



We're Glad You Asked!

## Frequently Asked Questions about the Proposed Omnitrans sbX E Street Corridor Bus Rapid Transit System San Bernardino/Loma Linda

**Q. • What is sbX?**

**A. •** sbX stands for San Bernardino (Valley) express. Omnitrans is developing this higher speed, innovative transit service to link communities throughout the San Bernardino Valley. sbX will provide an efficient and cost effective rapid transit option for the rapidly growing region.

**Q. • How is sbX different from regular bus service?**

**A. •** sbX is a bus rapid transit (BRT) system planned to offer more frequent service, fewer stops and higher average speeds than traditional bus service. Low floors and specially designed station platforms allow for quick boarding. On some route segments, sbX vehicles will travel in exclusive lanes for greater mobility through high-demand areas.

**Q. • What type of innovative technology will sbX use?**

**A. •** sbX will use technology to make service fast, reliable and user-friendly. Other high-tech features include automated announcements of upcoming stops, monitors at stations to show when the next sbX vehicle is arriving, and transit signal priority devices, which allow the bus driver to extend the time of red or green signals, according to traffic needs.

**Q. • How can sbX help the environment?**

**A. •** With travel time competitive with the auto, sbX will attract new travelers to transit, saving fuel, easing congestion and reducing smog-forming emissions. sbX vehicles will operate using compressed natural gas, which offers an average reduction of 80% of ozone-forming emissions, compared to traditional diesel buses. The vehicles will be manufactured from extremely strong but lightweight materials that will allow better fuel economy, smooth starts and stops, and quieter operations.

**Q. • Who is sponsoring the sbX service?**

**A. •** As the primary transit operator for the San Bernardino Valley, Omnitrans is taking the lead on the project, but many agencies are working cooperatively to make sbX a reality. These partners include the cities of San Bernardino and Loma Linda, Loma Linda University Adventist Health Sciences Center, California State University-San Bernardino, the Federal Transit Administration, the California State Department of Transportation (Caltrans), San Bernardino Associated Governments, Metrolink and Jerry Pettis Memorial Veterans Health Center.



**Q: Why is this service needed now?**

**A:** San Bernardino County is growing rapidly and traffic congestion is increasing, especially in the San Bernardino Valley. A higher-speed, cost effective transit alternative can enhance mobility and reduce traffic congestion, while improving the environment. Recent increases in gasoline prices make sbX an even more attractive alternative to driving.

**Q: Where would sbX go and who would use the service?**

**A:** Omnitrans plans to develop sbX as an interconnected set of routes to serve heavily traveled corridors in the San Bernardino Valley. The E Street Corridor is the first route to be proposed; others will be developed during the next 15 years. The 15.7-mile E Street Corridor is planned to connect California State University-San Bernardino, downtown San Bernardino, Hospitality Lane, Loma Linda University Medical Center and the Jerry Pettis Memorial Veterans Health Center. Potential sbX riders are those who live, work and travel within the E Street Corridor and want to save time and gasoline costs. The E Street sbX also will connect with Metrolink and the proposed Redlands rail service.

**Q: Where will the sbX stations be located for the E Street Corridor?**

**A:** Sixteen stations are planned for the sbX E Street Corridor. Stations are proposed at Palm Avenue near Kendall Drive, California State University-San Bernardino, Little Mountain Drive and Shandin Hills Drive. Along E Street, stations are planned at Marshall Boulevard, Highland Avenue, Baseline Street, Court Street, Rialto Avenue and North Mall Way. Along Hospitality Lane, stations are proposed at Hunts Lane, Carnegie Drive and Tippecanoe Avenue. In Loma Linda, stations planned at Anderson Avenue south of Redlands Boulevard, on Anderson Avenue at Mound Street/Taylor Street, and near the Veterans Health Center on Barton Road at Benton Street.

**Q: What will the stations look like? What amenities will they have?**

**A:** A concept for the sbX stations has been developed with input from the public and stakeholders along the E Street Corridor. Stations will have shelter from sun, wind and rain, benches, encased maps, monitors to show when vehicles are set to arrive, bicycle storage racks, landscaping and trash receptacles. A visual simulation of a typical station is shown at right. (please update the graphics)



**Q: What kind of vehicle will operate on the sbX routes?**

**A:** sbX vehicles will have a streamlined appearance and feature low floors, doors on both sides of the bus for easy entry and exit, comfortable seats and large windows. They will be similar to vehicles used in Eugene, Oregon; the Orange Line in the San Fernando Valley; and the Healthline in Cleveland. Vehicles will have sbX logo graphics to set them apart from traditional Omnitrans buses.

**Q: Can riders take bicycles on board vehicles or will storage racks be available at stations?**

**A:** Bicycle storage racks will be provided at selected stations. It has not been determined if bicycles may be taken aboard the sbX vehicles.



**Q: What features will be provided for people with disabilities?**

**A:** sbX vehicles will have low floors to help riders enter and exit more easily without having to use stairs. The vehicles will feature a retractable ramp to fill the gap between the vehicle and the station and possibly a guidance system to bring the vehicle close to the boarding platform. This will allow easy entry and exit for riders in wheelchairs. The system will be equipped with audio and visual announcements for “next vehicle” and “next stop” to aid riders who are hearing or sight impaired.

**Q: What safety assurances will sbX have in place?**

**A:** In some segments, sbX vehicles will operate in exclusive lanes, which will be marked as “sbX only.” Vehicles will have safety ramps for boarding. Stations will be well lit, located in highly visible areas and include security cameras. In areas where sbX service will run in the center of the street, crosswalks will be placed to allow safe crossings to and from center-lane stations. Fencing, hedges or other barriers will be installed near these center-lane stations to help prevent riders from making illegal crossings and to encourage them to use marked crosswalks. A safety education campaign may be developed prior to the start of service in April 2013.

**Q: When will sbX operate and how long will it take to travel the E Street Corridor?**

**A:** sbX is planned to operate weekdays, from 6 am to 8 pm, initially at 10-minute intervals during peak hours. During off-peak hours, service likely will run at 15-minute intervals. Travel time from the north end of the route at Palm Avenue/Kendall Drive to the south end of the route at the Jerry Pettis Veterans Health Center will take approximately 46.5 minutes. This is comparable to personal vehicle travel times of 39.5 minutes.

**Q: The Omnitrans Route 2 travels on E Street now. Will sbX replace this route? Can riders transfer from sbX to other transit routes?**

**A:** sbX service will operate in tandem with the current Omnitrans Route 2 which will continue to stop every few blocks as it does today. Passengers will be able to transfer to the faster sbX vehicles at any one of the 16 adjacent stations. In addition, passengers can transfer between sbX, traditional Omnitrans bus routes, the proposed Metrolink and Redlands rail service at the future Downtown San Bernardino Intermodal Transit Center at E Street and Rialto Avenue.

**Q: How will sbX fares compare to traditional Omnitrans bus fares? Will sbX fares be higher than regular bus fares?**

**A:** There are no plans to charge a premium for sbX service. However, Omnitrans will analyze the fare structure for sbX to determine whether a difference in cost to ride sbX is warranted.

**Q: How will sbX be funded? What is the estimated project cost?**

**A:** Project funding will be provided by a combination of federal transit funds, state funds, and revenue from Measure I, the half-cent sales tax for transportation improvements in San Bernardino County. The cost for the E Street Corridor is approximately \$192 million.



**Q:** How will sbX help revitalize downtown San Bernardino?

**A:** The City of San Bernardino is working to revitalize its downtown core with improvements to the Carousel Mall and housing for seniors. Omnitrans also is moving forward with plans to develop its Downtown San Bernardino Intermodal Transit Center at E Street and Rialto Avenue, creating a hub to connect sbX, traditional buses, Metrolink and future Redlands passenger rail service. Transit oriented commercial and residential development is envisioned as part of the Omnitrans transit center. sbX will boost mobility between heavily traveled areas of San Bernardino and create a new transit alternative for key downtown workforce centers, including San Bernardino City Hall, the San Bernardino Superior Courthouse and the San Bernardino County Government Center.

**Q:** How will the service affect parking along E Street?

**A:** In some areas of the sbX corridor, on-street parking will be removed or reduced to provide room for sbX lanes. However, significant amounts of off-street alternate parking locations are available for patrons of local businesses.

**Q:** How will the service benefit Loma Linda?

**A:** Loma Linda is a renowned medical community with five hospitals and a medical university. On workdays, the city grows from its base population of 21,000 to approximately 60,000, due to an influx of employees, students and patients. Loma Linda faces significant traffic congestion on its major streets, which are needed to transport not only the general public, but also emergency responders. sbX will help ease traffic congestion by providing an alternative to driving. The service also will help relieve parking challenges near the university and medical center.

**Q:** What are the next steps in this process and when will service begin?

**A:** Omnitrans is currently undergoing preliminary engineering and environmental review for the sbX E Street Corridor in San Bernardino and Loma Linda. Public meetings were held in October 2008, and other meetings have been held with businesses and project stakeholders. Omnitrans is working to obtain environmental clearance through the California Environmental Quality Act and the National Environmental Protection Act and to receive full project funding from federal, state and local sources. Once the project is approved, final design will be completed, and construction is expected to start in early 2011. Service is planned to begin in early 2013.

**Q:** Is the project on schedule?

**A:** Yes, the project is on schedule. Earlier estimates called for construction to begin in 2010, but this estimate was based on preliminary engineering. The construction start estimate has been revised based on the latest available data. Currently, the project is expected to start construction in early 2011, with service projected to start in early 2013.

**Q:** Where can I obtain more information?

**A:** Project updates and news will be posted regularly on the sbX website, [www.estreet-sbx.com](http://www.estreet-sbx.com). For more information about the sbX project, call the toll-free project helpline at 1-877-sbX-4777. Calls will be returned by the next business day.

