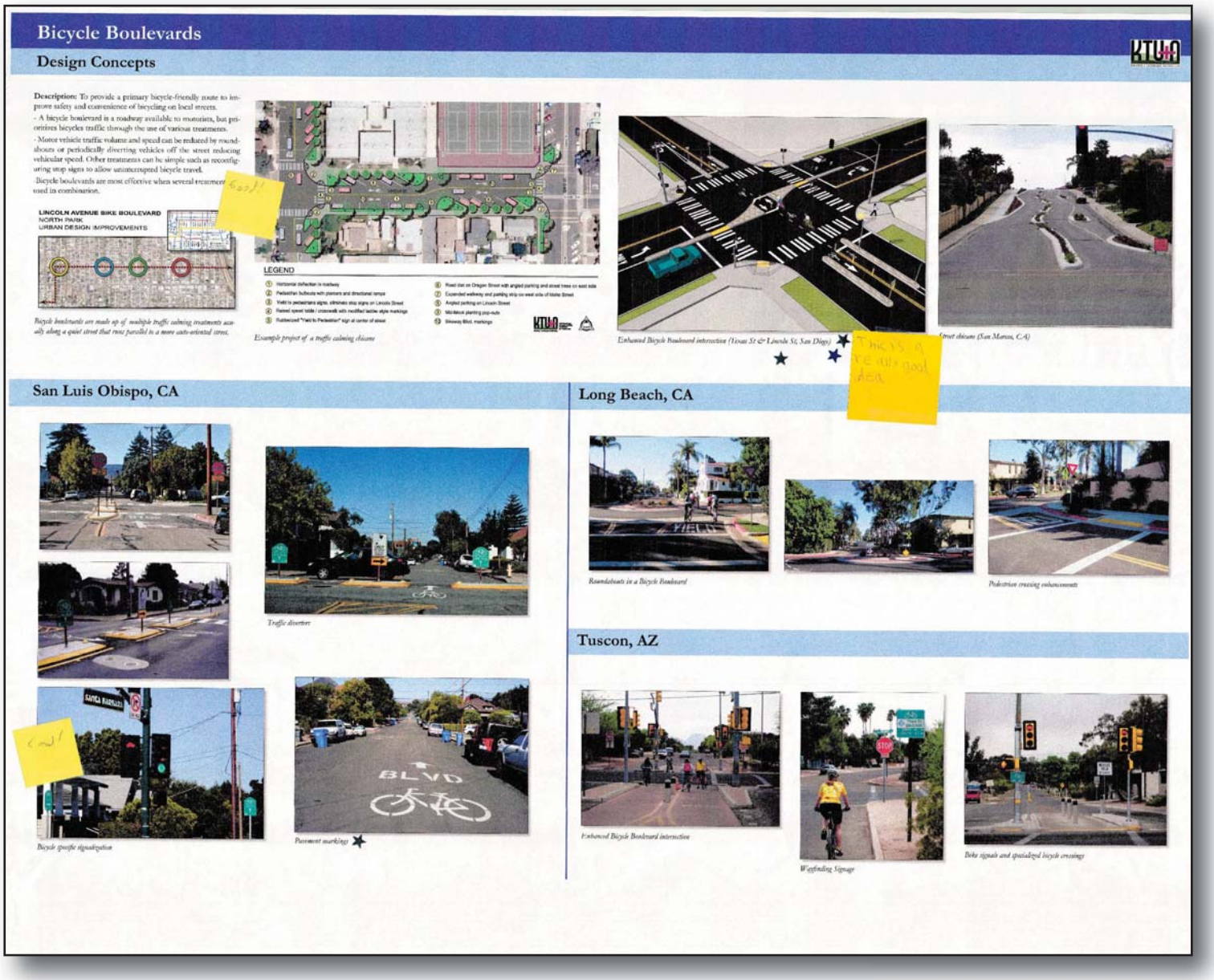
Summary of What Is Important To You on This Corridor?

<u>Red Dot: What Is Not Important:</u>

1. Vehicles: Maximized Traffic Flow and Goods Movement/truck Traffic
2. Cyclists: Appropriate for Serious/commuter Cyclists
3. Commerce: Provides on Street Parking And Supports Left Turn Into Driveways
4. Design: Supports Stormwater Runoff
5. Costs: Low Right of Way Acquisition/building Costs

<u>Star: What Is Important</u>

1. Vehicles: Traffic Calming/Lowered Speeds
2. Cyclists: Appropriate For Serious/commuter Cyclists, Appropriate for Casual Cyclists, Appropriate for Recreational/family Cyclists
3. Transit Users: Quick Access Through The Corridor, Convenience for Transit Users, Safety for Transit Users
4. Pedestrians: Buffering from Travel Lane, Safe Intersection Crossings, Safe Median Facilities
5. History: Protects Historic Buildings, Protects Buildings of Character, Less Row Encroachment Into Parcels
6. Commerce: Provides on Street Parking, Walkways In Front Of Businesses, Supports Left Turn Into Driveways
7. Design: Supports Urban Forestry, Supports Storm Water Runoff, Best Scale for Adjacent Urban Form
8. Costs: Low Right of Way Acquisition/building Costs, Low Costs to The City/Alt. Feasible Funding Sources Exist.



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: Example of Traffic Calming Project: "Good!"
2. Post-it-note Comment: Enhanced Bicycle Boulevard intersection. "This is really good idea"
3. Post-it-note Comment: Bicycle Specific Signage. "Good!"

Problem Area Dots (RED):

1. None

Things that they liked: Stars (Blue/Green/Silver):

1. 3-Stars: Enhanced Bicycler Boulevard intersection
2. 1-Star: Pavement Markings

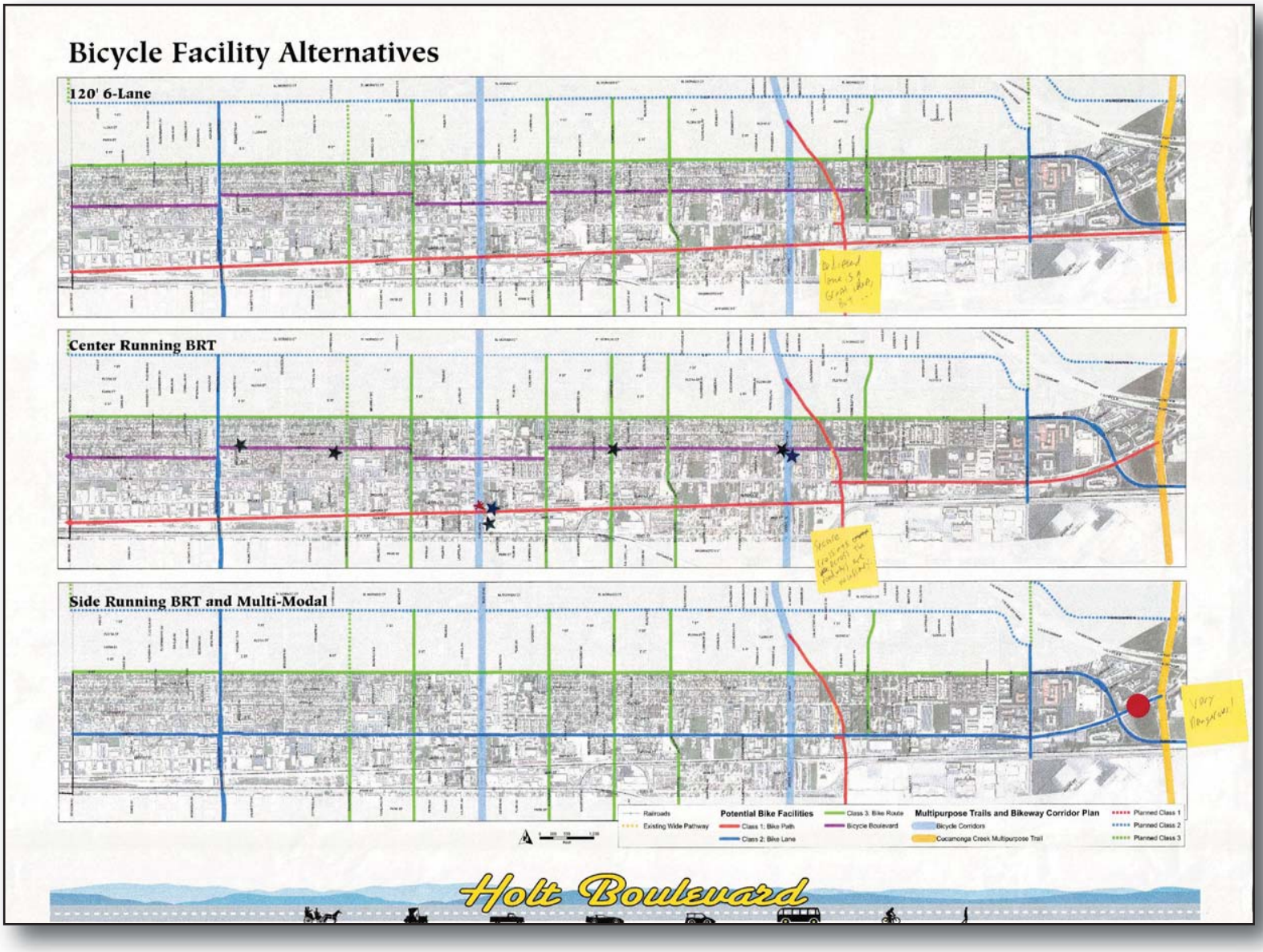
SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: Cycle Track: "Good but unfeasible"
2. Post-it-note Comment: Bike Signals and specialized bicycle crossings. "Where? Good but is it feasible?"
3. Post-it-note Comment: Bike Station "Local Business?"
4. Post-it-note Comment: Bike Station "Better design Bike Corrals"

Things that they liked: Stars (Blue/Green/Silver):

1. 2-Stars: Buffered Class 2
2. 1-Star: Sharrows
3. 1-Star: Green Striped Shared Lane w/ Sharrow's
4. 1-star: Bike Corral (Long Beach)
5. 1-star: A Bike Library



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

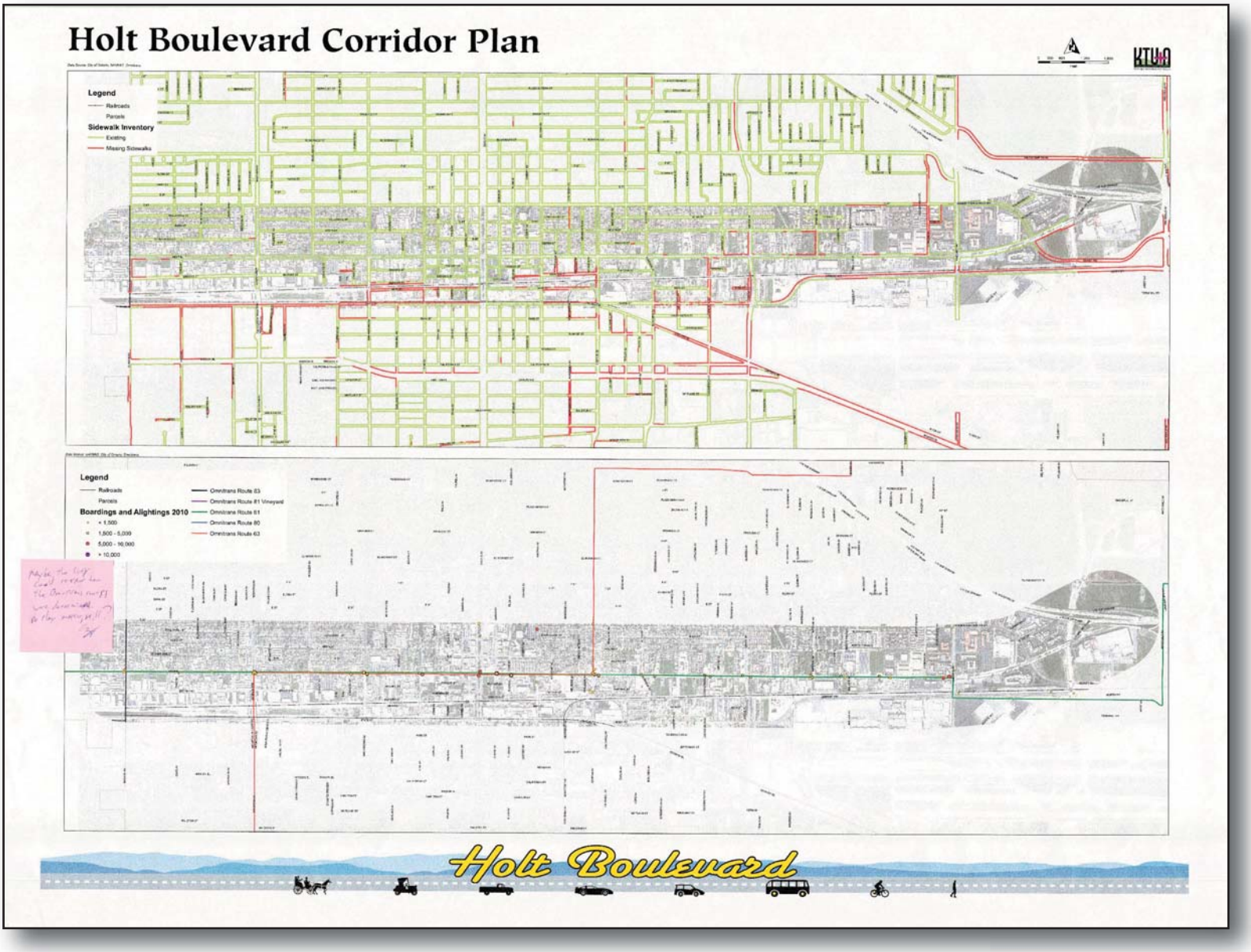
1. Post-it-note Comment: "Dedicated Lane is a great idea, But..." -120' 6-Lane Alt.
2. Post-it-note Comment: "Secure Crossings Across the Roadways are Necessary" - Center Running BRT
3. Post-it-note Comment: "Very Dangerous

Problem Area Dots (RED):

1. Holt Blvd after the Convention Center

Things that they liked: Stars (Blue/Green/Silver):

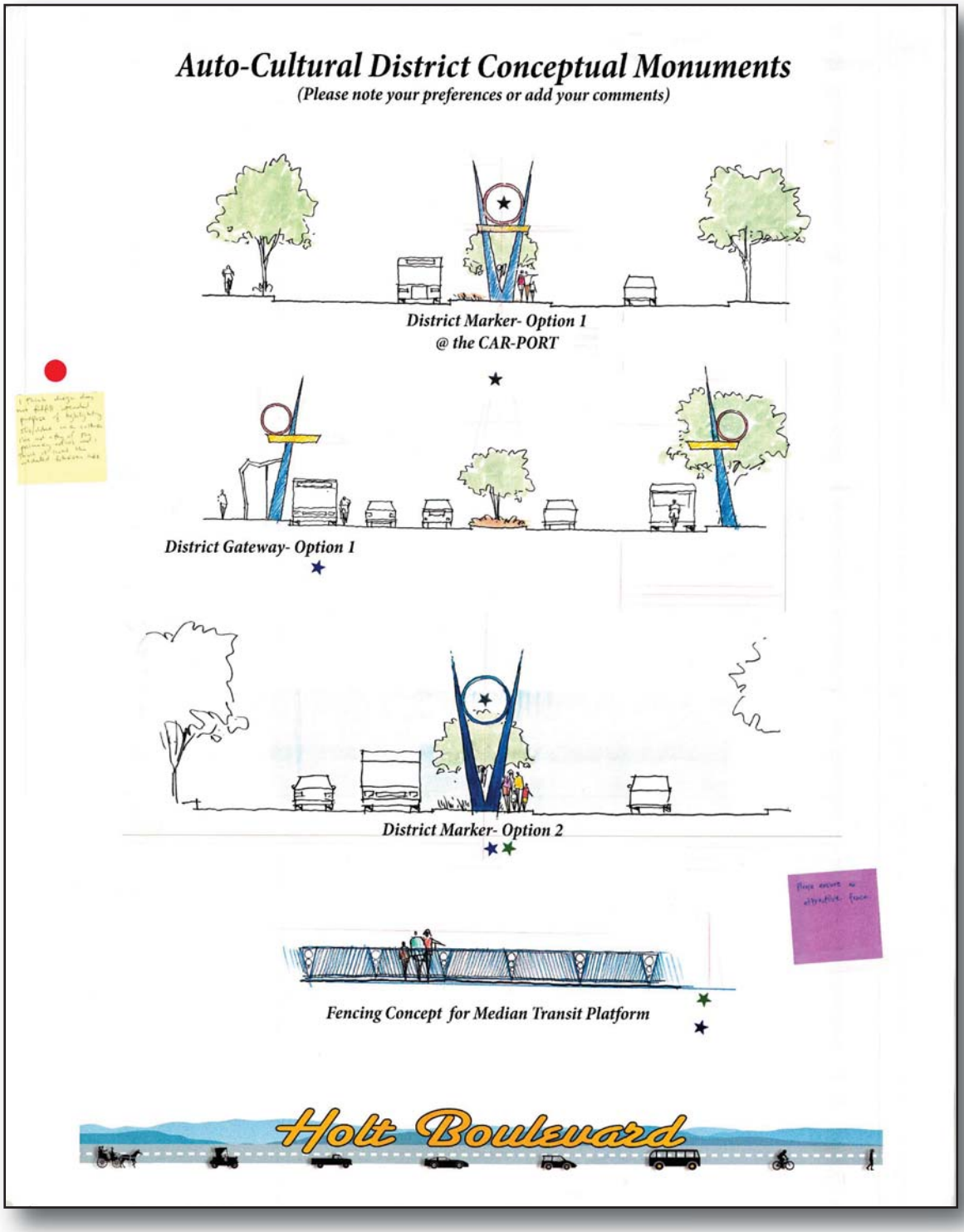
1. 4-Stars: Bicycle Boulevard on Vesta and Nocta Street
2. 3-Stars: Class 1 Bike Path at Eulcid



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

1. Post-it-note Comment: "Maybe the City Could Review how the Omnitrans Routes were determined. Do they still matter" - Boardings and Alightings



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

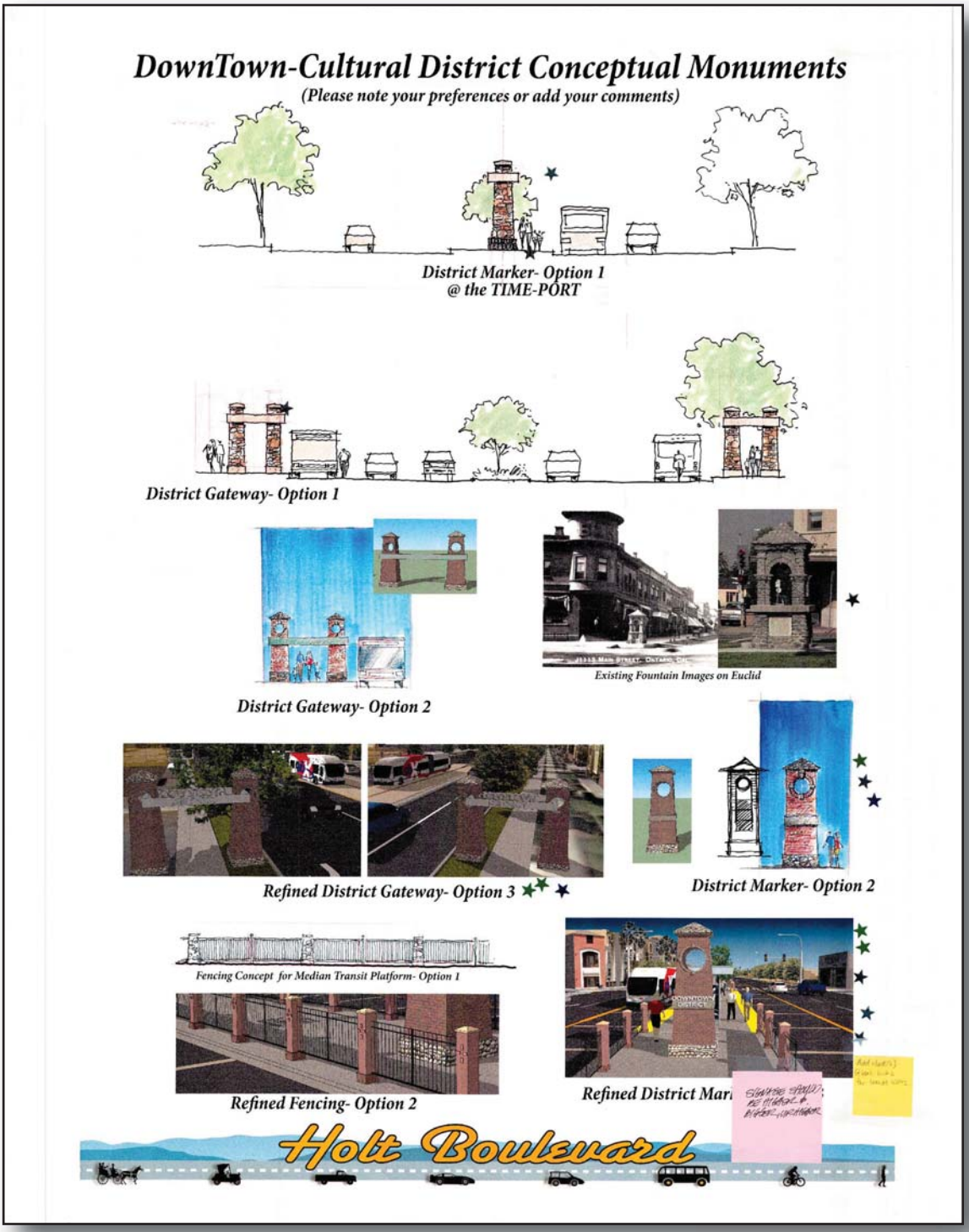
1. Post-it-note Comment: "I think design does not fulfill intended purpose of highlighting 50's/older car culture. I'm not a fan of the primary colors and I think it looks like futuristic art."
2. Post-it-note Comment: "Please ensure an attractive fence".

Problem Area Dots (RED):

1. 1-Red Dot in an agreement to Post-it Note

Things that they liked: Stars (Blue/Green/Silver):

1. 2-Stars: District Marker-Option 1
2. 1-Star: District Gateway-Option 1
3. 3-Stars: District Marker-Option 2
4. 2-Stars: Fencing Concept for Median Transit Platform



SUMMARY OF PREFERENCES OR COMMENTS

Comments:

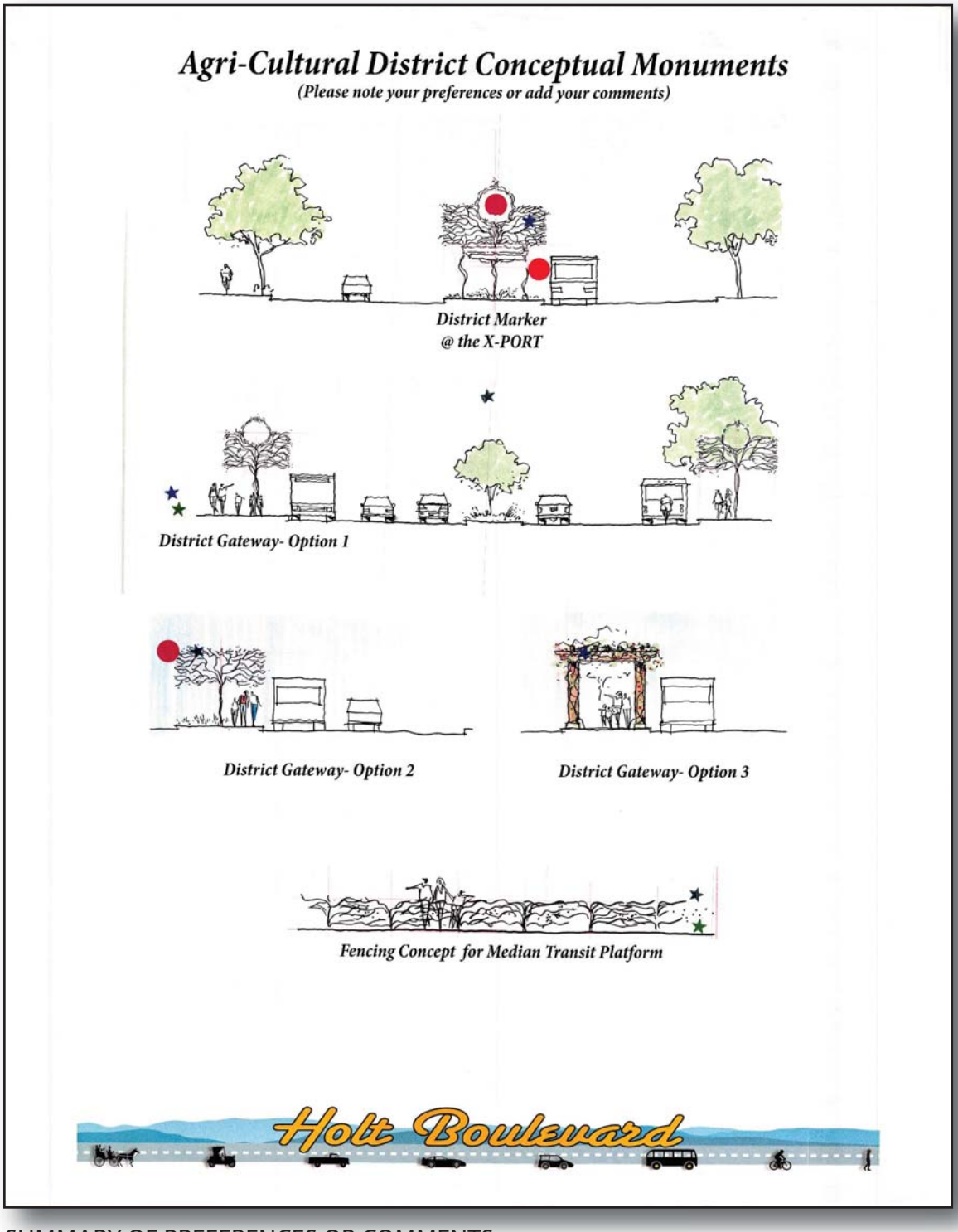
1. Post-it-note Comment: "Signage should be higher & bigger." - Refined Dist Marker-Option3
2. Post-it-note Comment: "Add clock(s) @ bus hubs for transit users".

Problem Area Dots (RED):

1. None

Things that they liked: Stars (Blue/Green/Silver):

1. 2-Stars: District Marker-Option 1
2. 1-Star: Existing Fountain Image on Eulcid
3. 3-Stars: Refined District Gateway-Option 3
4. 3-Stars: District Marker-Option2
5. 5-Stars: Refined District Marker-Option3



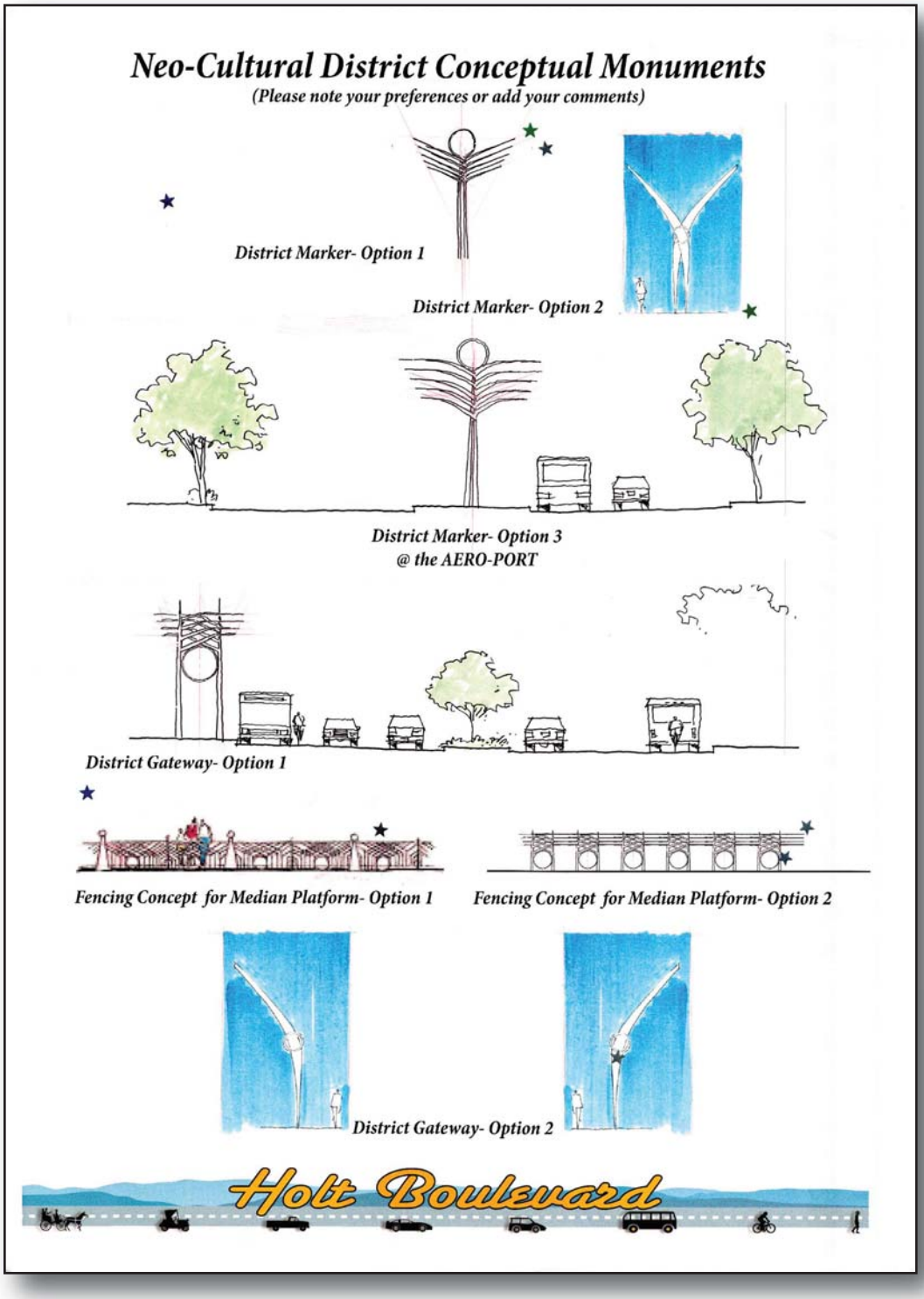
SUMMARY OF PREFERENCES OR COMMENTS

Problem Area Dots (RED):

1. 2-Red Dots: District Marker
2. 1-Red Dot: District Gateway-Option 2

Things that they liked: Stars (Blue/Green/Silver):

1. 1-Star: District Marker
2. 3-Stars: District Gateway-Option 1
3. 1-Star: District Gateway-Option 2
4. 2-Stars: Fencing Concept for Median Transit Platform
5. 1-Star: District Gateway-Option 3



SUMMARY OF PREFERENCES OR COMMENTS

Problem Area Dots (RED):

1. None

Things that they liked: Stars (Blue/Green/Silver):

1. 3-Stars: District Marker-Option1
2. 1-Star: District Marker-Option 2
3. 2-Stars: Fencing Concept for Median Transit Platform-Option 1
4. 2-Stars: Fencing Concept for Median Transit Platform-Option 2
5. 1-Star: District Gateway-Option 2

PROJECT COSTS AND BENEFITS

Benefit-Cost Ratio of Total Project:

$95,584,614 (20 year benefits @7% NPV discounted value) / escalated cost of $25,878,750 = **3.69**

Note: The "total project" refers to the $25,125,000 rapid transit corridor project, which includes transit signal priority, stations with shelters and amenities, security systems, design, and construction.

See calculations for costs and benefits of Total Project below.

Benefit-Cost Ratio of Program Funds Requested:

$3,690,814 (20 year benefits @7% NPV discounted value) / $3,500,000 = **1.05**

Note: The "portion of project funded by requested funds" refers to the pedestrian access improvements, including sidewalk and curb ramp repair and replacement and ADA-compliant concrete boarding areas at stations, and bicycle parking at stations.

In Omnitrans' system, 77% of transit users access the bus stop by walking; on Omnitrans' current routes 61 and 66, the percentage of people who walk to the stop is 5% less, or 72% (source: Omnitrans On-Board Rider Survey, 2011). Thus, by improving pedestrian access within ½ mile of the West Valley Connector Corridor stations, the project will be enabling more walking trips and encouraging walking to access the stations. This will result in 5% of the 2,880 new transit passengers expected from the project, or 150 new people, to walk to their bus stop or station on an average weekday.

Omnitrans' riders walk an average of 2 miles per weekday (1/2 mile to and from each origin and destination in the morning and evening), so 600 miles of new walking trips will occur each day because of the project (source: Omnitrans On-Board Rider Survey, 2011). The monetized benefit of these trips being converted from private automobiles to walking trips is outlined in the table below:

Benefits of 1-mile shifted to Active Transport*

$ 0.02 Congestion reduction
$ 0.05 Roadway cost savings
$ 0.20 Vehicle cost savings
$ 1.00 Parking costs
$ 0.05 Air pollution reduction
$ 0.03 Noise pollution reduction
$ 0.04 Energy Conservation
$ 0.04 Traffic Safety Benefits
$ 1.43 Total Benefits

*conservative estimate based on urban off-peak conditions with 1:1 mode substitution rate

Source: *Evaluating Active Transport Benefits and Costs,* November 1, 2013. Todd Litman, Victoria Transport Policy Institute.

Pedestrian benefits	2015	2035	$1.43	2015 value of ped travel per mile
persons	150	225	$0.79	ped travel NPV at 3% discount
times 4, 1/2-mile trips per day	600	900	$0.37	ped travel NPV at 7%
times 310 annualization factor	186,000	279,000		
annual 1-mile trips	186,000	279,000		
monetized value per year	$ 265,980	$ 398,970		
		$ 220,900	2035 NPV @3%	
		$ 103,101	2035 NPV @7%	
		$ 6,649,500	20-year value	
		$ 4,868,800	20-year value @3% discount	
		$ 3,690,814	20-year value @7% discount	

Costs of Total Project

The capital costs for the West Valley Connector Corridor project include the elements shown in the table below using FTA's Standard Cost Categories (SCC).

Capital Costs - West Valley Connector Corridor	
20 Stations - 48 platforms / 27 stations (ADA improvements / ped/bike improvements, signing, shelters, bus pads, real-time passenger information, security cameras, emergency telephones)	$ 10,660,000

50 Systems - Transit signal priority (20 miles @$125,000)	$ 2,500,000
70 Vehicles – 40' buses (7 new vehicles @ $600,000/bus)	$ 4,200,000
70 Vehicles – Rebranding of 23 vehicles including spares @ $5,850	$ 135,000
80 Professional Services - 25% on first two items	$ 3,290,000
90 Unallocated Contingency - 25% on first three items	$ 4,340,000
Total	**$ 25,125,000**

Sources: Omnitrans, in 2015 dollars

Benefits of Total Project

The ridership and traffic impact analyses for the corridor were prepared using the San Bernardino Valley Focus Model. Year 2015 model runs were completed for the base year forecasts, and year 2035 model runs were used for the horizon year forecasts. The San Bernardino Valley Focus Model was validated to current ridership counts on the Omnitrans system, with emphasis on the Omnitrans local bus routes that currently serve the Holt and Foothill corridors, namely Omnitrans Routes 61 and 66, respectively.

2015 Transit Benefits

Under the Year 2015 No Project alternative, the West Valley Connector Corridor is forecast to serve approximately 9,600 daily boardings. With the introduction of the Rapid service through the West Valley Connector Corridor project, this ridership is forecast to increase to approximately 12,480 daily boardings, an increase of 30% to approximately 2,880 daily boardings in the corridor. The Omnitrans system is also forecast to gain a total of almost 3,800 daily boardings with the introduction of the Rapid service. The system-wide increase in boardings is the result of additional transfers for some new and existing riders in the corridor.

Person-miles traveled in the corridor are forecast to increase by almost 19,000 miles per day, from 42,000 miles to 61,000 miles. Omnitrans system-wide person-miles traveled are forecast to increase by approximately 18,000 miles per day. The increase in corridor PMT is greater than the increase in system-wide PMT as the improved level of service will attract some existing transit riders from alternate transit paths, including parallel corridors in the Omnitrans system.

Total transit ridership in the San Bernardino Valley, in terms of linked transit trips for all transit modes, is forecast to increase by approximately 1,300 daily trips with the introduction of the Rapid service through the corridor. This increase accounts for just under half of the increase in boardings in the corridor, so the remaining ridership increase in the corridor can be ascribed to the diversion of transit riders for alternate transit paths.

The total transit travel time savings for the Rapid alternative were calculated using the FTA Summit software. The total time savings, also known as user benefits, are estimated to be approximately 1,200 hours per day. Most of these user benefits are assumed to accrue to the approximately 10,000 daily transit riders who use the corridor in the No Project alternative. The

remainder of the transit travel time savings is accrued to approximately 1,000 transit riders diverted from alternate transit paths, and approximately 1,100 new transit riders diverted from other travel modes, primarily auto.

The daily vehicle miles traveled and vehicle hours traveled by private vehicles are forecast to experience reductions of 7,900 miles and 360 hours within the San Bernardino Valley, respectively, with the introduction of the Rapid service through the West Valley Connector Corridor. The overall reductions in VMT and VHT can be explained primarily by the diversion of approximately 1,000 private vehicles to the transit mode.

2035 Transit Benefits

Under the Year 2035 No Project alternative, the West Valley Connector Corridor is assumed to serve approximately 13,000 daily boardings. With the introduction of the Rapid service through the corridor this ridership is forecast to increase to 18,360 daily boardings, an increase of approximately 5,300 daily boardings in the corridor. The Omnitrans system is also forecast to gain a total of almost 8,700 daily boardings with the introduction of the Rapid service. Person-miles traveled in the corridor are forecast to increase by almost 43,000 miles per day, from 61,000 miles to 104,000 miles. Omnitrans' system-wide person-miles traveled are forecast to increase by approximately 37,000 miles per day.

Total transit ridership in the San Bernardino Valley, in terms of linked transit trips for all transit modes, is forecast to increase by approximately 2,500 daily trips with the introduction of the Rapid service through the corridor. The total transit travel time savings are estimated to be approximately 3,700 hours per day. Most of these user benefits are assumed to accrue to the approximately 13,000 daily transit riders who use the corridor in the No Project alternative. The remainder of the transit travel time savings is accrued to approximately 2,800 transit riders diverted from alternate transit paths, and approximately 2,500 new transit riders diverted from other travel modes, primarily auto.

The daily vehicle miles traveled and vehicle hours traveled by private vehicles are forecast to experience reductions of 16,000 miles and 800 hours within the San Bernardino Valley, respectively, with the introduction of the Rapid service through the corridor. The overall reductions in VMT and VHT can be explained primarily by the diversion of more than 2,000 private vehicles to the transit mode, although some of these traffic benefits will be partially offset by drive access to the Rapid system and increased transit VMT.

Year 2015 and 2035 Ridership, PMT, VMT and VHT Summary - San Bernardino Valley

	Year 2015			Year 2035		
	No Project	**Rapid**	Difference	No Project	**Rapid**	Difference
Corridor Boardings (Local and Rapid)	9,600	12,480	2,880	13,060	18,360	5,300
Systemwide Boardings	54,080	57,870	3,790	88,460	97,160	8,700

Corridor PMT	42,200	61,000	18,800	60,900	103,900	43,000
Systemwide PMT	242,800	260,600	17,800	388,600	426,000	37,400
Total Transit Riders	48,460	49,760	1,300	72,290	74,790	2,500
Travel Time Savings (Hours)			1,180			3,720
Daily Regional VMT	29,794,800	29,786,900	-7,900	40,838,800	40,822,800	-16,000
Daily Regional VHT	670,540	670,180	-360	980,600	979,800	-800

Sources: San Bernardino Valley Focus Model; Omnitrans, 2014

Vehicle miles of travel reductions/savings due to the Rapid project implementation are used to calculate most of the other benefits and are summarized in the following table. Omnitrans' standard annualization factor is 310 days and is used for all calculations below to convert from daily to annual VMT savings. The aggregate 20 year savings are calculated by averaging the savings in 2015 and 2035 and multiplying by 20 years, which produces the same result as adding the changing annual values between 2015 and 2035.

Vehicle Miles of Travel Saved	**2015**	**2035**	**Aggregate Savings over 20 years**
Vehicle Miles per day	7,900	16,000	
Vehicle Miles per year	2,449,000	4,960,000	**74,090,000**

Sources: San Bernardino Valley Focus Model; Omnitrans, 2014

Travel time savings were calculated based on VMT reductions in 2015 and 2035 due to the Rapid project implementation, using FTA's standard conversion measures. The travel time savings monetized values were calculated using guidance in the 2014 TIGER Benefit-Cost Analysis Resource Guide; net present value (NPV) was calculated with 3% and 7% discount rates.

Travel Time Savings	**2015**	**2035**	**Aggregate Savings over 20 years**
Hours per day	1,180	3,720	
Hours per year	365,800	1,153,200	**15,190,000 total hours**
Monetized Value	$12.42 per hour	3% NPV = $6.88	

		7% NPV = $3.21	
Monetized Value per year	$4,543,236	$14,322,744 3% NPV = $7,930,156 7% NPV = $3,701,269	$188,659,800 2035 3% NPV = $124,733,921 7% NPV = 82,445,052

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; Omnitrans, 2014

Highway Safety Benefits

The following benefits are derived from the projected reductions in automobile vehicle miles of travel (VMT) due to the implementation of the West Valley Connector Corridor project, based on 20-year aggregate VMT savings of 74,090,000 miles. The accident reduction monetized values were calculated using guidance in the 2014 TIGER Benefit-Cost Analysis Resource Guide; net present value (NPV) was calculated with 3% and 7% discount rates.

Safety Benefits	Aggregate Savings over 20 years	Monetized Value per unit	Aggregate Savings over 20 years
Reduction in Fatalities - 0.013 fatalities per million VMT savings	0.96	$9,200,000	$8,832,000
Reduction in Injury Crashes – 0.195 injury crashes per million VMT savings	No Injury - 3.12301 Minor - 9.09556 Moderate - 1.508 Serious - 0.55941 Severe - 0.06409 Critical - 0.14993 Total - 14.5 injury crashes	 Minor $27,600 Moderate $432,400 Serious $966,000 Severe $2,447,200 Critical $5,455,600	 $251,037 $652,059 $540,390 $156,841 $817,958 $2,418,286
Reduction in Property Damage Only crashes	28	$3,927	$109,956
Total Savings			**$11,360,242**
3% NPV			**$6,289,890**
7% NPV			**$2,935,702**

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; Omnitrans 2014

In summary, the West Valley Connector Corridor project will provide significant immediate transportation system benefits, and will generate even more benefits over the next 20 years.

Environmental Benefits

Due to the nature and limited extent of the physical improvements proposed for the project, Omnitrans anticipates the project will have minimal environmental impacts and will qualify as a Categorical Exclusion under NEPA and as a Categorical Exemption under CEQA.

The following benefits are derived from the projected reductions in automobile vehicle miles of travel (VMT) due to the implementation of the West Valley Connector Corridor project which will use clean hybrid buses. The three pollutants calculated include carbon monoxide (CO), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and ozone (VOC and NO_x). The calculations of reductions are based on VMT reductions for 2015 and 2035 due to the project implementation, using FTA's standard conversion measures. The emission reduction monetized values were calculated using guidance in the 2014 TIGER Benefit-Cost Analysis Resource Guide; net present value (NPV) was calculated with 3% and 7% discount rates.

Emission Reductions (tons per year)	2015 Savings	2035 Savings	Monetized Value per short ton	Aggregate Savings over 20 years
CO	41.07	50.89	$45 in 2015 $68 in 2035 2035 3% NPV = $37.65 7% NPV = $17.57	$53,086 3% NPV = $37,641 7% NPV = $27,424
$PM_{2.5}$	0.02	0.05	$326,935 2035 3% NPV = $181,016 7% NPV = $84,486	$242,226 3% NPV = $169,850 7% NPV = $121,972
VOC	1.47	1.04	$1,813 2035 3% NPV = $1,003.81 7% NPV = $468.51	$45,524 3% NPV = $37,096 7% NPV = $31,520
NO_x	2.23	0.99	$7,147 2035	$230,176 3% NPV = $198,532

			3% NPV = $3,957.12 7% NPV = $1,846.92	7% NPV = $177,599
Total Savings				**$571,012** 3% NPV = $443,118 7% NPV = $358,515

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; Omnitrans, 2014

Similarly, greenhouse gas emission reductions, which are measured by tons of carbon dioxide (tCO_2e), were calculated based on VMT reductions in 2015 and 2035 due to the project implementation, using FTA's standard conversion measures. The greenhouse gas reduction monetized values were calculated using guidance in the 2014 TIGER Benefit-Cost Analysis Resource Guide; net present value (NPV) was calculated with 3% and 7% discount rates.

Greenhouse Gas Reductions (Tons per Year)	**2015**	**2035**	**Aggregate Savings over 20 years**
Total tCO2e reduction	1,302.87	2,638.72	39,415.9 tons
Monetized Value	$532	$397 3% NPV = $218.91 7% NPV = $102.59	
Monetized Value per year	$693,127	$1,047,572 3% NPV = $580,015 7% NPV = $270,712	$17,406,976 3% NPV = $12,731,409 7% NPV = $9,638,382

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; Omnitrans, 2014

Energy savings were calculated based on VMT reductions in 2015 and 2035 due to the project implementation, using FTA's standard conversion measures, including 7,559 Btu/VMT saved in 2015 to 5,633 Btu/VMT saved in 2035, with 116,000 Btu per gallon of gasoline, and $0.20 per gallon of gasoline. The energy savings monetized values were calculated using guidance in the 2014 TIGER Benefit-Cost Analysis Resource Guide and FTA assumptions of cost per gallon; net present value (NPV) was calculated with 3% and 7% discount rates.

Fuel Saved (Gallons per year)	2015	2035	Monetized Value	Aggregate Savings over 20 years
Change in energy use (gallons saved)	159,586	240,859	$0.20 per gallon	4,004,450 gallons $800,890 3% NPV = $443,433 7% NPV = $206,965

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; FTA; Omnitrans, 2014

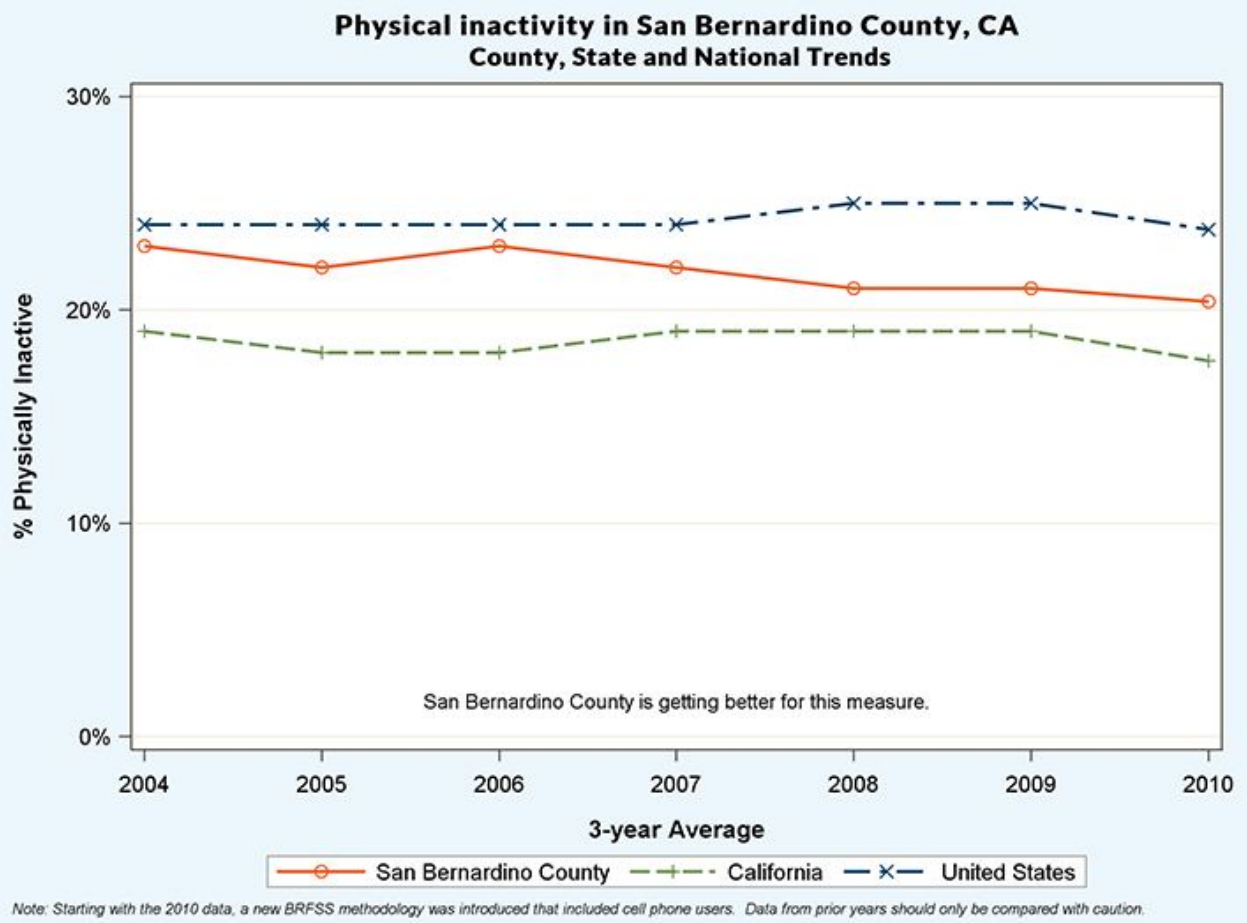
In summary, the West Valley Connector Corridor project will provide significant immediate environmental benefits, and will generate even more benefits over the next 20 years. The total monetized benefits associated with the West Valley Connector Corridor project are summarized in the table below. As shown, the total monetized benefits aggregated over 20 years using a 7% NPV discount rate total $95,584,614 compared with the total project capital cost of $25,878,750 in 2015. This produces an excellent benefit to cost ratio of 3.69. Using the 3% NPV discount rate produces an even higher benefit to cost ratio of 5.59.

Clearly, the West Valley Connector Corridor project is a cost effective project that will produce many tangible benefits beyond the primary purpose of improving mobility and increasing transit ridership in the corridor.

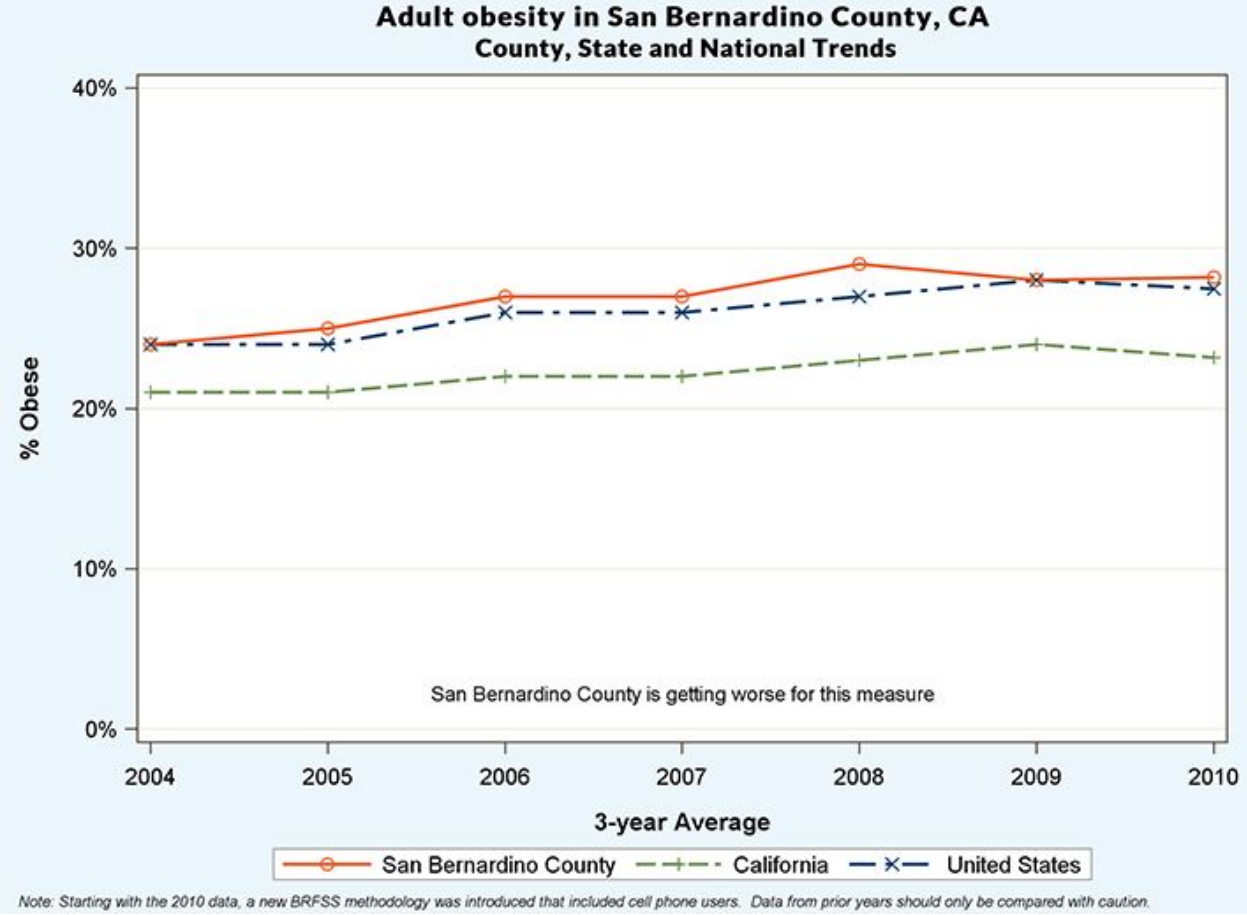
Benefit	Savings in 2015	Savings in 2035	Aggregate Savings over 20 years
VMT Savings	2,449,000 total miles	4,960,000 total miles	74,090,000 total miles
Travel Time Savings	365,800 total hours $4,543,000	1,153,200 total hours $14,322,744 2035 3% NPV = $7,930,156 7% NPV = $3,701,269	15,190,000 total hours $188,659,800 2035 3% NPV = $124,733,921 7% NPV = $82,445,052
Safety/Accident Benefits	$372,908	$761,885 3% NPV = $421,837 7% NPV = $196,886	$11,360,242 3% NPV = $6,289,890 7% NPV = $2,935,702
Emission Reductions	$26,990	$28,768 3% NPV = $15,928 7% NPV = $7,434	$571,012 3% NPV = $443,118 7% NPV = $358,513
Greenhouse Gas tCO2e Reductions	1,302.87 tons $693,127	2,638.72 tons $1,047,572 3% NPV = $580,015 7% NPV = $270,713	39,415.9 tons $17,406,976 3% NPV = $12,731,409 7% NPV = $9,638,382
Fuel Savings	159,586 gallons $31,917	240,859 gallons $48,172 3% NPV = $26,672 7% NPV = $12,449	4,004,450 gallons $800,890 3% NPV = $443,433 7% NPV = $206,965
Total Benefit Savings	**$5,667,942**	**$16,208,397** **3% NPV = $8,974,196** **7% NPV = $4,188,559**	**$218,798,920** **3% NPV = $144,641,771** **7% NPV = $95,584,614**

Sources: TIGER Benefit-Cost Analysis Resource Guide, 2014; FTA; Omnitrans, 2014

Supplemental Health Information



Source: http://www.countyhealthrankings.org/app/california/2014/rankings/san-bernardino/county/outcomes/overall/snapshot



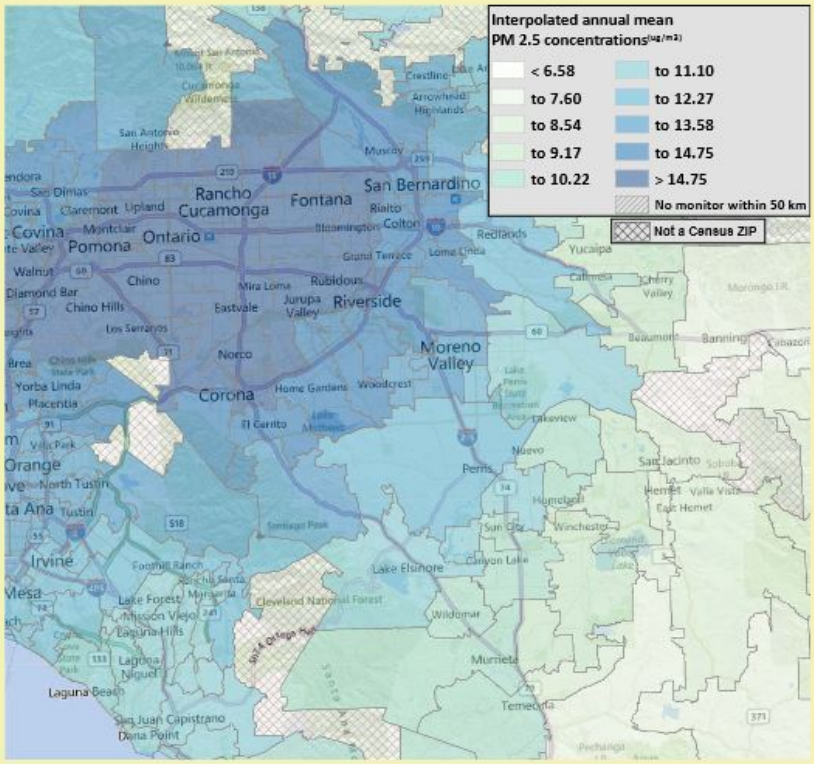
Source: http://www.countyhealthrankings.org/app/california/2014/rankings/san-bernardino/county/outcomes/overall/snapshot

PM Levels & Traffic Density

	San Bernardino	California	National
Daily PM Levels	10.4	9.3	9.5
Driving Alone to Work	76%	73%	71%
Long Commute Alone (30min +)	39%	37%	15%

Source: http://www.countyhealthrankings.org/app/california/2014/rankings/san-bernardino/county/outcomes/overall/snapshot

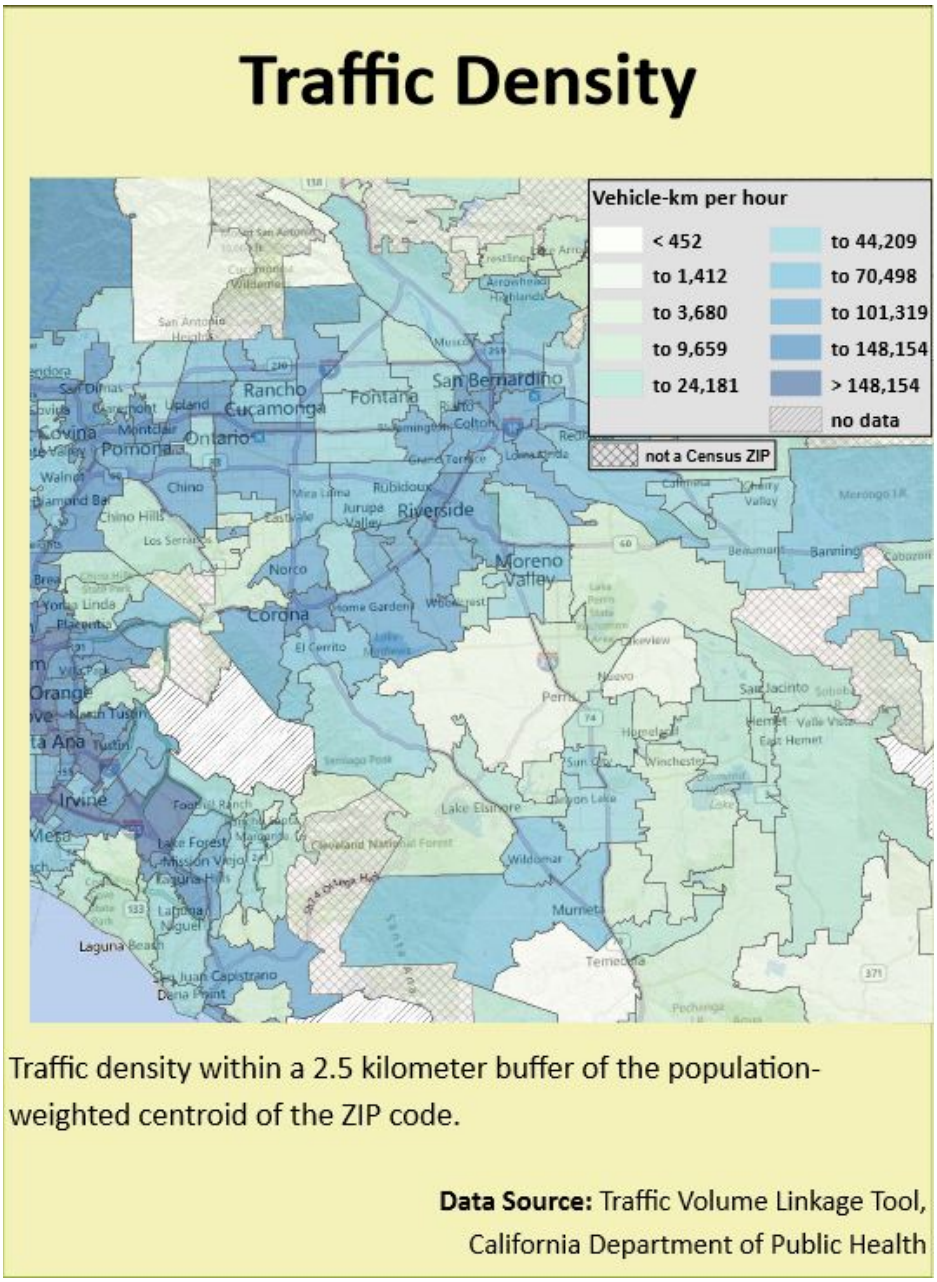
PM 2.5 Concentrations



Annual mean concentration of PM 2.5 (average of quarterly means), over three years (2007-2009).

Data Source: Air Monitoring Network, California Air Resources Board

Source: http://www.oehha.org/ej/pdf/SanBernExposures.pdf



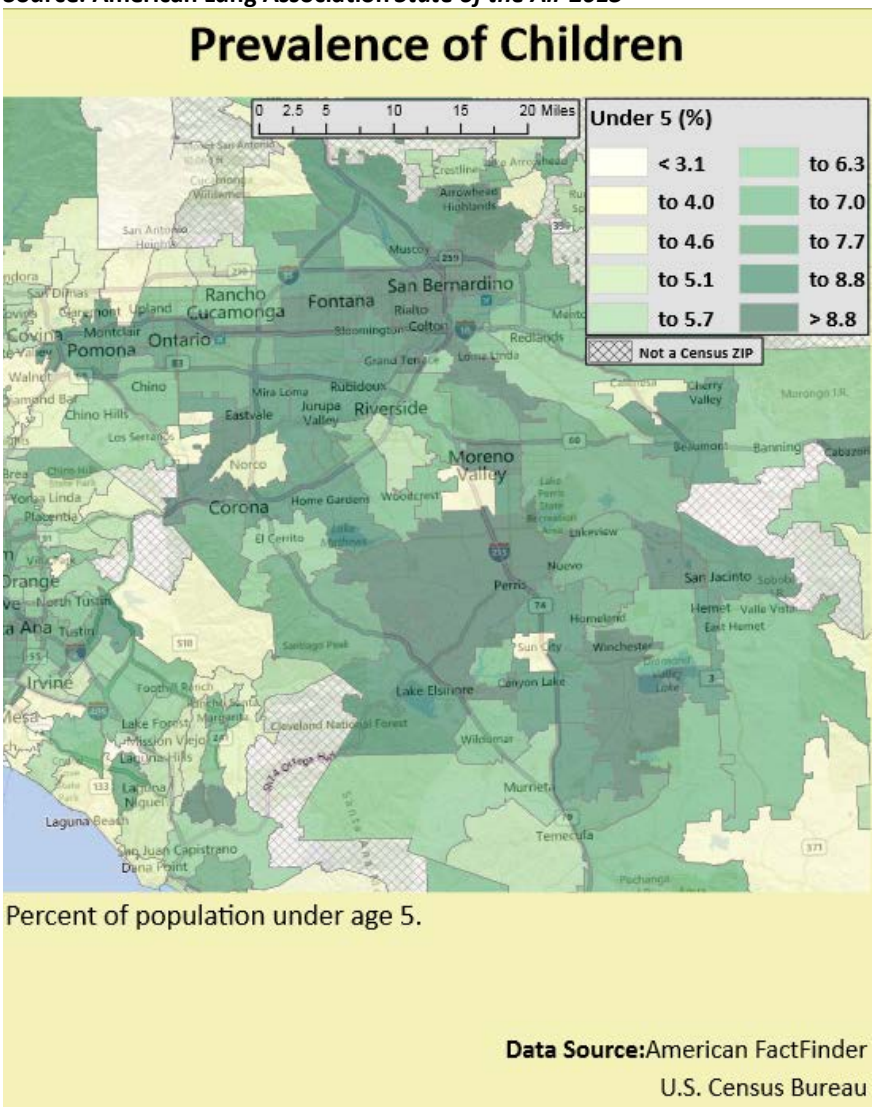
Source: http://www.oehha.org/ej/pdf/SanBernExposures.pdf

Health Risks and Vulnerable Population

San Bernardino County		
Total Population		2,065,377
Pediatric Asthma	42,470	2%
Adult Asthma	123,780	6%
Chronic Obstructive Pulmonary Disease	62,735	3%

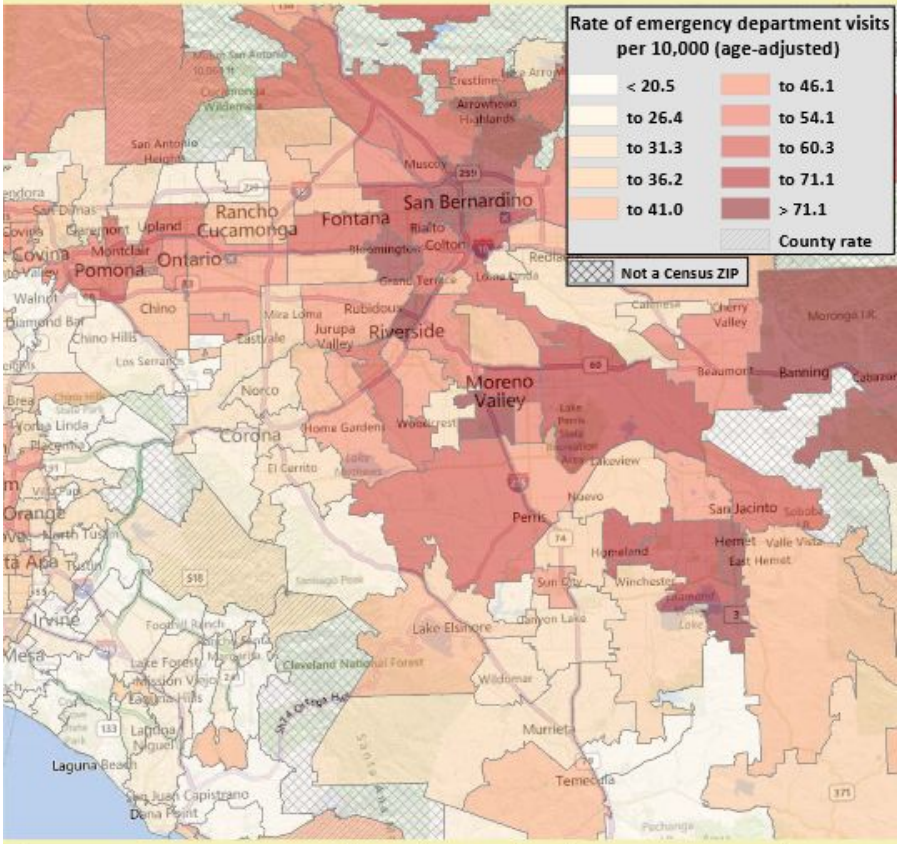
Heart Disease	416,898	20%

Source: American Lung Association *State of the Air 2013*



Source: http://www.oehha.org/ej/pdf/SanBernSensitivePops.pdf

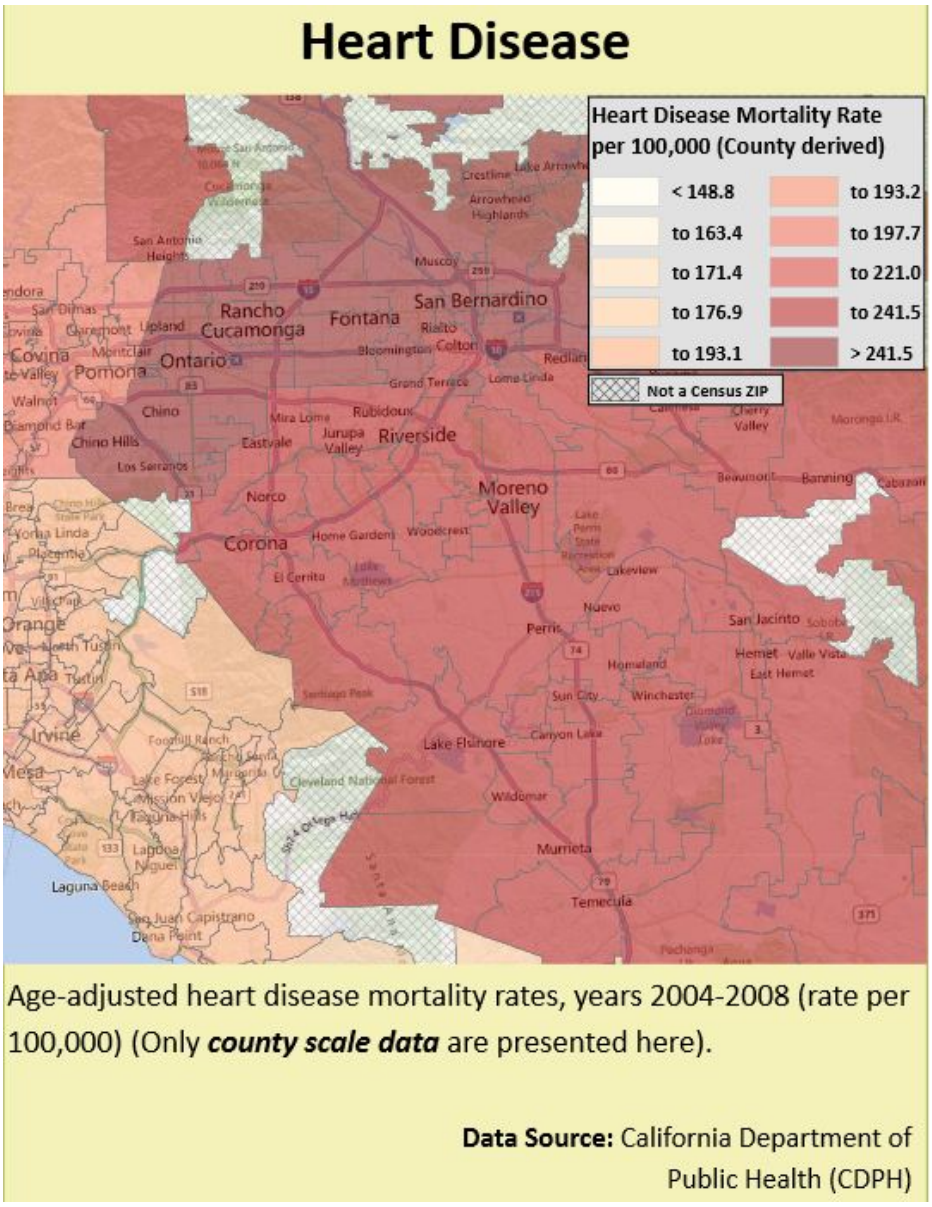
Asthma



Three-year average, age-adjusted rate of asthma emergency department visits (2007-2009).

Data Source: Office of Statewide Health Planning and Development (OSHPD), Environmental Health Investigations Branch (EHIB), California Department of Public Health (CDPH)

Source: http://www.oehha.org/ej/pdf/SanBernPublicHealthEffects.pdf



Source: http://www.oehha.org/ej/pdf/SanBernPublicHealthEffects.pdf

City of Fontana
CALIFORNIA

May 15, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Ms. McWilliam:

The City of Fontana is an active participant in Omnitrans' West Valley Connector Corridor project, as it complements the City's ongoing efforts to provide more transportation choices to its residents, including public transportation, walking, and biking. For this reason, the City of Fontana will participate in the project, including but not limited to the following:

- Participate in the project development team throughout the project life and attend meetings related to the project as needed;
- Participate in public outreach; and
- Own and maintain the sidewalks being constructed with the grant funds.

Please feel free to contact me for additional information at (909) 350-7632.

Sincerely,
Department of Engineering

Noel Castillo, P.E.
Engineering Manager

MONTCLAIR

April 14, 2014

California Department of Transportation
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

I am writing in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced one-half mile to one mile apart and transit signal priority in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, California (in the counties of San Bernardino and Los Angeles). The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk repairs/replacement, and curb ramps where needed with a one-half mile walking distance of the stations.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options. Currently, 94% of Omnitrans' passengers access bus stops on foot and 4% by bicycle. The West Valley Connector Corridor bus rapid transit line will attract new riders and increase corridor ridership by 30%, thereby increasing the proportion of walking and bicycling around the stations significantly. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Omnitrans' average passenger walks a total of two miles each day; thus, increasing public transit ridership will have a significant positive impact on public health. Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013. Accordingly, this project will provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

The City of Montclair is a key participant in the West Valley Connector Corridor project because the project aligns perfectly with the City's goals to improve quality of life and provide safe, efficient, and environmentally sustainable transportation options for residents in the San Bernardino Valley. The project aligns specifically with the City's efforts to improve access to alternative modes of transportation for its residents.

For this reason, the City of Montclair will participate in the project, including, but not limited to the following:

- Provide in-kind contributions, such as staff time, allowing construction of stations/stops within existing rights-of-way, etc.;
- Participate in the project development team throughout the project life and attend meetings related to the project as needed;
- Participate in public outreach; and
- Own and maintain the sidewalks being constructed with the grant funds.

For all of the aforementioned reasons, the City of Montclair is a key participant in the West Valley Connector Corridor project because the project aligns perfectly with the City's goals to reduce greenhouse gas emissions and provide better transportation options. As such, the City of Montclair highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. If you have any questions about the City of Montclair's support for this application, please feel free to contact me at 909/625-9431 or *slustro@cityofmontclair.org.*

Sincerely,

Steve Lustro, AICP
Director of Community Development

CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4105
(909) 395-2000
FAX (909) 395-2070

April 17, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

I write in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced one-half to one mile apart and transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, California (in the counties of San Bernardino and Los Angeles). The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk repairs/replacement, and curb ramps where needed within one-half mile walking distance of the stations.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options. Currently 94% of Omnitrans' passengers access the bus stop on foot and 4% by bicycle. The West Valley Connector Corridor bus rapid transit line will attract new riders and increase corridor ridership by 30%, thereby increasing the proportion of walking and bicycling around the stations significantly. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Omnitrans' average passenger walks a total of two miles each day; thus, increasing public transit ridership will have a significant positive impact on public health. Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013. Thus, this project will provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

The City of Ontario is a key partner in the West Valley Connector Corridor project because the project aligns perfectly with Ontario's goals to improve quality of life and provide safe, efficient, and environmentally sustainable transportation options for residents in the San Bernardino Valley. The project aligns specifically with our general plan vision to provide "A true multi-modal transportation system and user oriented management and techniques that facilitate an exceptional degree of movement and connectivity for people and goods to, from and within Ontario" and the mobility element goal to provide "A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent."

For this reason, Ontario will participate in the project, including but not limited to the following:

- Provide in-kind contributions wherever possible, including staff time, right-of-way/property for stations, plan check fee waivers, permit fee waivers, etc.;
- Participate in the project development team throughout the project life and attend meetings related to the project as needed;
- Participate in public outreach; and
- Own and maintain the sidewalks being constructed with the grant funds.

For all of the afore-mentioned reasons, The City of Ontario partner in the West Valley Connector Corridor project because the project aligns perfectly with our goals to reduce greenhouse gas emissions and provide better transportation options. As such, Ontario highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. Feel free to contact City Engineer, Louis Abi-younes at (909) 395-2146 should you need any additional information.

Sincerely,

Al C. Boling
City Manager

C: Otto Kroutil, Development Agency Director
Louis Abi-younes, P.E., City Engineer
Anna M. Rahtz, Omnitrans

RANCHO CUCAMONGA

THE CITY OF RANCHO CUCAMONGA

April 14, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Letter of Support for the Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

The City of Rancho Cucamonga is in support of the Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced ½ mile to one mile apart located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, California (in the counties of San Bernardino and Los Angeles). The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk repairs/replacement, and curb ramps where needed with ½ mile walking distance of the stations.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options. Currently 94% of Omnitrans' passengers access the bus stop on foot and 4% by bicycle. The West Valley Connector Corridor bus rapid transit line is intended to attract new riders and increase corridor ridership by 30%, thereby increasing the proportion of walking and bicycling around the stations significantly. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Omnitrans' average passenger walks a total of two miles each day; thus, increasing public transit ridership will have a significant positive impact on public health. Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013. Thus, this project will provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

The City of Rancho Cucamonga is a key supporter in the West Valley Connector Corridor project because the project aligns with City of Rancho Cucamonga's goals to improve quality of life and provide safe, efficient, and environmentally sustainable transportation options for residents in the San Bernardino Valley. The project aligns specifically with the City of Rancho Cucamonga's General Plan goals and policies to expand on multi-modal transportation choices, improve transportation connectivity, and address public safety.

For this reason, the City will participate in the project, including but not limited to the following:

- Provide in-kind contributions wherever possible; and
- Participate in the project development team throughout the project life and attend meetings related to the project as needed; and
- Participate in public outreach; and
- Own and maintain the sidewalks being constructed with the grant funds.

For all of the afore-mentioned reasons, the City is a key supporter in the West Valley Connector Corridor project because the project aligns with City goals to reduce greenhouse gas emissions and provide better transportation options. As such, City of Rancho Cucamonga highly recommends the West Valley Connector Corridor project for Active Transportation Program funding.

Should there be any questions regarding this letter, please contact please contact Mayuko Nakajima, Assistant Planner, at (909) 477-2750 ext. 4307 or Mayuko.Nakajima @CityofRC.us.

Sincerely,

John R. Gillison
City Manager

Los Angeles
World Airports

TM

April 11, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

I write in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced ½ mile to one mile apart and transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, California (in the counties of San Bernardino and Los Angeles). The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk repairs/replacement, and curb ramps where needed.

The West Valley Connector Corridor project will encourage bicycling and walking by providing faster, more connected public transportation options. Currently 94% of Omnitrans' passengers access the bus stop on foot and 4% by bicycle. The West Valley Connector Corridor bus rapid transit line will attract new riders and is projected to increase corridor ridership by 30%.

Los Angeles World Airports (LAWA) is a key supporter in the West Valley Connector Corridor project. Because one of the stations on the line is located at LA/Ontario International Airport (LA/ONT), the project will provide important new transportation options for airport passengers and employees. For this reason, LAWA will participate in the project development as needed, and review opportunities to enhance the station at LA/ONT.

For all of the afore-mentioned reasons, LAWA is a key supporter in the West Valley Connector Corridor project because the project aligns perfectly with LAWA's goals to improve air quality and provide better transportation options. As such, LAWA highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. For additional information, contact Mr. Patrick Tomcheck of my staff at ptomcheck@lawa.org or at (424) 646-5192.

Sincerely,

Cynthia Guidry, P.E.
Interim Deputy Executive Director
Capital Programming and Planning Group

CG:PT:yl

cc: Pat Tomcheck
Lisa Trifiletti

1 World Way Los Angeles California 90045-5803 **Mail** P.O. Box 92216 Los Angeles California 90009-2216 **Telephone** 310 646 5252 **Internet** www.lawa.aero

Governments
SANBAG
Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

May 8, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Teresa McWilliam
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Active Transportation Program: Omnitrans' Application for West Valley Connector Corridor

Dear Ms. McWilliam:

San Bernardino Associated Governments (SANBAG) is pleased to see Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor, a proposed rapid bus/express route with limited stops and transit signal priority, located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga in the County of San Bernardino. The grant will be used to provide safe pedestrian access to stations, including ADA-accessible concrete boarding areas, sidewalk repair, and curb ramps where needed within ½ mile walking distance of the stations.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013. Thus, this project will provide substantial benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

The West Valley Corridor Connector project is a combination of the Holt Corridor and the Foothill West Corridor, both of which are included in the Southern California Association of Governments' *Regional Transportation Plan / Sustainable Communities Strategy* (2012) as well as the San Bernardino Associated Governments' *Long Range Transit Plan* (2009), and Omnitrans' *System-wide Transit Corridors Plan for the San Bernardino Valley* (2010).

SANBAG is a key partner in the West Valley Connector Corridor project because the project is consistent with SANBAG's goals to improve air quality and provide better transportation options. Feel free to contact me for additional information at (909) 884-8276.

Sincerely,

Raymond W. Wolfe
Executive Director

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Office of the Executive Officer
Barry R. Wallerstein, D. Env.
909.396.2100, fax 909.396.3340

April 9, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

The South Coast Air Quality Management District (SCAQMD) staff supports Omnitrans in its funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The SCAQMD is the air pollution control agency for Orange County, and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. This area is home to more than 16 million people and is one of the smoggiest regions of the United States. As a program to improve air quality through increased rates of bicycling and walking, we fully support the objective of providing faster and more connected transportation options.

Our region's goals are furthered by these types of projects which have a wide range of air quality benefits. The project will be part of the first phase of a bus rapid transit line with stations spaced one half mile to one mile apart with transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga in the County of San Bernardino, California. The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalks, and curb ramps where needed with one in half mile walking distance of the stations. This project is anticipated to provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

We appreciate Omnitrans' efforts to improve air quality by providing improved transportation options and, as such, we recommend the West Valley Connector Corridor Project for Active Transportation Program funding.

Sincerely,

Barry R. Wallerstein, D. Env.
Executive Officer

BW/EC/CG/KH

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

Metro

May 12, 2014

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Support for West Valley Connector Corridor Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the West Valley Connector Corridor connecting the County of Los Angeles and County of San Bernardino. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

Active transportation is a key planning priority within Metro and aligns with regional mobility strategies and plans. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies(RTP/SCS) adopted by the Southern California Association of Governments(SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to systematically address the challenges associated with bicyling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse OmniTrans's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the West Valley Connector Corridor for the ATP grant.

Sincerely,

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

METROLINK®

Southern California Regional Rail Authority

April 9, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Ms. McWilliam:

On behalf of the Southern California Regional Rail Authority (SCRRA/Metrolink), I write in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced ½ mile to one mile apart and transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga in the County of San Bernardino, California. The West Valley Connector Corridor will be truly multimodal, providing connections to two Metrolink rail lines that provide service to the Southern California region. As the largest provider of commuter rail service in Southern California, SCRRA operates over seven routes through a six-county, 512 route-mile network and is supportive of efforts that enhance connectivity and access to our services.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options, which will reduce greenhouse gas emissions. The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk, repair, and curb ramps where needed within a ½ mile walking distance of the stations. Thus, this project will provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

SCRRA is a neighboring transit provider, with train services that will have transfer connections to the West Valley Connector Corridor project. Providing time-saving travel connections will grow ridership on SCRRA's services as well as on Omnitrans' system. As such, SCRRA highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. Feel free to contact me for additional information at 213-452-0255.

Sincerely,

Michael DePallo
Chief Executive Officer

cc: Mitch Alderman, San Bernardino Associated Governments

March 27, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Dear Ms. McWilliam:

I write in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced ½ mile to one mile apart and transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga in the County of San Bernardino, California. The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk, repair, and curb ramps where needed with ½ mile walking distance of the stations.

The West Valley Connector Corridor project will increase rates of bicycling and walking by providing faster, more connected public transportation options. Currently 94% of Omnitrans' passengers access the bus stop on foot and 4% by bicycle. The West Valley Connector Corridor bus rapid transit line will attract new riders and increase corridor ridership by 30%, thereby increasing the proportion of walking and bicycling around the stations significantly. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013. Thus, this project will provide enormous benefits to a diverse range of people, including current transit riders, potential new transit riders, pedestrians, bicyclists, and individuals with mobility devices.

Riverside Transit Agency is a neighboring transit provider, with an express bus line service (running through several cities and two counties) that will have transfer connections to the West Valley Connector Corridor project. Providing time-saving travel connections will grow ridership on Riverside Transit Agency's services as well as on Omnitrans' system, contributing to a higher quality of life for both agencies' passengers. As such, Riverside Transit Agency highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. Feel free to contact me for additional information at (951) 565-5022.

Sincerely,

Larry Rubio
Chief Executive Officer

INLAND EMPIRE BIKING ALLIANCE

March 26, 2014

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: Omnitrans' Active Transportation Program Application for West Valley Connector Corridor

Ms. McWilliam:

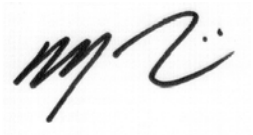
We at the Inland Empire Biking Alliance (IEBA) write in support of Omnitrans' funding application for the Active Transportation Program for pedestrian and bicycle access to the West Valley Connector Corridor bus rapid transit line. The project will be part of the first phase of a bus rapid transit line with stations spaced ½ mile to one mile apart and transit signal priority, which will be located in the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga in the County of San Bernardino, California. The grant will be used to fund bicycle racks at stations and provide safe pedestrian access, including ADA-accessible concrete boarding areas, sidewalk, repair, and curb ramps where needed with ½ mile walking distance of the stations.

We see this project as the next phase for increasing active transportation. Converting new riders from private vehicles to public transportation will help to reduce greenhouse gas emissions.

Omnitrans' average passenger walks a total of two miles each day; thus, increasing public transit ridership will have a significant positive impact on public health. Four of the five communities along the corridor are among the top ten percent of the most disadvantaged communities in the State of California, according to the Office of Environmental Health Hazard Assessment's EnviroScreen 1.1 report, 2013.

For all of the above-listed reasons, The Inland Empire Biking Alliance is a key supporter of the West Valley Connector Corridor project because the project aligns perfectly with IEBA's goals to reduce greenhouse gas emissions and provide better transportation options. As such, IEBA highly recommends the West Valley Connector Corridor project for Active Transportation Program funding. Feel free to contact us for additional information at iebafriis@gmail.com or www.iebike.org.

Sincerely,



Mark Friis, Executive Director

Marven Norman, Vice President