

# West Valley Connector Project Update



**Board Meeting  
September 30, 2016**



# Agenda

- ☐ Overview of project
- ☐ Project status
- ☐ Routing discussion
- ☐ Recommendation

# Bus Rapid Transit Customer Goals

- ❑ Improve customer travel time
- ❑ Increase frequency on high-ridership corridors
- ❑ Direct path for most riders
- ❑ Multimodal & Regional connections
- ❑ Integration into local route network

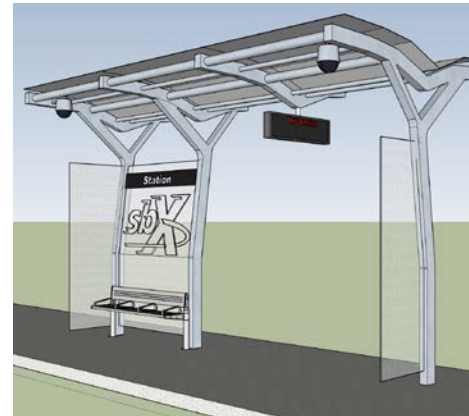




# Project Features

- ☐ Station Improvements
- ☐ Transit signal priority
- ☐ Fewer stops (1/2 mile to 1 mile spacing)
- ☐ Dedicated lanes
  - ☐ Median stations with raised platforms for left-side level boarding
  - ☐ 3.5 miles on Holt in Ontario for WVC
- ☐ 60' articulated sbX vehicles
- ☐ Vehicle maintenance facility

*Conditional on Small Starts Grant*



# Routing Discussion

# Decision Time Line

**Prior**

**Current**

**Future**

- ✓ **Corridor Selection**
- ✓ **Alternatives Analysis**
- ✓ **Refine Alignment**  
(Haven/Milliken)
- ✓ **Enter into Design**

- **Finalize Alignment**  
(Haven/Milliken)
  - Needed for Environmental
  - Needed to refine cost & ridership

↗ **Design & Refined Cost Estimates**

30% design

↗ **Funding Plan**

↗ **SANBAG Approval**

6  
Months

↗ **Small Starts Grant Application**

1  
Year

↗ **Final Funding, Grant Agreement**

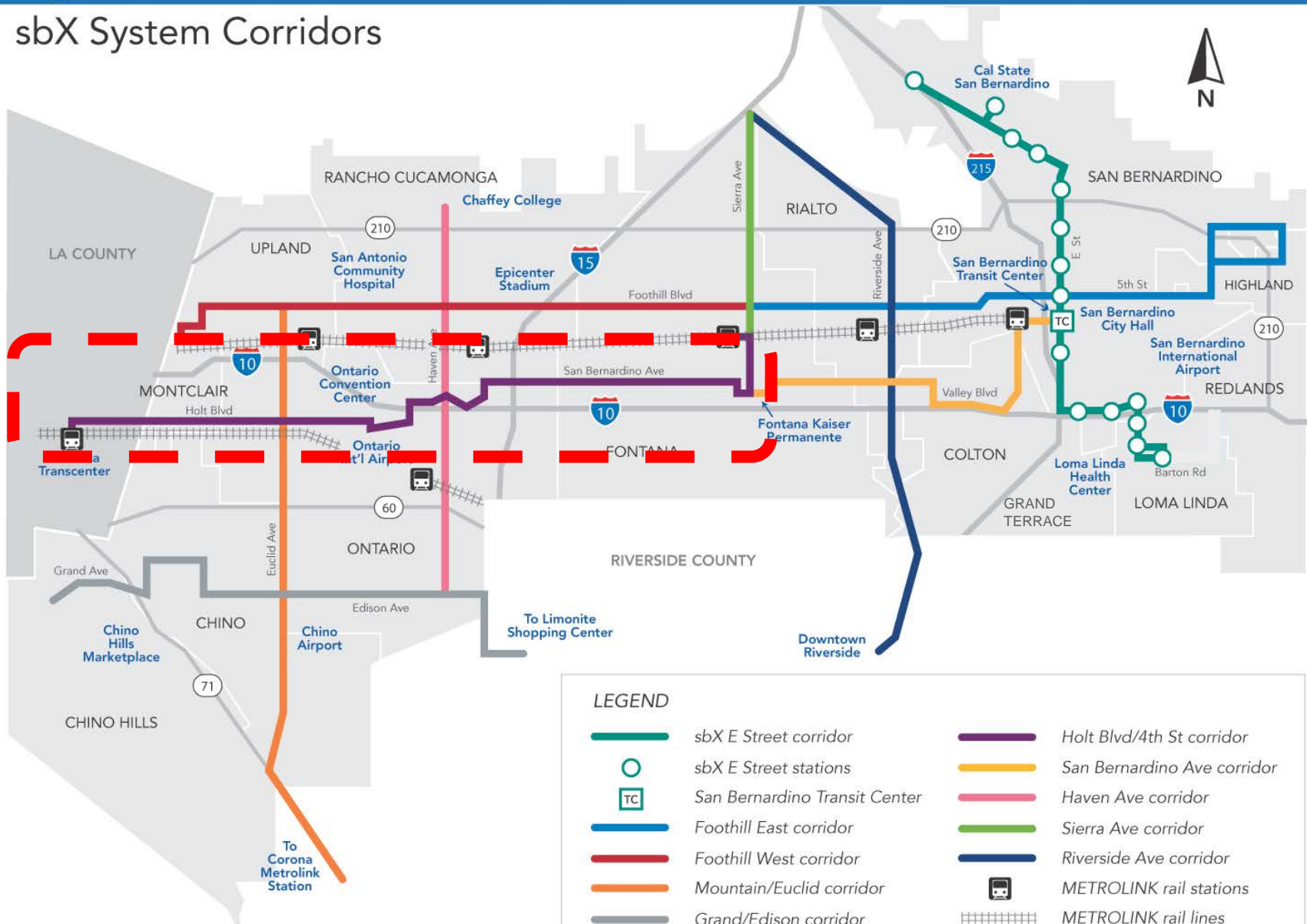
↗ **Release, Award Construction**

↗ **Many more...**

2+  
Years

# Omnitrans' Systemwide Plan

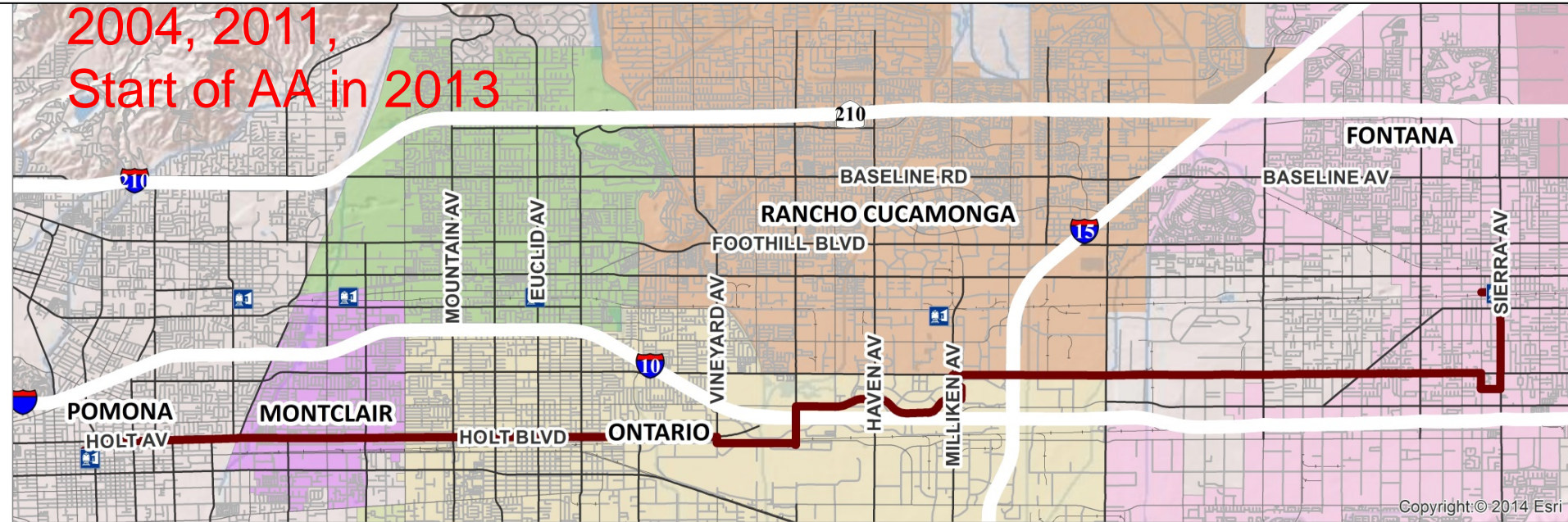
## sbX System Corridors





# Holt Corridor

2004, 2011,  
Start of AA in 2013



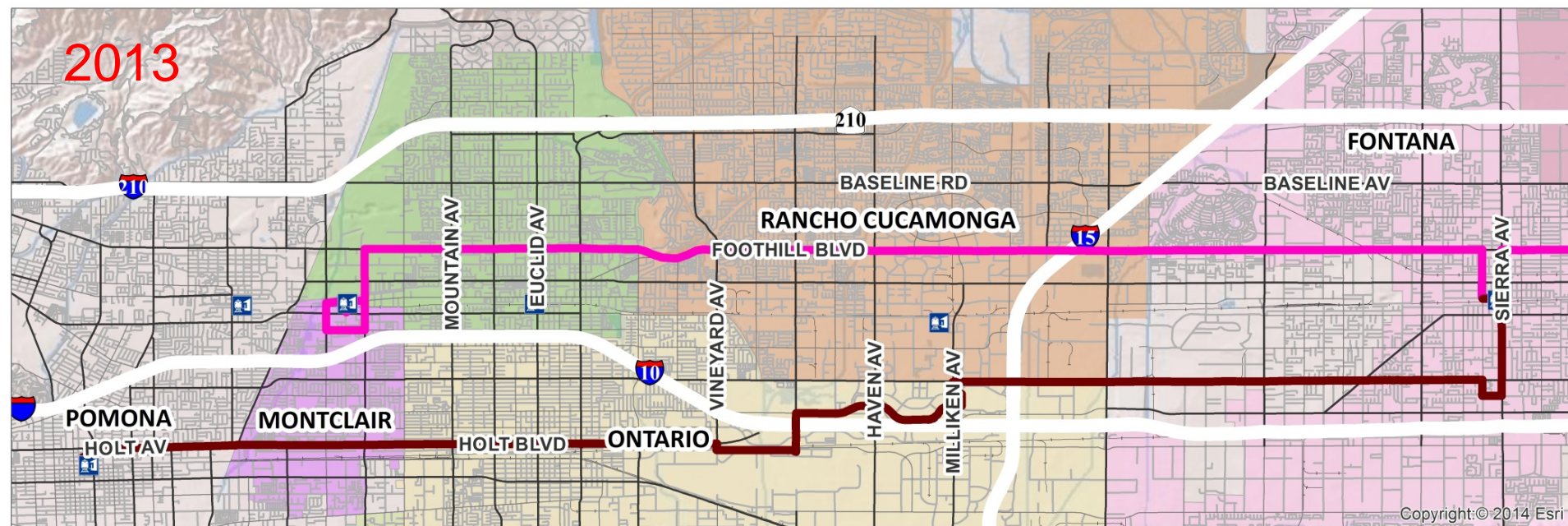
Holt Corridor is Omnitrans' Route 61, which is the highest ridership route in Omnitrans system:

- 1.5-1.8 million riders per year.



# Holt & Foothill West

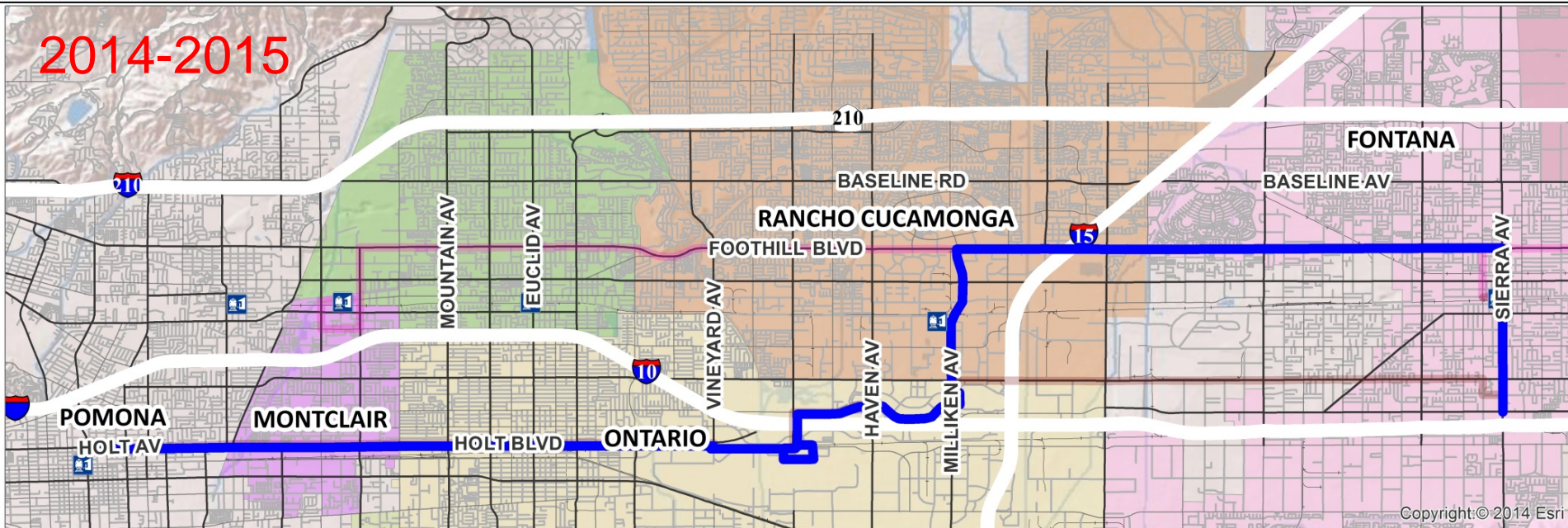
2013



SANBAG develops land-use study on Foothill East & West.

# West Valley Connector Corridor

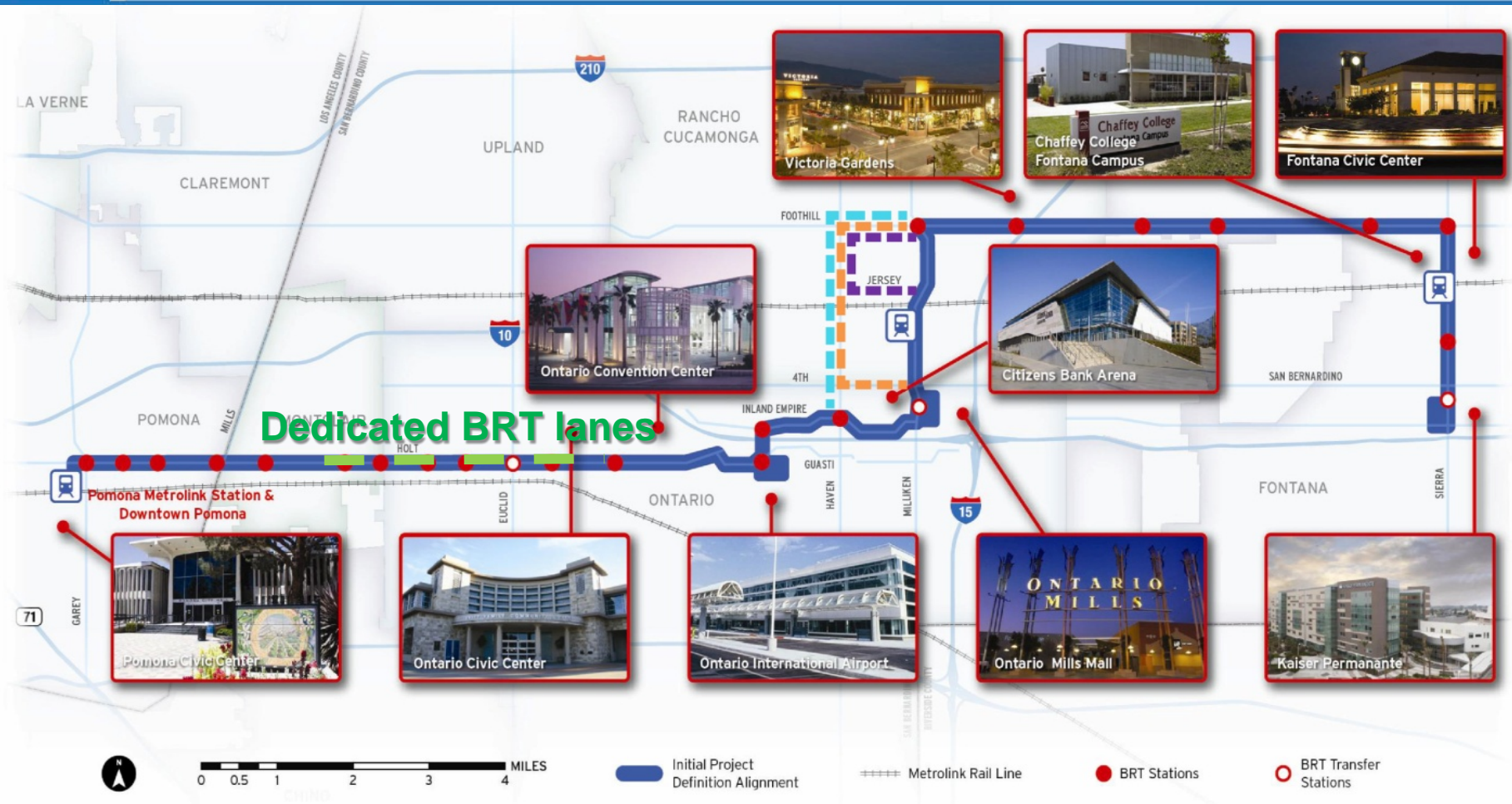
2014-2015



West Valley Connector plan is developed taking highest ridership sections of Holt and Foothill Corridors.



# West Valley Connector BRT



Omnitrans BOD approves Alternatives Analysis in April 2015 after 2½ years of study including significant partnership building.  
Release/Award design to include reconsidering of Milliken or Haven



# Priorities & Requests

- ☐ Improve customer travel time
- ☐ Increase frequency on Holt
- ☐ Connect ONT to RC Metrolink
- ☐ Serve Ontario Mills
- ☐ Serve Victoria Gardens
- ☐ Serve Haven:  
Jersey, Foothill/Civic Center/Courts
- ☐ Serve more Rancho Cucamonga residents
- ☐ Minimize annual operating cost
- ☐ Most direct path for the most riders
- ☐ Maximize ridership and cost effectiveness for Small Starts application
- ☐ Integrate into existing network of local routes
- ☐ Improve service on more than one corridor in system-wide plan
- ☐ Support transit-oriented development



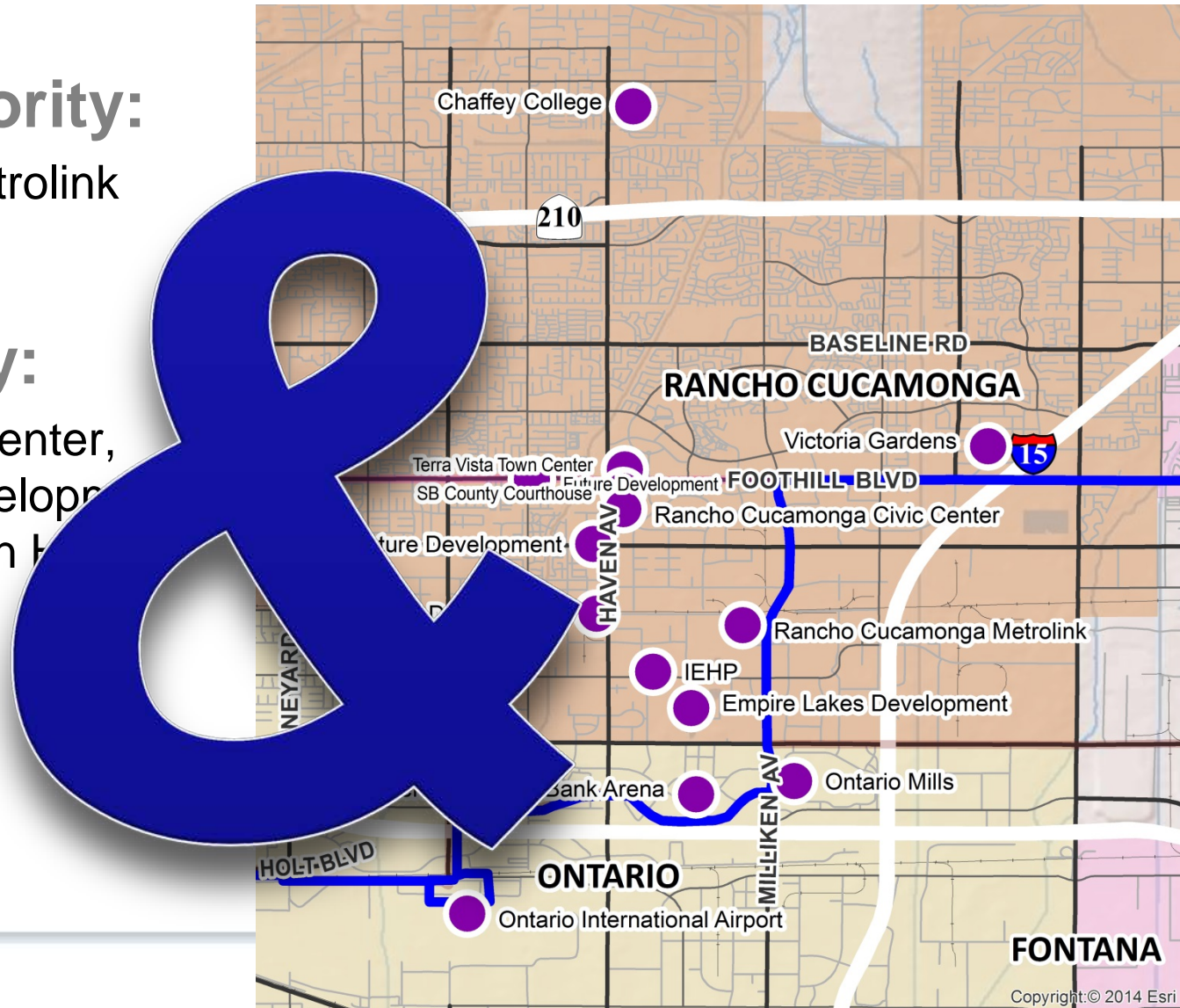
# Choice: Milliken & Haven

## Regional Priority:

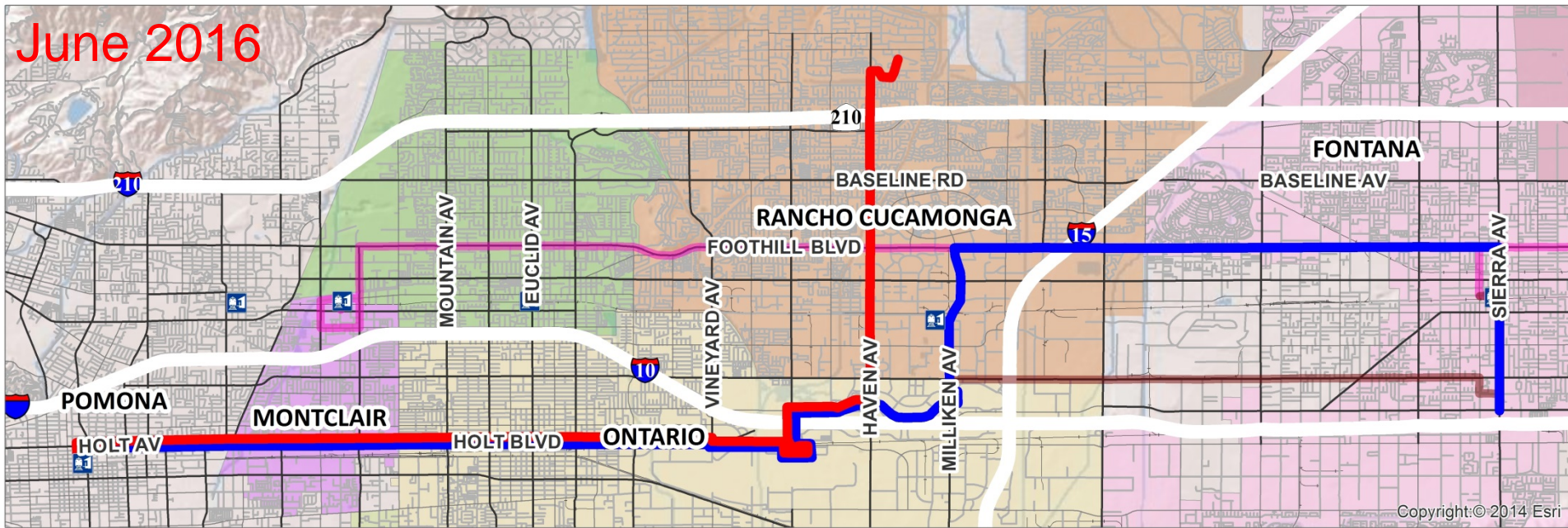
- ONT to RC Metrolink

## Local Priority:

- Courts, Civic Center, Shopping, Development opportunities on Foothill Blvd
- And Metrolink



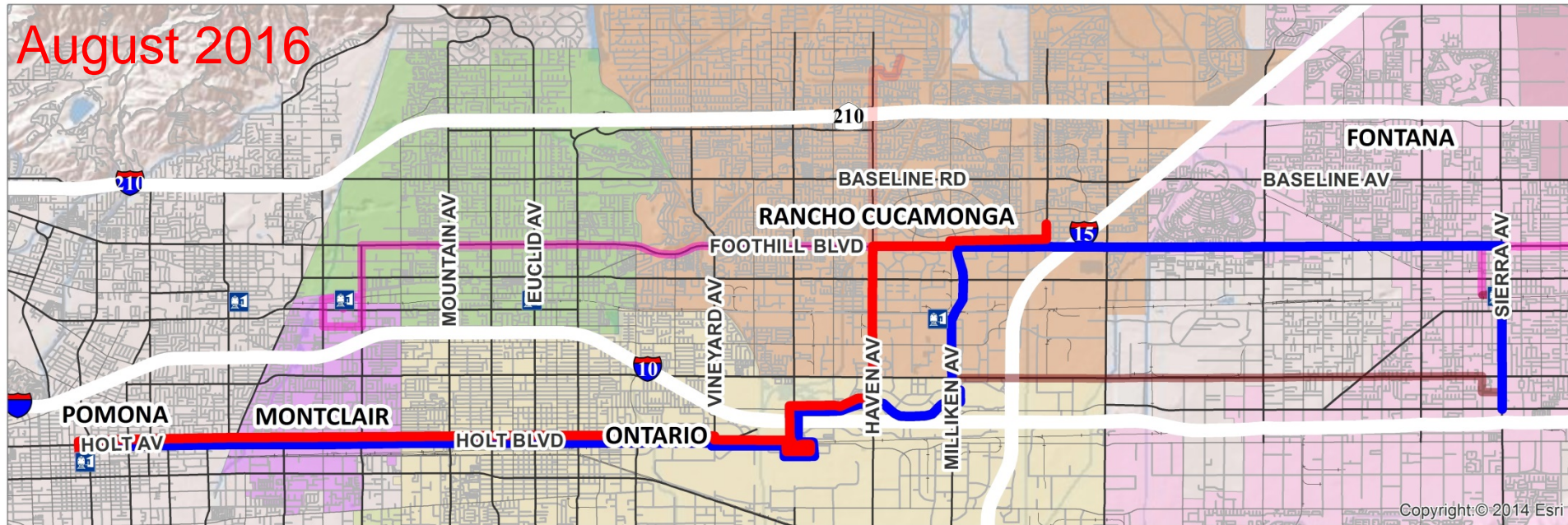
# Initial Branch Line



- Branch option provides service on both Haven and Milliken with BRT amenities and vehicles
  - 20-30 minute service along each branch
  - 10-15 minute service where branches overlap
- At August Plans & Programs Committee Rancho Cucamonga City Manager mentioned another branch option



# Revised & Recommended Branch Line Alignment for West Valley Connector



- Similar branch concept, except terminates at Victoria Gardens instead of Chaffey College.
- Reconnects the Branches for transfers.
- Plans and Programs Committee recommended this Branch.

# Omnitrans Priorities

- ✓ Maximizes ridership and cost-effectiveness (operating cost per boarding)
- ✓ Lower operating cost than original proposal
- ✓ Frequency at RC Metrolink is in line with train schedule
- ✓ Highest frequency is on highest-ridership portion of the corridor (Holt segment)
- ✓ Most direct path for the most riders possible
- ✓ Greatest opportunity to integrate into existing network of local routes (savings and connections to local routes)
- ✓ Scalable to meet future needs



# Regional Priorities

- ✓ Connects ONT airport to RC Metrolink station
- ✓ Connects to three Metrolink stations. Connects with Foothill Transit and RTA commuter express routes
- ✓ Lower operating cost than proposed Milliken alignment
- ✓ Makes improvements on multiple BRT corridors in the adopted System-wide Plan
- ✓ Serves potential transit-oriented development
- ✓ Serves major west valley destinations

# Regional Destinations



## Metrolink Stations

- ☐ Rancho Cucamonga Metrolink
- ☐ Fontana Metrolink/Transit Center
- ☐ Pomona Metrolink / Downtown Pomona Transit Center



## Entertainment Venues

- ☐ Ontario Convention Center
- ☐ Cucamonga-Guasti Regional Park
- ☐ Citizens Business Bank Arena



## Civic Centers

- ☐ Rancho Civic Center/Courts
- ☐ Ontario Civic Center
- ☐ Fontana Civic Center



## Kaiser Fontana Medical Center



## Major Shopping Destinations

- ☐ Victoria Gardens
- ☐ Ontario Mills



## Ontario International Airport

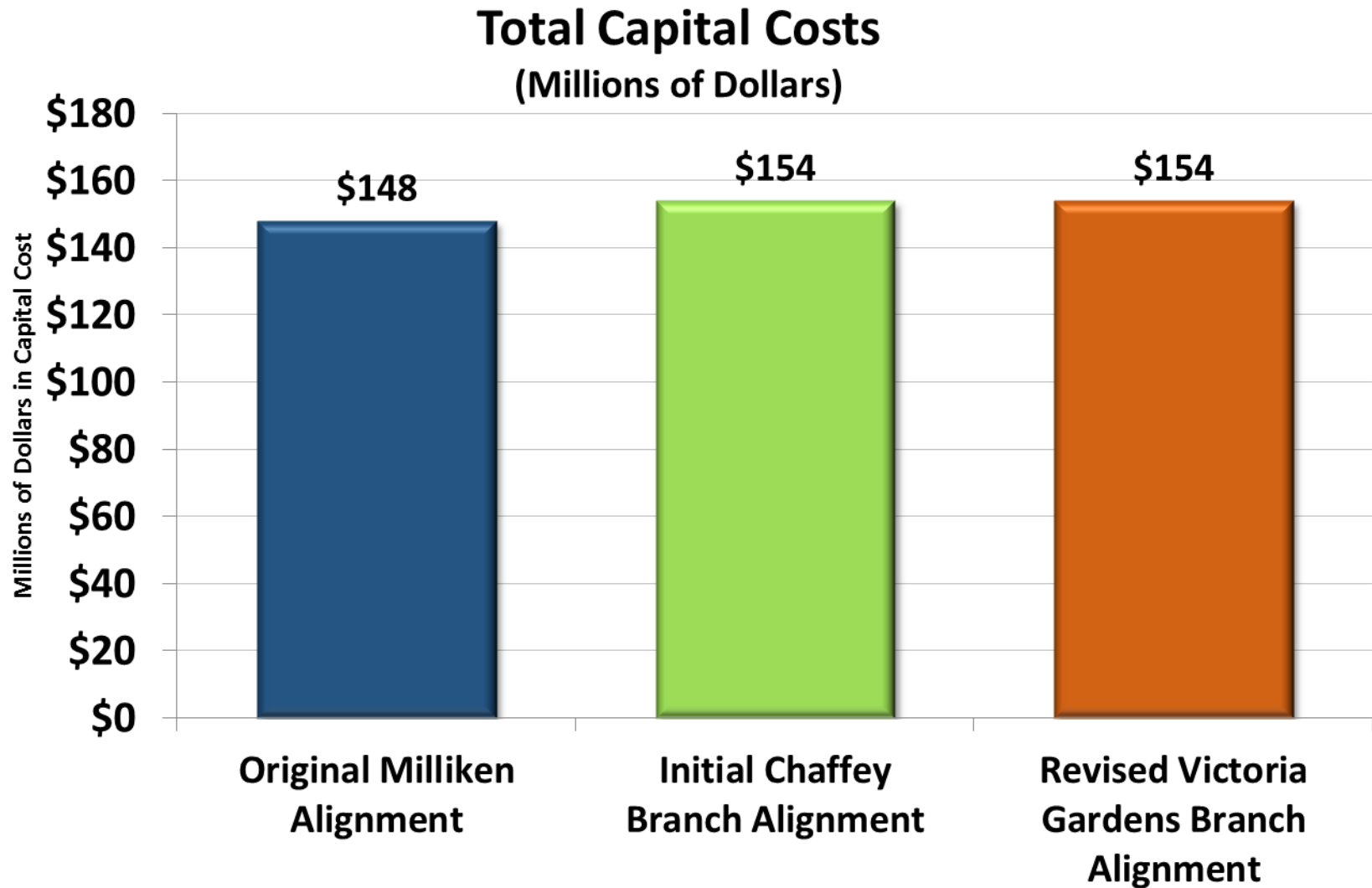


# New Routing Option – Branch Line

## Challenges

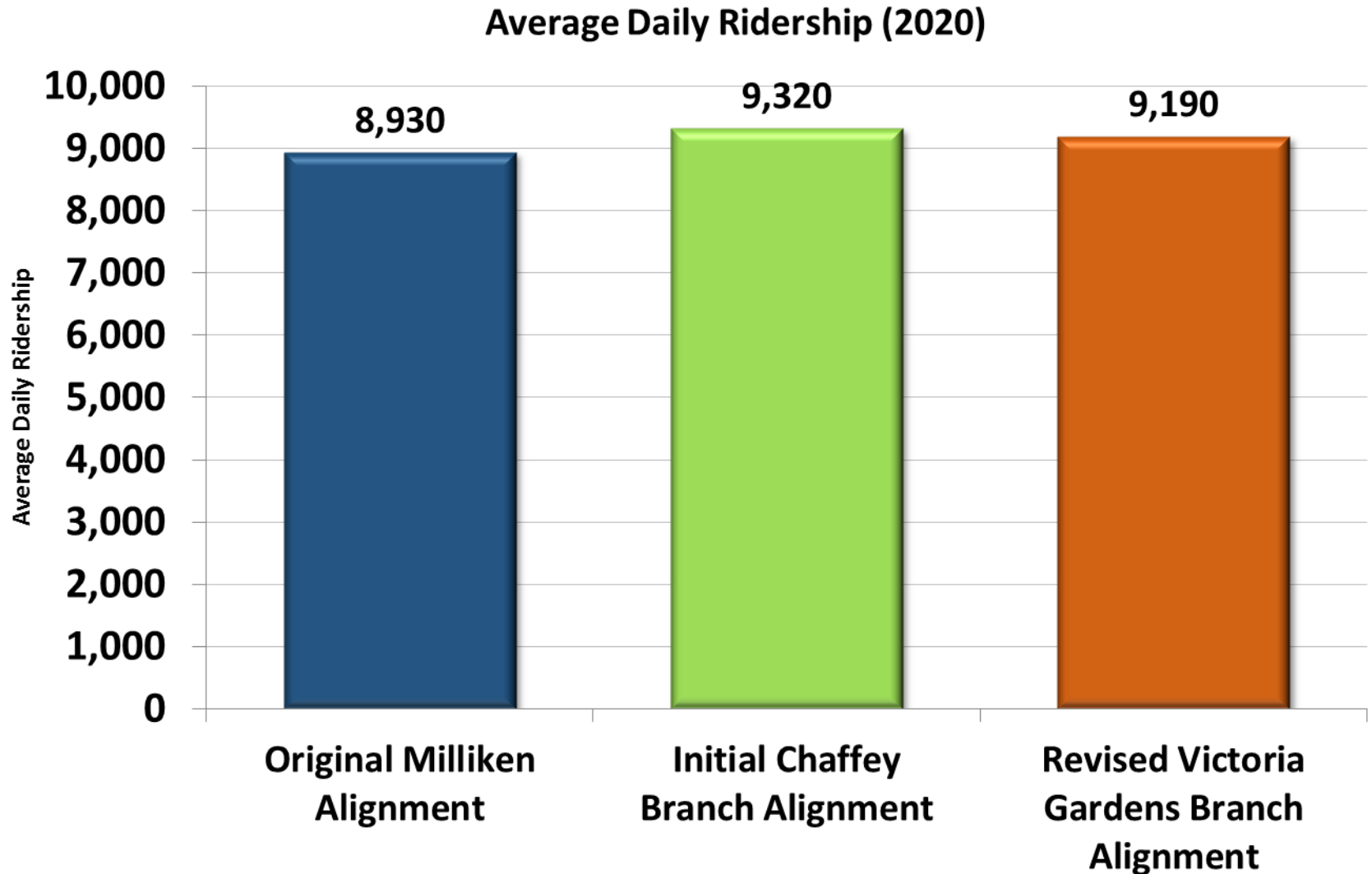
- Higher capital cost than original WVC
- Fontana section of Foothill Blvd sees minimal frequency improvement
- More challenging to explain to riders
- Challenging to dispatch and manage

# Summary & Comparison

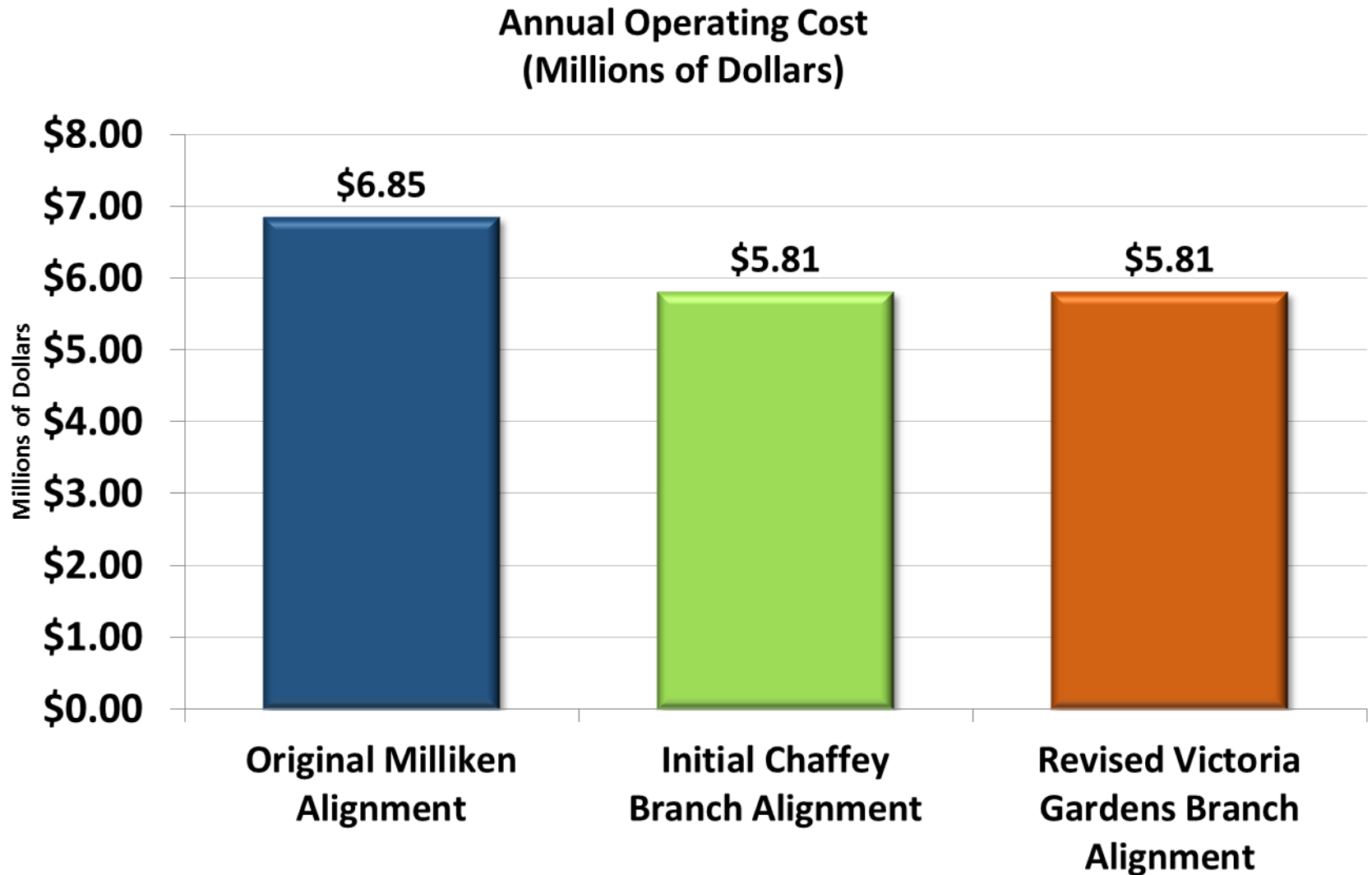




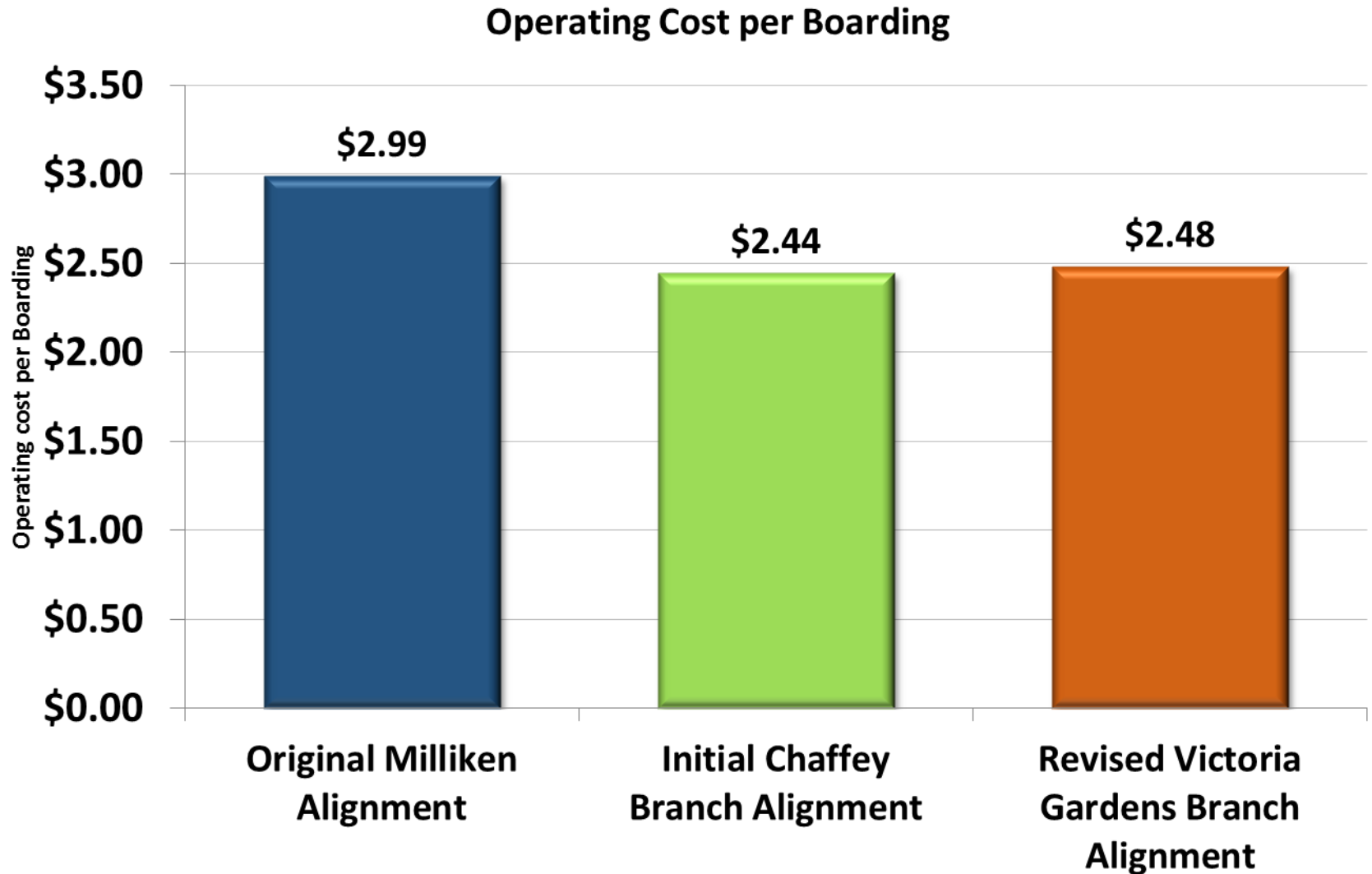
# Summary & Comparison



# Summary & Comparison



# Summary & Comparison



# Next Steps

- West Valley Funding Plan future Plans & Programs Committee Meeting (November/December)
- Review 30% design plan with cities
- Begin 65% design



# Staff Recommendation

Proceed with project development for a two branch alignment:

1. Original WVC Alignment on Milliken
2. Haven Avenue Alignment that terminates at Victoria Gardens