

**Countywide Transportation Plan
Comment Matrix**

#	Date	Commenter	Agency/ Representing	Page/ Figure/ Table	Comment	Response
1	6.30.15	Mazin Kasey	County of SB	ES-1	Last sentence of first paragraph - describe better the shift that is being noted and how this will affect us, including SANBAG's role as CMA. How will SANBAG deal with congestion as CMA?	SANBAG will continue to address congestion through travel demand management, transportation system management and other strategies including capacity enhancement where appropriate to address congestion as noted throughout the Executive Summary and Chapter 1.
2	6.30.15	Mazin Kasey	County of SB	General	Arterial/freeway system must operate as one system. When discussing maintenance and sustainability, need to refer to the entire system as the arterials are dependent on the freeways and vice versa.	Include additional text noting freeways and arterials operate as a system in Executive Summary. Refer to Framing the Issues #3, System preservation and operations.
3	7.1.15	Anna Jaiswal	Omnitrans	II-17	Replace photo next to Omnitrans description with photo of current logo/color scheme.	Updated photo on page II-17 adjacent to Omnitrans description to reflect photo provided by Omnitrans.
4	7.2.15	Joann Lombardo	City of Chino Hills	Table IV-1	Table IV-1 of the Plan shows 2012 and 2040 population estimates to be lower and employment estimates higher than our recently approved General Plan Update for Chino Hills. Can you provide us the data sources you used to calculate the Table IV-1 numbers for our City?	Update Table IV-1 to reflect updated population numbers. Employment represents 2040 and is only slightly higher than the 2035 GP forecast employment number. The employment number matches the local input growth that the city jointly developed.
5	7.16.15	Tom Danna	City of Ontario	ES-6	One of the plans objectives states "Reduce Accidents". Unless this phrase is meant in a very generic sense it may be better to state "Reduce Collision (or Crash) Rates". Rates are usually a better measure of effectiveness than total number of collisions.	Accident reference changed to 'collisions'.
6	7.16.15	Tom Danna	City of Ontario	I-3, Figure I-2	Under the Roads heading consider including a statement about the need for traffic signal coordination timing.	'...including signal coordination' added to first bullet."
7	7.16.15	Tom Danna	City of Ontario	II-25, Figure II-18	Please revise to indicate that Campus Avenue at the combined UPRR Alhambra and LA Subdivisions is a future grade separation. This project is identified in the Nexus Study arterial list and Ontario DIF.	Figure updated as noted.
8	7.22.15	Ray Desselle	Caltrans D8	General	SCAG will adopt the 2016-2040 RTP/SCS in May 2016. The growth forecasts are expected to be significantly higher than the 2012-2035 SCAG RTP/SCS, and may necessitate the need for revisions to growth numbers and related projects that could be discussed in the draft CTP. For this reason, it is recommended that the draft CTP be put on hold until the 2016-2040 RTP/SCS is adopted	The CTP provides input into the 2016-2040 SCAG RTP/SCS. The CTP incorporates the draft 2016-2040 growth forecasts for San Bernardino County.
9	7.22.15	Ray Desselle	Caltrans D8	Figure V-1	The State's transportation system management focus has shifted from capacity to a 'Fix-it-first' approach centered on preservation, maintenance, and operation of the existing transportation infrastructure. Therefore, it is recommended that both Figure V-1: Mobility Pyramid graphic and the related context from page V-1 be removed and that Intelligent Transportation System elements under system preservation in the draft CTP be addressed.	The mobility pyramid reference to the California Transportation Plan has been deleted. The mobility pyramid was included in the 2012 RTP and the draft 2016-2040 RTP includes the pyramid. Due to the growing nature of San Bernardino County, it still represents excellent context for maintaining/improving transportation infrastructure throughout the County.
10	7.22.15	Ray Desselle	Caltrans D8	General	Transit provides an opportunity for reducing VMT through shifts from low occupancy modes of travel with significant economic, environmental and quality of life benefits to the community. Given the success of the Omnitrans xBRT services, we recommend expansion to the section on BRT's and to include the longer list of BRT priorities from a few years back.	Comment noted. The Long Range Transit Plan identified 10 BRT corridors but funding constraints prohibit implementing all 10 corridors consistent with how E Street sbX was implemented. All BRT corridors were identified in the CTP with express service assumed on each corridor. As funding is available, express opportunities on each of the priority corridors will be evaluated for implementation.
11	7.22.15	Ray Desselle	Caltrans D8	ES-4, VI-2	Real-time information is a major strategy for Caltrans to address system performance on its facilities. In the draft CTP, there is reference to transit system interconnectivity through telecommunications - hinting at more advanced technology in the transportation system. It is recommended to discuss the topic of integrating real-time technology with transportation in detail as one of the issues framed on page ES-4.	Incorporate text regarding real-time technology to maximize transportation system efficiency under Issue 3
12	7.22.15	Ray Desselle	Caltrans D8	ES-5	Sustainability goals assume vehicle and fuel technology changes are necessary to reduce GHG emissions, abating the County of its responsibility to take action (page ES-5). One way to achieve the goal is to prioritize and allocate the budget and funds for Active Transportation facilities projects. It is suggested greatly to expand the Active Transportation facilities section of the plan to include a discussion on existing/planned facilities and current/potential funds/grants for each jurisdiction. In addition, consider adding a discussion on the Active Transportation facilities/transit connection and opportunities, particularly near Metrolink Stations, metro areas and town centers.	Comment noted. SANBAG concurs that Active Transportation is a key component and is addressed throughout the document. The first chapter provides a link to the SANBAG Non-Motorized Transportation Plan that provides the city-by-city detail requested in the comment. Chapter II includes a section on Active Transportation that documents existing conditions while future conditions are addressed in Chapter V. There is too much detail in the NMTP to include in this CTP as each jurisdiction has a section in the NMTP identifying active transportation opportunities, projects, constraints, etc. References and links to the NMTP are also included in Chapter II and V.
13	7.22.15	Ray Desselle	Caltrans D8	ES-5, I-6	Reduced travel time is referenced vaguely in the draft CTP (page ES-5 and I-6), whereas reliability in transportation is a major strategy in the Caltrans' SMP. It is recommended that information on various travel time reduction strategies, travel time measures like Vehicle Hours Delayed (VHD) and Vehicle Hours Traveled (VHT) across all modes of transportation be included in the CTP. Also, consider the impacts of SB 743 on the forecast 2040 draft CTP. It is also recommended to add Caltrans Directives on SANBAG GHG Reduction Plan (figure on page I-6).	Comment noted, while reduced travel time is noted amongst the objectives on page ES-5, reductions in vehicle hours traveled, vehicle emissions, maximizing system efficiency, increase mode share, etc are noted in the same bullet list of key objectives. The SB 743 guidelines have yet to be finalized and released, which is expected within the next year. Once released, SANBAG will incorporate impacts of SB 743 in subsequent versions of the CTP. Executive Order S-3-05 which defines Greenhouse Gas reduction targets has been referenced in the figure on page 1-6.

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14	7.22.15	Ray Desselle	Caltrans D8	Page II-23, V-16	The affordable land use and existing manufacturing and industrial properties are referenced in the draft CTP. Besides insightful details on goods movement data in the "SCAG Freightworks' document published December 2012, Caltrans also highlights freight competitiveness in the SMP. We recommend inclusion of data on the location and percentage of existing and future potential industrial, manufacturing and warehousing spaces in the freight/goods movement section" (page II-23 and V-16).	Figure II-17 identifies the existing industrial/warehousing land use located throughout the county. Future locations are consistent with the existing locations so a repeat graphic is not warranted as it will not provide additional information. Future growth in industrial/warehouse facilities is difficult to predict. The existing reference of 200 million SF provides a good baseline as a reference for future activity. Page II-23 is in the existing conditions section, future discussion is included on page V-16. Quite a bit of detail is included with respect to goods movement/freight. Additional information as referenced can be found in the 2014 SANBAG Goods Movement/Freight Strategy with a link to this strategy included on page V-16. As noted in the comment, the SCAG Freight works document provides additional goods movement information (http://www.freightworks.org/DocumentLibrary/CRGMPIS_Summary_Report_Final.pdf)
15	7.22.15	Ray Desselle	Caltrans D8	ES-4	Consider including a transit oriented development criteria as part of the land use topic on page ES-4. Such criteria can include changes to parking requirements, height limit restrictions, street design/layout, zoning restrictions, and building codes.	Comment noted. While criteria are not specified under the issues identified in the Executive Summary, further discussion on TOD is included in Chapter V under the Transit discussion. More discussion regarding TOD criteria will be incorporated in this section.
16	8.9.15	Jonathan Baty	Inland Empire Biking Alliance, BCCIE, IMBA, Redlands Waterbottle Transit Company	General	Please follow LA County's aggressive lead and dedicate funding for bicycle infrastructure throughout the SANBAG region. It will revitalize communities and provide active recreational opportunities and transportation alternatives for all! As LA said when they recently funded \$11 M for a bike sharing system. It is time LA replaces car culture and becomes a cycling capital of the nation. The IE needs to step up or get left in the smog! The IEBA recently sponsored a ride which I enjoyed which leveraged Metrolink to provide concierge service so that we could all ride from Riverside to Culver City to participate in today's CicLAVia and Metrolink back to San Bernardino! It was a fantastic experience and with better non-stop Bicycle Freeways this will become more accessible to all residents within SANBAG jurisdiction. Please inform me when you have registered these comments and when I can expect a response to these comments.	Comment noted. Active Transportation is a critical element as noted throughout the document. One of the goals as noted in Chapter I is to improve safety and mobility for all modes of travel. Chapter II (State of the Subregion), IV (Future of the Subregion) and V (Transportation Investments) each include a section specifically on Active Transportation. Chapter VI (Transportation Strategy) identifies large funding needs for active transportation and documents SANBAG's strategy to continue to support the implementation of the Non-Motorized Transportation Plan. Refer also to response to Comment #32, noting that SANBAG Strategic Plan Policies have been updated to increase flexibility to apply Measure I funds for bicycle infrastructure implementation. Comment has been shared with local jurisdictions for consideration as they improve their local circulation systems.
17	8.9.15	Todd Matthews		General	I hope you are considering other means of transportation such as cycling and walking. I would love to have more dedicated bike paths such as SART connecting our communities together. It makes it much easier to run errands and get to work by bike while also providing a means for exercise. As a cyclist, widening roads is not good for cyclists. They need a dedicated path, at the bare minimum a class 2 bike lane (buffered preferred). Lastly please make sure all interactions are perpendicular. Especially railway crossings.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation. See also response to Comment #16.
18	8.6.15	Anna Jaiswal	Omnitrans	General	More connections need to be drawn between the various modes of transportation in order to carry out the overarching goals of the plan and develop the optimal overall transportation system for the County. The goal of "increase the share of people carpooling, bicycling, walking, and taking transit" should be recognized for its potential to help achieve the other goals. Increasing the share of these transportation modes is the long-term path needed to maximize the efficiency and reliability of the transportation system and reduce vehicle emissions. Bicycling, walking, and public transit are certainly efficient modes of transportation, as they demand little space or fuel per person-trip. So in the long term, these modes could undoubtedly have an effect on congestion, air quality, and overall quality of life, but only if they are made widely available and usable for people who desire to use these modes. This means these modes of transportation must be taken seriously and be integrated into the overall transportation system in order to work. In this draft CTP, there is a section dedicated to active transportation, but it essentially says that active transportation projects must compete for separate grants for funding. Meanwhile, active transportation gets very little mention within the listing of projects to be funded under the \$13.5 billion baseline scenario or the \$9.4 billion aggressive scenario in the appendix to the plan.	Comment noted. Active Transportation is a critical element as noted throughout the document. One of the goals as noted in Chapter I is to improve safety and mobility for all modes of travel. The phrase 'Increase the share of people carpooling, bicycling, walking and taking transit' is an objective that will assist in reaching the stated goals identified in the Executive Summary. As noted, many of the objectives are inter-related as suggested by the comment. Active Transportation projects specifically are not mentioned in the baseline/aggressive scenario project lists as they are not modeled and are included in a general active transportation entry within the RTP that is consistent with the SANBAG Non-Motorized Transportation Plan. Individual agency projects are detailed in the Non-Motorized Transportation Plan. An over-arching RTP entry allows for flexibility when directing funding to active transportation projects. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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19	8.6.15	Anna Jaiswal	Omnitrans	General	<p>Each project should go through a design review process that considers the needs of all users of the roadway. This design review should include stakeholders who are knowledgeable about active transportation modes, such as the transit agency serving the area, the San Bernardino Active Transportation Network, the Inland Empire Biking Alliance, and SANBAG staff. Interchange projects include modifications to arterial roadways and new bridges. The average bridge is designed to last 50 years and will not be modified again in our lifetimes; thus, the design needs to accommodate all users. On the 5th Street bridge over the newly widened I-215, sidewalk was removed from one side of the bridge, and money was spent building a meandering pathway that is rarely used on the other side. There is no safe crossing for pedestrians to cross 5th Street to use the sidewalk on the north side of the bridge and cross back over. This is why a thorough stakeholder input process is needed that allows input to be considered in the design of the project that could accommodate all users before the scope of the project has already been decided.</p> <p>As SANBAG is responsible for ensuring regional transportation goals are being met, I strongly urge SANBAG to implement a review process for transportation projects that are awarded funding through SANBAG – preferably all projects but especially major projects. Instituting this review process would be an effective way to ensure that the work SANBAG did on the Countywide Complete Streets Strategy and the Non-motorized Transportation Plan is integrated into all projects and that all projects are consistent with these countywide goals. As the agency responsible for transportation planning and project development for this County, there is great potential for SANBAG to make a lasting imprint in our transportation system. I look forward to continuing to work together with SANBAG to achieve our regional vision for a better transportation system and a better quality of life for all.</p>	SANBAG is discussing an active transportation/transit review process with other departments to ensure these components are considered in infrastructure projects. These comments have been shared with local jurisdictions so that they can incorporate active transportation/transit review into their project development processes where appropriate.
20	8.10.15	Anna Jaiswal	Omnitrans	VI-3	Photo of old Omnitrans bus design, replace with current	Photo has been replaced as requested.
21	8.10.15	Greg Nord	OCTA	V-21	References to 2012-2040 RTP/SCS should be 2012-2035	References updated to reflect 2012-2035 RTP/SCS
22	8.10.15	Greg Nord	OCTA	General	Hot-topic issues that may have been mentioned but not in much detail that might warrant further consideration/mention: zero-emission buses, Transportation System Management strategies (signal sync and transit signal priority), High-Quality Transit Corridors and Transit Priority Areas, first-last mile strategies at Transit Priority Areas, Technology that may have significant impacts in the coming years (Trip planning and real-time traffic/transit services, electronic transit fare collection, autonomous vehicles), fare integration between transit services/agencies, ride-sources services (uber/lyft/etc.) and car/bike sharing.	SANBAG is embarking on a coordinated effort through a Customer-Based Ridesharing and Transit Interconnectivity Study to address many of these issues. As the CTP matures, these and other hot topic and state-of-the-practice issues will be incorporated into the CTP as appropriate.
23	8.10.15	Greg Nord	OCTA	General	A section discussing issues that can be studied or monitored over the next few years might be useful as these might make sense for future updates to the Plan.	Added a section titled 'Looking to the Future' in Chapter VI to address monitoring emerging trends for future iterations of the CTP.
24	8.11.15	Brent Merideth		General	To its credit, the CTP looks to have eliminated the highly faulty Level of Service metric from its methodology in determining which roads to expand, at least in its public materials. Also, I would like to thank SANBAG and its council members for recognizing that Active Transportation is a critical aspect of the county's transportation infrastructure and addressing it in the CTP.	Comment noted.
25	8.11.15	Brent Merideth		General	While SANBAG gives itself credit for 500 miles of bicycle infrastructure that exists now, that is far less than 1% of the total number of road miles in the county. And fewer than 10 bike lane roads in the county will take someone from end to end of a road without releasing them into a high-speed roadway without so much as a strip of paint to offer them as protection. Speeds on arterial roads are very fast and the #1 reason people tell me why they don't bike is because they are too afraid to bike that close to fast traffic. Even though everyone complains about traffic all the time, most roads have very little of it, and there are very few options for anyone trying to avoid it.	Comment noted. As noted in the Plan, the active transportation discussion references the SANBAG Non-Motorized Transportation Plan (NMTP) which includes greater detail regarding bicycle infrastructure, future projects, safety and future opportunities. The Plan attempts to capture the essence of the NMTP as it is an integral component to the overall transportation vision of the county. Safety is identified as a key goal in Chapter I of the Plan. The recently completed Complete Streets Strategy, that will be incorporated into the NMTP is expected to facilitate active transportation activities.
26	8.11.15	Brent Merideth		General	Only 1/3rd of our county's 7 th grade boys are physically fit (girls fare a little better), which is far below average (www.healthysanbernardinocounty.org). As these children become adults, outlets for activity don't improve and they tend to remain sedentary. Adult obesity rates are skyrocketing; in fact they rose more than 25% between 2007 and 2012 (www.healthysanbernardinocounty.org). Why? The San Bernardino/Riverside area is the most dangerous metropolitan area of California to walk or ride a bike. Buses are too infrequent, stores are too far away to walk, and it's too dangerous to travel without a properly crash-tested vehicle. Employers shouldn't be blamed for thinking it is foolish to hire in this county considering the additional costs of employing obese workers (<i>The Costs</i>). An alarming number of statistics and studies seem to suggest that well-designed bikeways separated from cars may be essential to the recovery of San Bernardino.	Comment noted. As noted in Chapter 1 (Page I-8) SANBAG is active in working with the County of San Bernardino as part of the Countywide Vision efforts that tie active transportation to public health. Additional text was added to specifically note the relationship of active transportation to public health. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
27	8.11.15	Brent Merideth		General	Multiple studies show that if you want to reduce pollution, to put more people to work, to ensure all people can to get to work, to ensure money earned locally is spent locally, less traffic around schools, a healthier population, more bang for your government buck, and a happier population, then better, safer, continuous, local city and regional bike routes are the answer.	Comment noted. See response to Comment #26. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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28	8.11.15	Brent Merideth		General	Most people agree that bikes and bike infrastructure is good. Cyclists like it for obvious reasons, drivers often like it because it gets cyclists out of their lane, and pedestrians like it because they use it as well, but who is going to pay for it? The CTP answers this with a resounding "NOT US!" More than any other mode of transportation listed in the CTP, active transportation, it says, shall be funded via a search for grants issued outside of San Bernardino County. This assumes the grants will be available for years to come and pushes aside internal responsibility for funding local and locally regional projects.	Comment noted. The Plan concurs that expansion of the active transportation network is warranted. The Plan notes that few dedicated funding sources are available although Article 3 funding is designated specifically for bicycle and pedestrian facilities. Article 3 and grant funding has contributed greatly in implementing active transportation facilities throughout the county and will continue to do so if the region collectively focus our efforts. As an example, over \$40 million in funding was awarded to active transportation projects throughout the County in the first two cycles of the state Active Transportation Program. See also response to Comment #32. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
29	8.11.15	Brent Merideth		General	As for Measure I sales tax revenues, San Bernardino County is projected to use \$9B of it on even more roads for cars and typically spends \$4M on walking and biking infrastructure in a funding mechanism called Article 3 funding. 25 cities compete for less than \$4M of Article 3 funds each year, which is essentially what SANBAG finds in its financial couch cushions at the end of its fiscal year. Of course, the \$150K average per city is barely enough to cover project planning let alone any kind of construction, and forget about Right-of-Way acquisition.	Comment noted. Article 3 funding is allocated specifically by formula to bicycle and pedestrian facilities on an annual basis. It is agreed that additional funding is needed for active transportation facilities and the Plan identifies the importance of all modes of transportation working in a complementary fashion. It is anticipated that many of the new facilities that are improved through the life of the Plan would incorporate 'complete streets' components to ensure all users are served, not just automobiles. The recently completed Complete Streets Strategy, that will be incorporated into the Non-Motorized Transportation Plan (NMTP) is expected to facilitate active transportation activities. It should also be noted that over \$40 million in funding was awarded to active transportation projects throughout the County in the first two cycles of the state Active Transportation Program. See also response to Comment #32. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
30	8.11.15	Brent Merideth		General	Only a fraction of projects submitted for Article 3 funding are awarded at those tiny levels of funding. In 2013 the San Bernardino NMTP identified more than 1,000 needed bicycle infrastructure improvements throughout the county, but funded seven. At that rate it will take more than 140 years to implement the 30 year bike plan. In 2015, however, SANBAG made the decision to effectively remove local Article 3 funding competitions for bike and pedestrian facilities as they are now used to cover portions of matching funds for California state Active Transportation Plan grant submissions. While this makes submissions from San Bernardino County more competitive at the state level, the ATP grants are also extremely competitive and projects that are awarded Article 3 funds that do not secure ATP grants are left in a multi-year state of purgatory. All of this is likely to further slow the process of implementing bicycle infrastructure.	Comment noted. As noted in the comment, ATP grants are extremely competitive which is why SANBAG utilized the 2015 Article 3 funding to supplement local jurisdiction match funding so that San Bernardino County projects will be able to better compete at the state level. Utilizing Article 3 funding as a component of the local match for ATP grants should leverage significantly more active transportation funding for San Bernardino County than would otherwise have been directed to our county. This strategy was proposed since SANBAG understands the need for active transportation funding throughout the county. It should be noted that over \$40 million in funding was awarded to active transportation projects throughout the County in the first two cycles of the state Active Transportation Program. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
31	8.11.15	Brent Merideth		General	SANBAG is leaving it to the state of California to fund the vast majority of projects within the county's borders. Bike and pedestrian infrastructure is needed at a much greater rate than it is being installed. The primary funding for most other projects in the CTP comes from Measure I sales taxes, which is paid for not only by drivers, but also by people who walk, jog and ride bikes. While anyone can get anywhere in a car, there are many places that cannot be reasonably reached by sidewalk, transit or bike. Measure I needs to fund more active infrastructure.	Comment noted. See response to Comment #32. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
32	8.11.15	Brent Merideth		General	Let's fund regional bike projects with a boost from the Major Street Projects portion of Measure I. The CTP lists projects calling for 394 widened roads even though Californians haven't increased their driving since the 1980's (<i>The American</i>). Additional lanes allow cars to be faster, deadlier, dirtier, and more destructive on city streets. Widening roads is typically justified in project Environmental Impact Reports using the idea that moving cars produce less pollution than sitting cars, but ignores the very proven impact of induced demand, which thereby significantly increases pollution. Most of these widened roads will be funded by a Measure I category called Major Street Projects that use 20% of the pot. This is, of course, self-defeating. All of these additional lanes will begin to degrade as soon as they are completed with no revenue stream to cover their future repairs, especially as gas tax collections further erode in value. Wouldn't it make more sense then, to improve active transportation routes more quickly and widen roads at a much slower rate with the Major Street Projects source of funding? Over the last several years multiple studies have found that Active Transportation Infrastructure pays for itself in the long run through increased housing values, and reduced health care costs, not to mention the increased money in the pocket of all users.	In March 2015, the SANBAG Board of Directors approved amendments to several Measure I Strategic Plan Policies (40003, 40006, 40012 and 40016) by adding text noting that the 'construction or maintenance of off-roadway bicycle facilities that benefit roadway safety or traffic flow' is an allowable expense of Measure I funds. The amendment acknowledges that safety is of key importance when implementing arterial improvements and consideration of non-vehicle modes is encouraged by local jurisdictions. Text has been added to Chapter III (page III-2) to note the amendment of Strategic Plan Policies to facilitate active transportation infrastructure implementation. As noted, with eroding gas tax revenues, flexible means to generate funding for active transportation modes is required. The Measure I amendment attempts to provide additional flexibility to local jurisdictions to implement active transportation facilities. Refer also to response to Comment #16. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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33	8.11.15	Brent Merideth		General	The roads are already there. They are everywhere. Travel options are not. Our leaders must begin paying attention to the science, which says our health, our happiness, our well-being, and even our economy will improve when we make improvements to our active infrastructure. We should stop accepting excuses for the unfinished Santa Ana River Trail, Orange Blossom Trail, San Timoteo Creek trail, and several other partial projects. We should stop adding so many car lanes and instead protect our bike lanes by reducing the size of our car lanes and adding lane protection devices on bike lanes adjacent to 45 mph roads and faster. We should complete our active transportation networks not necessarily by pulling only the low hanging fruit, but by focusing on where they are needed, such as along sand creek and the mid-city connector and routes that allow people to power themselves from where they live to where they work, study, and shop. Then, we will be able to bike, hike, walk, or jog without the constant threat of injury and get healthier in the process. Let's do it for our health, let's do it to save taxpayer money, let's do it for our well being, let's do it for our economy and let's do it for our children. The best way to get more people to walk and use their bikes is via quality infrastructure. It's time to make it happen.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation. SANBAG appreciates the support of the active transportation community and has already been taking steps to increase funding for San Bernardino County. SANBAG has taken a leading role in participating in the San Bernardino Active Transportation Network (SBCATN) which is a vehicle to obtain on-going input on active transportation issues and advocate for infrastructure implementation.
34	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	ES-4	The telecommunication industry reminds us that successful communications is all about the network. The same is true in building the transit and ridesharing system, and we need to think in terms of interconnectivity, not independent systems." - This statement summarizes well the need for San Bernardino County to better integrate all modes and users into a single user-based transportation system consisting of multiple components.	Comment noted. Similar to Comment #3.
35	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	ES-10/Table ES-3	While Vehicle Hours Traveled (VHT) and Vehicle Hours Driven (VHD) are significantly reduced in both the Baseline and Aggressive scenarios over the 2040 No Build scenario, Vehicle Miles Traveled (VMT) is increased. Upcoming changes to the CEQA guidelines in response to SB743 and anticipated changes to state legislation related to Congestion Management Programs will both require measurements of impact and efficiency in terms of VMT. If the Countywide Transportation Plan shows an increase in VMT over the No Build scenario, will it stand up to the challenge under state RTP/SCS requirements to reduce Greenhouse Gases?	The CTP takes a multi-modal approach, but notes that highway capacity construction cannot be halted in our growing county for goods movement and general mobility reasons. While implementation of highway/arterial capacity generally reduces VHT and VHD as noted, a tradeoff that may result is a slight increase in VMT. SANBAG will continue to monitor the state's guidance on SB743 with respect to how CEQA will require project impacts to be identified based on VMT, rather than level of service. New guidelines are anticipated to be released in late 2015.
36	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Page ES-11/ Table ES-4	This table states that there is an overlap of corridors between the Metro Gold Line and ONT Rail projects requiring resolution. This overlap exemplifies the need to plan the County's transportation systems as a unified system as opposed to a series of different projects and modes. Resolution of this overlap should be addressed in this plan to allow local stakeholders the ability to plan accordingly. The City supports the extension of the Metro Gold Line to Ontario Airport via the Cucamonga Creek Flood Control Channel alignment as the ideal alternative, provided questions on funding and maintenance responsibilities can be resolved. This alternative would meet the goal of providing rail access to the airport along with making Ontario Airport a more desirable option for residents both inside and outside of the County thereby potentially increasing airport revenues benefitting the County. Additionally, the City opposes any rail alignment to Ontario Airport that would utilize alignments along the Pacific Electric Trail or run through the City's southern industrial corridors at grade.	The Los Angeles/San Bernardino Interconnectivity Study led by SCAG will kick off in fall of 2015. This study will evaluate the most effective combination of rail and transit improvements in the West Valley. Key study stakeholders include local jurisdictions and they will be involved throughout the study.
37	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Page I-8	In discussing the County's Vision Statement, the phrase used in the second paragraph, "cradle to career", has the appearance of excluding the mobility and housing needs of those who have moved into retirement. How does this CTP address the needs of this growing portion of our population?	Text added to acknowledge that aging population needs must be considered. Measure I 2010-2040 increased the funding for the senior/disabled segment of the population from Measure I 1990-2010 recognizing this need and highlighting the mobility needs of older adults.
38	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Page IV-5	SANBAG Focus Areas - Item 6 - Development of a 'complete streets' and Safe Routes to School Strategy. While the City of Rancho Cucamonga supports SANBAG's involvement in promoting Complete Streets and Safe Routes to School concepts, in order to be most effective and sensitive to the local needs, the development of strategies and program details should be retained at the local City level.	Comment noted. SANBAG's role in the promotion of Complete Streets and Safe Routes to School concepts is to provide resources to local jurisdictions that may not have adequate resources to address appropriately. Lessons learned can be passed along to local jurisdictions for their information in implementation of specific strategies and program details at their discretion. Implementation of complete streets strategies and improvements remain at the local level.
39	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Page V-4	Highway Section - It appears that discussion of projects in the aggressive scenario has been excluded from the Highway portion of this section.	Aggressive freeway facility assumption discussion added in Chapter V.
40	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Appendix B	Aggressive Scenario Project Listing - The project to construct Youngs Canyon is listed twice in this scenario. The anticipated open to traffic date is currently 2026.	Comment noted. The entry listed as an FTIP project was deleted as the FTIP has been amended to remove this project. Completion date of 2026 is confirmed.
41	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Appendix B	Aggressive Scenario Project Listing - This scenario lists the project for construction of a grade separation on Etiwanda Avenue at the SCRRA tracks twice with two different construction dates. The open to traffic date is currently 2025.	Comment noted. The entry listed as an FTIP project was deleted as the FTIP has been amended to remove this project. Completion date of 2025 is confirmed.
42	8.11.15	John Gillison/ Jason Weldon	Rancho Cucamonga	Appendix B	Aggressive Scenario Project Listing - The project listed as "Project #4M07034 - Widen northbound on-ramp to 2 lanes to the metering point, transition to 1 lane at the gore and install ramp metering" for the City of Rancho Cucamonga does not appear to be a pending project. Please verify the location and status of this project.	Through further coordination with the City and Caltrans, this project has been removed from the Aggressive Scenario Project Listing.
43	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	We are encouraged to see that in the Draft LRTP, active transportation, especially bicycling, has been recognized as having great potential for improving mobility in San Bernardino County and we look forward to seeing that come to fruition. We certainly are in agreement that many parts of the county are optimal for moving about by bicycle and research has shown that the majority of the population would bike more if they were afforded a safe place to do so.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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44	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	However, while the words are there, we are disappointed to see that action is lacking. Though the SANBAG Board approved an amendment to Strategic Plan Policy 40006/VMS-49 earlier this year specifically authorizing the use of Measure I funds for bikeways, we are disturbed to see that the only funding source identified for completing active transportation projects, even critical links such as the Pacific-Electric Trail, in San Bernardino County is through grant funds. We certainly will applaud and support efforts to pursue grant funds as a way to leverage local dollars, but grants alone cannot be the only source of funding for active transportation projects in the County. Any grants won should be supplements to a core commitment. We would like to see SANBAG take the initiative and put some action behind those statements by committing actual money towards the completion of active projects.	Comment noted. See response to Comment #33. As dedicated funding for active transportation is limited to Article 3, grant funding, which has been substantial under the first two rounds of the Active Transportation Program, it is critical to ensure continued investment in active transportation infrastructure. The March 2015 amendment to include active transportation infrastructure as an eligible expense provides flexibility to implement these facilities. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
45	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	While we are aware that a substantial portion of the bikeway network identified in the NMTP will be completed as part of other larger projects, which potentially makes the funding stream a secondary concern in those instances, we still see several issues with that. First and foremost, we have seen little bike infrastructure anywhere in San Bernardino County that could be described as anything close to best practice. As a result, we have little faith that the facilities that will be constructed as part of other projects will actually be able to meet the standards of somewhere that someone "8 to 80" will feel comfortable riding. Several projects that have opened recently or that are still being designed and constructed severely limit the access for bicyclists and sometimes even pedestrians. Yet, due to the high cost of retrofitting and adding stuff later, design and construction is the time to get these structures right, especially since they will be in place for decades into the future. Designing them to the best possible version now avoids having to face the high cost of repairing those mistakes after the fact to rectify a particular piece of infrastructure that serves as a barrier to non-motorized users and a bottleneck in the active transportation network.	Comment noted. SANBAG has taken a leading role in participating in the San Bernardino Active Transportation Network (SBCATN) which is a vehicle to obtain on-going input on active transportation issues and advocate for infrastructure implementation. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
46	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	We are calling on SANBAG and its member jurisdictions to adopt strong 'Complete Streets' policies that guide the design and construction of all projects. Such policies need to make the question "how will bicyclists and pedestrians benefit from this project?" an integral part of the planning and design from the very beginning. They should also include clear standards of what type of infrastructure is preferred. Additionally they need to ensure that access for bicyclists (and pedestrians) is available from Day One of new projects being opened, not phased in at a later date which is sometimes years in the future. Finally, they need to pay much better attention to bicyclist access during construction. If it is not possible to maintain a dedicated path for bicyclists, we would like to see the use of the CA MUTCD R4-11 signage in work zones to inform motorists and bicyclists that bicyclists can use the full lane in those situations that severely limit the safety by them trying to squeeze between K-rails and a line of cars.	Comment noted. SANBAG's commitment to implementation of active transportation infrastructure can be seen through the recently completed Complete Streets Strategy. This study, led by SANBAG, is a tool that local jurisdictions can apply to facilitate implementation of active transportation infrastructure. This strategy will be incorporated into the Non-Motorized Transportation Plan (NMTP). Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
47	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	The concepts for Complete Streets are especially important for the ARRIVE study areas and subsequent projects. Everyone should have access to a safe and attractive "8 to 80" bikeway within at most, a quarter mile of their home and that bikeway needs to connect to the greater regional network. However, in the planned TOD areas around the stations, this is especially important for two reasons: it significantly lowers the need for cars in the area even further and it also serves to greatly expand the distance of the TOD area. As noted above, over 2/3 of people would ride a bike regularly if they felt safer doing so. More people willing to bike can go a long way toward reducing the number of cars on the road and ultimately reduce the need for costly and expansive accommodations for all of those cars. Additionally, since biking allows the average person to travel about four times faster than walking and most people are willing to walk up to half a mile to a transit station, the use of bikes can allow the average person to ride up to about two miles in the same time that it takes to walk half a mile. Thus, investing in attractive bike infrastructure has the potential to provide a much greater return by making it feasible to construct extend TOD practices to an area 16 times larger than one without bikes.	Comment noted. SANBAG has been active in evaluating the ARRIVE corridor (San Bernardino Metrolink line) from a service and accessibility perspective and is currently implementing approximately \$4 million in active transportation improvements to improve access to the existing Metrolink stations. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
48	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	We are concerned about the lack of progress on critical components of inter-county connectivity such as the Santa Ana River Trail. That project has been languishing for decades for lack of funding. This needs to be addressed by either SANBAG providing San Bernardino County Parks with the funds necessary to complete and maintain the SART or SANBAG taking over those functions. SANBAG needs to provide incentive and assistance toward finishing other trails throughout the region. In addition to the SART, many other trails along tributaries are supposed to exist. SANBAG needs to better coordinate with the County Flood Control District and the cities/County through which the creeks run to ensure that projects being undertaken by the Flood Control District will also improve access and include trails along those facilities.	Comment noted. The County of San Bernardino Active Transportation Program application for the Santa Ana River Trail in cycle 2 has recently been recommended for funding.
49	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	We get constant feedback from our members about connections to other surrounding jurisdictions and regions beyond just the SART. Nowhere are these projects more fervently sought out than in the western end of the Valley subarea. There is a high interest in seeing more north-south connections that provide a way for people to commute between city pairs such as Eastvale and Ontario or Chino. Currently, there is nothing and recent road expansion projects in the area have been not just detrimental to bikeability, but also, due to the lack of strong Complete Streets policies and standards, have squandered good opportunities to build things right from the very beginning.	Comment noted. The recently completed Complete Streets Strategy, that will be incorporated into the NMTP, is expected to facilitate active transportation activities. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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50	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	We are concerned at the overwhelming emphasis on widening roads as the solution to alleviating congestion in the County. Even though the Draft CTP acknowledges that it isn't possible to build our way out of congestion, trying to build out of congestion takes up a prominent position in the Plan. Per SANBAG's own data, few people take to the roads of San Bernardino County by bike for their commuting needs. This is despite, as noted by the Plan itself, a climate and geography that is generally conducive to biking. This lack of participation is a huge and costly problem for several reasons. First and foremost, the infrastructure to accommodate bicycles (and pedestrians) is generally nowhere near as expensive as the infrastructure necessary for motor vehicles. Data has shown that a standard-sized space can allow for the movement of nearly four times as many bicycles as cars in an hour. Additionally, intersecting bikeways do not need to make use of measures such as traffic lights, flyovers, and other similar solutions that is needed for motor vehicles to move smoothly, measures with price tags that often pass into the tens and even hundreds of millions of dollars to construct. The cost of a single interchange can easily build several dozen miles of protected bikeways that people are willing to use, which in turn can lessen the need for as much infrastructure for motor traffic. Also, every dollar invested in bike infrastructure leads to the creation of up to 50% more jobs than the average road project, something that can be critically beneficial to our region that is still recovering from the Great Recession.	Comment noted.
51	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	Beyond the direct infrastructure costs, there are many benefits to society in general that will continue to be missed while bike infrastructure is put on a back burner. San Bernardino County residents, especially in the Valley subarea, are faced with the worst air quality in the nation and have been for decades. With better bike infrastructure, more people will be willing to pedal along and replace some of their car trips with a bike trip, especially for short distances that make up around 50% of all driven trips. This reduction in short trips will substantially benefit the County and help achieve several goals from a diverse set of initiatives.	Comment noted.
52	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	Investing in bike infrastructure will improve the region's economic outlook. In addition to the money saved from reduced need for roads, bike infrastructure can attract employers. A recent survey found that a majority of Millennials of all political persuasions are choosing to locate to regions where they can truly choose their mode of transportation. As Los Angeles, Orange, San Diego, and even Riverside counties are all taking big steps to provide better biking environments, it is critical that we do not fall behind and suffer a "brain drain" as our youth all look to move elsewhere. Additionally, San Bernardino unfortunately has some of the poorer showings in the state in things like diabetes and obesity rates of the population. Research has shown that just a moderate amount of exercise can have a substantial impact toward improving one's health. As a result, giving more people the opportunity to improve their health by biking more can help improve that figure tremendously.	Comment noted. It should be noted that over \$40 million in funding was awarded to active transportation projects throughout the County in the first two cycles of the state Active Transportation Program.
53	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	The Inland Empire has perennially received the dubious designation of most dangerous area of the state for active transportation. It is crucially important that we address this problem because we risk falling behind and becoming not just the worst in the state, but in the entire nation. Though several Florida communities rank worse than we do, they have really taken a step back and reevaluated their priorities and are now focusing on fixing problems. Of course, safer streets benefit not just bicyclists, but pedestrians and even motorists in our area.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
54	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	Though a lack of education may certainly play a role, a survey of the existing conditions and challenges for bicyclists should provide ample evidence of the reason for the lackluster participation. Bike lanes are frequently pinched, end at intersections with high-speed traffic, and are filled with debris, cracked and sunken pavement, and utility covers that all present hazards to a bicyclist. Trails that should provide connectivity do not exist. Wide roads present huge barriers and upon arrival at a destination, bike parking is hard to find or frequently nonexistent and generally inadequate for securing a bicycle. Also, funding for bicyclist education should be provided to give more people the opportunity to be able to bike in a safe manner.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
55	8.12.15	Marven Norman	Inland Empire Biking Alliance	General	Better biking accommodations can improve the efficiency of transit. As one of the regions that lags behind its peers in unemployment rates and poverty, San Bernardino County residents continue to bear the very real consequences of a transportation system that primarily focuses only on a single mode of travel. This is a problem as both access to transit and access to good biking infrastructure have been found to be beneficial to helping break the cycle of poverty as well as make a region more desirable for companies looking to locate to. SANBAG needs to do more to promote and prioritize the improvement of the bikeway networks connecting to bus stops and the provision of bike parking at those stops in all areas. This is really important everywhere, but perhaps most critical in more rural areas of the county, where designing and maintaining a bus network through the more sparsely populated areas of our region is often impractical and inefficient. With bicycles, routes can be streamlined and provide faster service, serve a larger areas, or possibly even both, all with the present equipment. In addition to the parking, places such as transfer centers and major stops should also include a bike workstation to further enable bicycle commuters to be able to travel efficiently.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.

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56	8.12.15	Marven Norman	Colton resident	General	The latest report from the American Society of Civil Engineers assigned the Inland Empire a grade of D+ for its transportation infrastructure (http://www.ascelasection.org/images/uploads/IE_Report_card.pdf), a level that was unchanged from the grade it received in 2005 (http://www.asce-sbriv.org/Report_Card/IEcitizenguide.pdf) despite billions of dollars' worth of projects being completed in those intervening years. That should be a wakeup call to our leaders: what we keep doing is not working, something needs to change. Instead, it appears that the overwhelming response is to throw more money at the problem.	Comment noted. It should be noted that over \$40 million in funding was awarded to active transportation projects throughout the County in the first two cycles of the state Active Transportation Program.
57	8.12.15	Marven Norman	Colton resident	General	Roads - The Summary of the document starts on the right track and makes several references to it not being feasible to build our way out of congestion. However, the details found in other points make it clear that the overwhelmingly dominant strategy being employed by the Draft CTP is to attempt to build the way out of congestion. This is made crystal clear by cross referencing Figures IV-5 and IV-6 with the list of projects in the Baseline and Aggressive Scenarios contained in Appendix A. The overwhelming majority of the projects on that list all begin with the word "widen" with plans to supersize many more miles of streets into stroads that rival highways through the middle of our communities. This approach makes no sense for numerous reasons.	Comment noted.
58	8.12.15	Marven Norman	Colton resident	General	Maintenance - At present, SANBAG's member jurisdictions are struggling to maintain the road network that currently exists. Hundreds of lane-miles of roads all over the county are in such an abjectly deteriorated state that it is scarcely accurate to call them "paved" anymore. This is a plague that endures throughout the county. As such, the first and foremost focus needs to be on fixing what is currently existing. The SANBAG member jurisdictions are years behind on basic pavement maintenance, something that is evident on just about every street. As the preventative maintenance is deferred, the need for even costlier repairs in the future is added to already-strained budgets that are generally unable to keep up with the present needs. The last thing necessary are even more lane-miles to add to this backlog.	Comment noted. The CTP highlights the importance of maintenance. Measure I local street funds are available for maintenance and rehabilitation but local jurisdictions are responsible for making decisions on how to allocate those funds.
59	8.12.15	Marven Norman	Colton resident	General	Part of the problem is certainly the maintenance techniques. Many roads continue to get spot treatment of potholes or at best, a new topcoat, when in reality, more thorough and lasting approaches such as full-depth reclamation (FDR) need to be used. Nowhere is this more evident than on the truck and bus routes throughout the county. Some of the worst road conditions in existence abound on those facilities that see high levels of truck and bus traffic on a daily basis. It is imperative that funding streams be identified to provide jurisdictions with the resources necessary to implement FDR projects on their truck and high-frequency bus routes that use cement or something similar to provide the necessary level of stabilization to the roadbed commensurate with handling the immense levels abuse that they receive. The County, member jurisdictions, and SANBAG need to adopt policies that encourage the use of multi-axle vehicles that lower the overall axle loading and doing more to restrict the high-axle load vehicles to corridors specifically built to handle those loads.	Comment noted. See response to Comment #58.
60	8.12.15	Marven Norman	Colton resident	General	It appears that many jurisdictions are perhaps not up-to-date with the best ways to stretch their maintenance dollars to best serve the public. Many continue to just spot-patch potholes or repave single strips of exceptionally bad pavement. However, I have yet to see any local agency make use of techniques such as cold-in-place recycling that provide not only a new roadway surface, but more surface for the same dollar as well as a decrease in construction time. That approach, which was pioneered by Caltrans District 8, holds numerous advantages for all and should be more aggressively pursued in the region.	Comment noted. See response to Comment #58.
61	8.12.15	Marven Norman	Colton resident	General	The jurisdictions need to also coordinate better with one another to get projects done. Too many times, the boundary lines between them are extremely obvious, with unsavory conditions on one side of even a street, but not another. That needs to stop and if necessary, money put into a special program to assist with coordinating those investments with all parties involved.	Comment noted.
62	8.12.15	Marven Norman	Colton resident	General	Capacity & Congestion Management - As the Draft CTP notes, it is impossible to build enough road for every car to be at the front of every line all the time. Yet, that is the obvious approach being taken by the majority of the recommendations put forth in the document for both the Baseline and Aggressive Scenarios. That needs to change. The arterial network should not be a supplement for freeways, especially arterials that slice through communities. The supersizing of roads into 6-, 8-, or in some places even 10-lane monstrosities needs to stop. They are the foundation of an impending time bomb of maintenance that the region already cannot keep up with. Additionally, they destroy communities and create barriers between the people and each other, people and jobs, and people and amenities such as schools, churches, and stores.	Comment noted.

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63	8.12.15	Marven Norman	Colton resident	General	Recent legislative work has made it increasingly clear that widening roads as a way to deal with congestion is not the way to go, especially not if the State is to meet goals set forth in AB 32 and SB 375. To that effect, the Complete Streets Act of 2008 was passed requiring that all users be "considered" in roads and SB 743 did away with LOS as a the way to measure traffic impacts under a CEQA review. Current legislation at the State level , AB 1098 (Bloom), would completely eliminate congestion management programs based solely on moving cars that have often been the driver of projects to widen roads and indeed, are the main impetuous behind much of the Draft CTP that has been prepared. I would encourage the SANBAG Board to actively support that bill. In both anticipation of this bill's passage as well as in recognition that the status quo of wider roads isn't working, SANBAG thinking needs to shift. It is imperative that SANBAG shift to addressing congestion by not just solely widening roads to fit more cars through a given place at a time. Instead, it is long past time to take a corridor approach to the roadway network of the County. It should be evident that if a road has to be widened to provide the capacity for upwards of 60,000 PCE, which in some places is even more than the population of the community, then another approach needs to be taken in that corridor to better move people. Our streets that serve our communities should not be pseudo-freeways. Those facilities are not great for anyone. Not motorists, not transit users, not active transportation users, not business, not community. We need to do a far better job of making roads that are for moving goods and people or making streets that are good for people living, working, and playing.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
64	8.12.15	Marven Norman	Colton resident	General	Transit - Providing transit services in San Bernardino County, the largest in the country, is certainly a daunting challenge. However, the vast majority of the people live in much smaller subareas of the County. The Valley subarea is far more urban than would be suggested by just the bare average number of people per square mile in the county. Additionally, the Victor Valley area is also beginning to experience growth, especially since the economy has picked up again after the Great Recession and new communities are filling in the cities up the hill. As such, these areas are ripe for improved bus service as well as more investment in rail transit. Also, SANBAG and RCTC need to come together to do a better job of providing transit in the entire Inland Empire region.	Comment noted.
65	8.12.15	Marven Norman	Colton resident	General	Bus - As noted in the report, bus service is currently provided by several different agencies: BAT (now part of VVTA), MARTA, MBTA, NAT, Omnitrans, and VVTA. Of these five agencies, Omni and VVTA certainly have the highest potential for improved service at present, though that doesn't mean the others are unviable. This is evidenced by Omni's investment in the San Bernardino Transit Center, the sbX Green Line, and its entire system of other potential sbX routes identified in their System-Wide Transit Corridor Plan for the San Bernardino Valley, 2010. However, a problem that bus transit often faces is getting bogged down in traffic as well as being routed into areas that are inconvenient to serve. That needs to change. As noted above, SANBAG needs to take a more corridor-focused approach toward capacity and congestion management. As such, streets that currently have bus service operating at 20 minute frequencies or better should find ways to implement bus and right-turn only lanes. That should be an immediate conversion program on streets with three (or more) lanes per direction that also feature bus service.	Comment noted.
66	8.12.15	Marven Norman	Colton resident	General	Any of the future widening projects noted in Appendix A should include the installation of a bus-only lane if the road will have three or more lanes per direction or a bus/right-turn only lane if it's a 2 lane to 4 lane widening. Other roads built for future projects should follow the same guideline and provide bus lanes with any project that builds a 4-lane road or wider. Transit signal prioritization equipment should be installed in all buses and the technology rolled out onto all arterial roads as part of the traffic signal coordination efforts and any new signals installed should also include TSP capabilities.	Comment noted.
67	8.12.15	Marven Norman	Colton resident	General	There should also be a closer focus on freeway BRT on the HOV lanes that currently exist as well as the planned HOV/HOT lanes. That includes stations at major transfer points as well as dedicated entry/exit ramps to those facilities for transit and HOT patrons. Additionally, better coordination needs to occur for the VVTA service to and from the Valley subarea and if not already planned, a park and ride lot as well as VVTA stop need to be implemented at the SR-138/I-15 junction to provide mountain community travelers a better transit option both up and down the mountain.	Comment noted.
68	8.12.15	Marven Norman	Colton resident	General	Rail - Though certainly not as ambitious as LA Metro's rail program, SANBAG also has the potential to greatly improve transit service by way of rail. Several projects are currently in various stages of planning and consideration, but they could perhaps benefit from greater coordination among them. Additionally, more cooperation should be sought from the mainline owners to allow transit service in return for the investment of public dollars in the Alameda Corridor East project.	Comment noted.
69	8.12.15	Marven Norman	Colton resident	General	Metrolink - Metrolink service on the San Bernardino Line is in critical need of more double tracking to be able to run more express trains to Union Station as well as just improve overall service along the line itself. This project should be undertaken without delay and such a project would also provide a good opportunity to upgrade all the grade crossings along the line to be Quiet Zones.	Comment noted.
70	8.12.15	Marven Norman	Colton resident	General	Funding for a late train that was eliminated last year should also be restored.	Comment noted.

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71	8.12.15	Marven Norman	Colton resident	General	The feasibility of extending Metrolink service to the Coachella Valley should also be studied in conjunction with RCTC. When combined with expanded express trains on the San Bernardino Line, the potential exists to significantly provide a viable alternative to many of the mobility issues of the greater IE region as a whole and really lessens the need for a significant portion of the widening projects in Appendix A.	Comment noted.
72	8.12.15	Marven Norman	Colton resident	General	Amtrak - SANBAG should seek to better coordinate Amtrak and Metrolink scheduling as well as implement a Rail2Rail program that would allow High Desert residents to transfer to/from Metrolink trains in San Bernardino. That would improve transit options on and off the hill.	Comment noted.
73	8.12.15	Marven Norman	Colton resident	General	Redlands Rail - Studies should be undertaken in conjunction with RCTC about the feasibility of extending this DMU service down into Riverside County as a supplement to existing IEOC Line Metrolink service and also as a way to provide a viable transit connection between the Valley subarea and the communities in the Perris Valley. Currently, a transit trip between those two locations can take well over four hours, making it impossible for individuals such as seniors, students, and those with limited incomes who are transit dependent to reach jobs, appointments, and other necessities of life in either location (or those in between) in a timely fashion.	Comment noted.
74	8.12.15	Marven Norman	Colton resident	General	The feasibility of extending Redlands Rail along the entirety of the San Bernardino Line should also be pursued. Providing service along the line with DMUs or other such vehicles can provide viable capacity alternatives to some of the parallel arterials. Additionally, they can also support expanded and improved Metrolink service by serving as feeder trains to Metrolink. That would allow more of Metrolink's trains to run as express trains with rotating stations in San Bernardino County in an adaptation of the Caltrain model.	Comment noted.
75	8.12.15	Marven Norman	Colton resident	General	Gold Line/Ontario Airport Rail - The most logical way to connect rail to Ontario International Airport is by way of the Gold Line Extension, so SANBAG should support that project. However, the goal should not be to only provide a feeder to take people to Los Angeles and other points west. Per SANBAG's own study on rail access to Ontario released last year, a significant amount of traffic is destined to come from points east. SANBAG should also be aggressively pursuing an alignment of the California High Speed Rail that would include a stop at the San Bernardino Transit Center.	Comment noted.
76	8.12.15	Marven Norman	Colton resident	General	Although the study also mentioned the infeasibility of extending Redlands Rail service to the airport via the Metrolink San Bernardino Line, that report was flawed in assuming that that option would necessitate the Metrolink double tracking project that is already planned regardless of if the Redlands Rail is extended. As such, the Redlands Rail equipment purchased should be compatible with the Gold Line infrastructure so that if a High Speed Rail alignment ultimately does not include a San Bernardino stop, a viable rail connection would still exist to the eastern end of the Valley subarea.	Comment noted.
77	8.12.15	Marven Norman	Colton resident	General	The potential of a Downtown Ontario station on the Metrolink Riverside Line means that service should also be improved on that line. A second station that allows for transfers between a Gold Line to the Airport at the Union Pacific tracks directly north should be explored that would then add another access point to the region. SANBAG should also explore an agreement with Union Pacific that would potentially run a daily express train from San Bernardino along that line and if necessary, provide the double tracking that is lacking on that line between I-15 and Vineyard.	Comment noted.
78	8.12.15	Marven Norman	Colton resident	General	Coachella Valley Rail - With RCTC studying and looking for options for extending rail service to the Coachella Valley, SANBAG should also play an integral role in this area. The train would by necessity, pass through portions of San Bernardino County with potential stops at some cities in the county such as Loma Linda. SANBAG should work with RCTC to support these efforts and also coordinate them to work well with existing transit services in the area. For example, a Loma Linda stop could also be the location of an extended sbX Green Line station, allowing residents from the Coachella Valley who work in Loma Linda or San Bernardino to seamlessly transfer as well as vice versa. Another opportunity exists by connecting the Redlands Rail branch line with the Union Pacific Yuma Subdivision line through the cities of Loma Linda and Redlands and directly adjacent to California Street. Such a connection would bridge a gap that would currently exist and allow Metrolink trains to continue on to the Coachella Valley via San Bernardino. Such a connection should be pursued prior to California Street and the adjacent land being constructed to minimize the expense.	Comment noted.
79	8.12.15	Marven Norman	Colton resident	General	Active Transportation - The star of the Draft CTP is decidedly NOT active transportation. After acknowledging the great climate and potential that it provides, the Plan goes on to do absolutely nothing to actually encourage the use of these modes. Relying on grant funds doesn't cut it as funding. If, despite the recent revision to Strategic Plan Policy 40006/VMS-49 explicitly stating that Measure I funds were allowed to be used on Class I facilities that alleviate arterials from the Nexus study, SANBAG and its member jurisdictions are unwilling to actually put for the funds, nothing is going to change. That will run at odds with legislative efforts such as SB 375, AB 32, and SB 743.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
80	8.12.15	Marven Norman	Colton resident	General	Currently, there are many gaps in the active transportation network of the county that need to be filled. Sidewalks and bike lanes end without any options for continuing. That leaves our county's population without alternatives for getting to work, school, and play. It is extremely important that these facilities be continued on, especially at intersections and other locations where people would most appreciate the better facilities.	Comment noted.

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#	Date	Commenter	Agency/ Representing	Page/ Figure/ Table	Comment	Response
81	8.12.15	Marven Norman	Colton resident	General	More focus needs to be placed on providing bike infrastructure that appeals to all. It is imperative that these accommodations are included in all projects and much stronger Complete Streets policies need to be implemented to ensure that this occurs as the road widening projects are carried out. Though SANBAG has started work in this arena, a policy needs to be drafted and implemented. Additionally, the member jurisdictions need to adopt policies for projects in their areas as well as standards that guide future developments. Doing so can ensure that the problem that currently exists will be rectified both as development is carried out as well as when maintenance is done.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
82	8.12.15	Marven Norman	Colton resident	General	More needs to be done to plan for active transportation from the very beginning. Efforts need to be taken to plan for bicyclists and pedestrians in a way that not just leaves them to follow along with other roads, but actively takes steps to make biking and walking preferred modes, especially for short distance trips. That includes through the use of high-quality bike parking, especially at transit stations, as well as at destinations such as job sites, schools, and stores.	Comment noted. Comment has been shared with local jurisdictions for consideration as they are responsible for infrastructure implementation.
83	8.12.15	Marven Norman	Colton resident	General	As someone who was born in the County, now lives in the County, works in the County, has gone to several schools in the County, pays taxes in the County, and uses the transportation infrastructure on a daily basis, I would like to see a CTP that focuses on more than just widening roads. The current Draft CTP is far too heavily weighted on widening roads as the only solution to all future congestion issues in the county. It is imperative that other solutions gain more prominent use. A shift from viewing roads solely as thousands of acres paved over and instead as corridors to be optimized will be very beneficial toward improving the imbalance. Additionally, other policies that recognize and encourage alternatives will also mean that the inclusion of those alternatives becomes standard practice in every corridor.	Comment noted.
84	8.11.15	Wendy Williams	Omnitrans	Table ES-4,VI-1	BRT Strategy - Omnitrans has a system wide BRT plan - change to 'Expand' or 'Reevaluate'	Changed 'Develop an' to 'Reevaluate' before '...the Express Bus/BRT strategic plan, ...' in Tables ES 4 and VI-1 under BRT Strategy.
85	8.11.15	Wendy Williams	Omnitrans	Table ES-4, VI-1	Demand-responsive bus service category - seems like there should be some mention of ADA requirement.	Updated Tables ES-4 and VI-1 with ADA requirement of providing paratransit service within 3/4-mile of fixed route service for passengers with disabilities that cannot ride fixed-route service.
86	8.11.15	Wendy Williams	Omnitrans	II-17	Use updated Omnitrans bus photo, question regarding data to support the role Omnitrans serves for Metrolink and Amtrak as transit dependency increases and station parking reaches its capacity and supporting data.	Photo changed, parking utilization rates are available but not cited in report so the reference to Amtrak, transit dependency and parking reaching capacity were deleted.
87	8.11.15	Wendy Williams	Omnitrans	Page II-18	Add 'operating on city streets and local freeways' after 'routes' in 1st sentence. Strike OmniLink reference as it was eliminated in 2014. Also delete Omnlink sentence. Last sentence in first paragraph, revise to read 'Finally, Access operates under the guidelines of the Americans with Disabilities Act (ADA) to provide service for those...'	Requested revisions incorporated.
88	8.11.15	Wendy Williams	Omnitrans	VI-3	Use updated bus photo.	Current photo incorporated.
89	8.13.15	Demi Espinoza	Safe Routes to School National Partnership	General	We are pleased to see the section on active transportation highlight both Complete Streets policies as well as a Safe Routes to School Inventory to assist jurisdictions in addressing SCS objectives through the development of Active Transportation strategies. Highlighting both policy strategies makes the case for more investment in active transportation countywide and encourages individual cities within the county to prioritize obtaining resources for AT (active transportation) projects. Furthermore, we appreciate that the investment section included an analysis of AT funding. The plan points out that the main source of revenue for AT projects is from grant opportunities and we look forward to working with SANBAG and SCAG to provide an increased effort to provide technical assistance, especially to smaller jurisdictions. We think providing technical assistance to local agencies ensures that we can be competitive in statewide opportunities.	Comment noted.
90	8.13.15	Demi Espinoza	Safe Routes to School National Partnership	General	Through the San Bernardino Active Transportation Network, we hope that we can provide that assistance so that jurisdictions applying for grants are more competitive in statewide and local opportunities, including the Active Transportation Program. Measure I is also a revenue under which jurisdictions can use to build AT projects under their own city discretion. We hope to see the Measure I expenditure plan include a set aside for AT in order to ensure that progress on the implementation of the Non-Motorized Transportation Plan is made efficiently. Specifically, we would propose a 3% set aside for each project category of Safe Routes to Schools, Regional Trails/Bikeways and First Mile Last Mile improvements.	Comment noted.
91	8.13.15	Demi Espinoza	Safe Routes to School National Partnership	General	We realize that SANBAG recently voted on the issue of Measure I expenditures and conversations of such a proposal would need to happen at the local city level. We hope that our partnership with SANBAG through the SBCATN can grow and we can continue to have conversations around increasing revenue resources like Measure I for AT projects. Furthermore, we encourage SANBAG to review the County's own investments in AT infrastructure to complete projects proposed in this NMTP. SANBAG's commitment to set aside funds for Active Transportation would set a model for local agencies to follow and prioritize AT plans in their own cities.	Comment noted.
92	8.14.15	Stephen Martinez	County of SB	General	The Plan should include a focus on the importance of connectivity between the local system and the regional system and the importance of coordinated investments that will ensure that the regional and local systems work holistically. Both systems must grow and be maintained to improve the regional economy and have the ability to handle breakdowns in the regional network.	See response to Comment #3. In addition, a statement regarding the inter-relationship of the multi-modal system was added in the section titled 'CTP Relationship to Countywide/Regional Planning Efforts'

**Countywide Transportation Plan
Comment Matrix**

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93	8.14.15	Stephen Martinez	County of SB	General	The rural transportation system faces similar challenges to the urban system, but also has challenges distinct from the urban system. It would be helpful for the plan to include a separate and equally detailed discussion of performance and funding strategies for the rural system. Most of the CTP recommendations apply more to urban areas than rural, which do not compete well for funding against urbanized areas.	Rural areas have unique maintenance/safety/funding needs. A strategy has been added in Table ES-1 and Table VI-1 for rural areas in response to comment.