



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Mobility Working Group Meeting 1

Thursday, July 27, 2023, 1:00 – 2:30 p.m.

Agenda

1. Introductions
2. LRMTTP Background
3. Stakeholder and Public Engagement
4. Existing Conditions
5. Visioning Discussion
6. Next Steps

Attendees

- Courtney Aguirre, SCAG
- Craig Barnes, Victor Valley Transit Authority
- Fredy Bonilla, Victorville
- Prithvi Deore, SCAG
- Roderick Diaz, SCRRA
- Thanya Espericueta, Caltrans D8
- Justine Garcia, City of Rancho Cucamonga
- Brian Gengler, Victorville
- Nancie Goff, Victor Valley Transit Authority
- Cheri Holsclaw, Basin Transit
- Anna Jaiswal, Omnitrans
- Ginger Koblasz, SBCTA
- Danica Nguyen, South Coast AQMD
- Mark Roberts, Caltrans D8
- Steve Smith, SBCTA
- Nicole Soto, SBCTA
- Scott Strelecki, SCAG
- Nancy Strickert, SBCTA
- Bryan Torres Ayala, Victor Valley Transit Authority

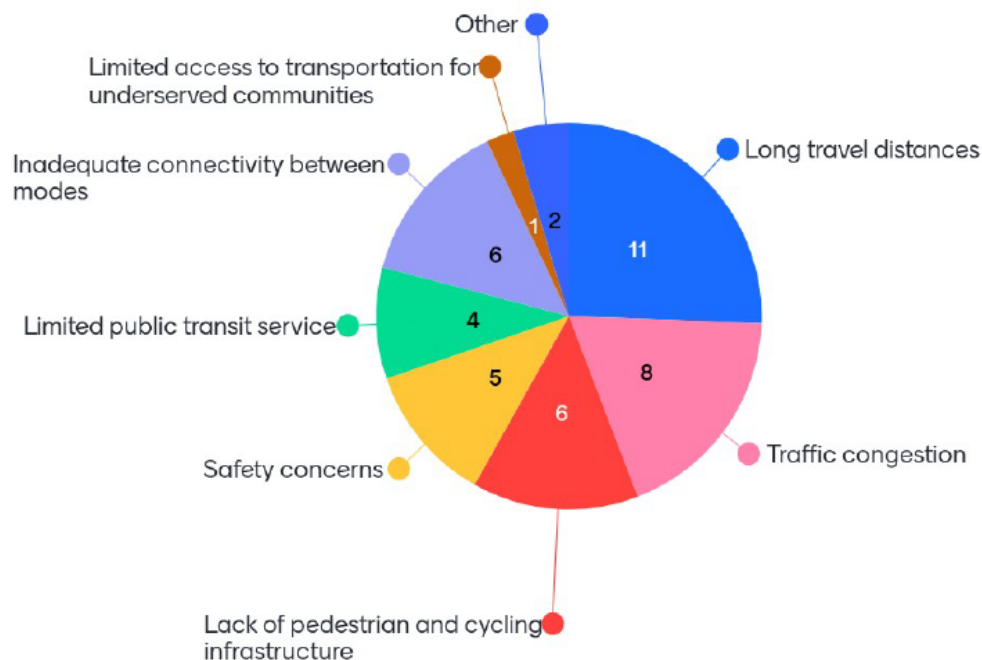
- Matt Benjamin, Fehr and Peers
- JD Douglas, HDR
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Valerie Mackintosh, AMMA Transit Planning
- Heather Menninger, AMMA Transit Planning
- Sohrab Mikanik, Arellano Associates
- Nancy Verduzco, Arellano Associates

Existing Conditions

- Brian Gengler – I know this plan takes into account current policies, but one thing to consider is adapting to changes in future policy. Looking back in the past, we know policy has changed over time. We can't know what will happen, but what if there is a change in the position on traffic congestion/capacity. Perhaps something could be included in the plan for adapting to policy or advocating for changing policy. I know VMT is not supposed to be induced, but if congestion becomes so severe, it could impair other state goals.
- Steve Smith – thanks for that question. One thing to note is we will have a set of future scenarios. That could be a place to inject policy change. One thing we've learned is things are not very predictable over the short term and probably even less in the long term.

Visioning Discussion

1. What are the biggest transportation challenges you face in your community?





i. Long Travel Distances

1. Brian Gengler – for Victor Valley residents, since we're isolated and there is a jobs/housing imbalance, many residents have to drive outside the area for their jobs
2. Justine Garcia – a little different from Victor Valley, but we see lots of folks commuting to downtown Los Angeles, west or south. We're trying to focus on bringing jobs and different land uses to pair opportunities with residents who live here so they don't have to travel outside the area for work or recreation. It's a common problem in county in general even though the cities are very different.
3. Roderick Diaz – as a service provider, distances are an indicator of dispersed sprawl that makes it difficult to provide good transit service as an alternative to autos. It also makes local solutions difficult.

ii. Traffic congestion

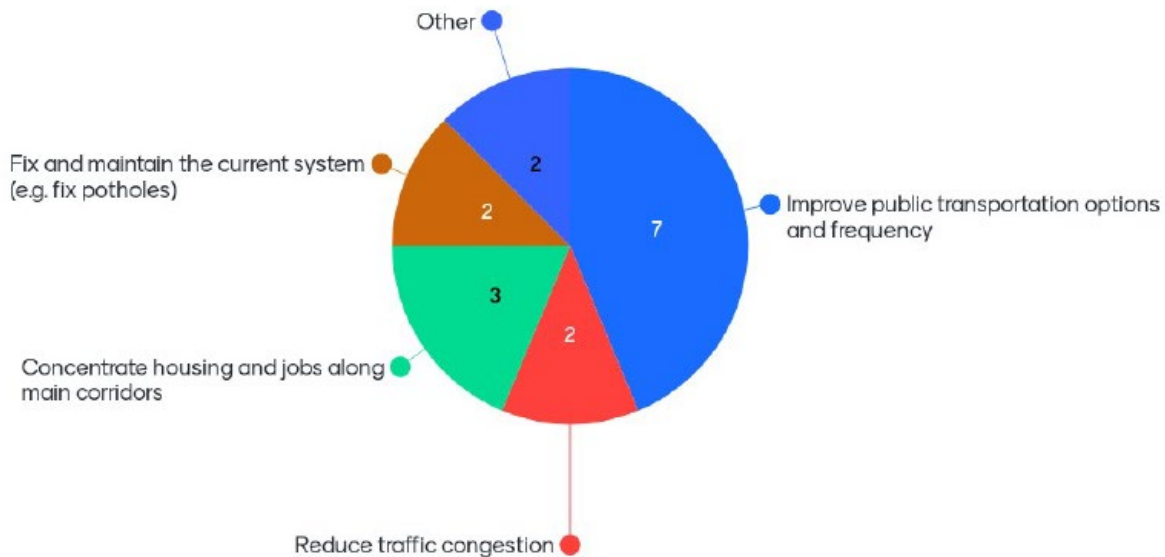
1. Justine Garcia – we are trying to implement projects that facilitate traffic movement through corridors. With the Regional Housing Needs Assessment allocation, development brings more travel demand. Lack of connectivity and job market brings more cars. Congestion is a challenge that the city is thinking of ways to address. Community members will always have traffic concerns when they see new development.

iii. Inadequate connectivity between modes

1. Brian Gengler – Victor Valley has no rail connection, so it's isolated in that respect.
2. Justine Garcia – there is a lot going on in Rancho Cucamonga with the Metrolink station and potential for High-Speed Rail there. We have developed a district plan for that transportation hub. It connects the broad region, the very long-distance piece, but there is still an issue with connectivity within the city, e.g. using a bike to get to a bus.
3. Thanya Espericueta – one of the solutions/strategies could be improving existing park and ride facilities or adding to that inventory of facilities. Going beyond parking spaces but thinking of where we place mobility hubs and what amenities we provide, like EV chargers or bike parking.

iv. Safety

1. Thanya Espericueta – thinking mainly of safety at roadway crossings. At interchanges there is a long distance to cross.
2. If you could change anything about the transportation system, what would it be?



i. Improving transit

1. Nancie Goff – Victor Valley is not as urban as its neighbors down in the valley. We have to cover longer distances. In particular we have the problem of coverage vs. frequency. In the old days, we would say all it takes is money, but post-COVID there are many things to address. Issues with maintenance, keeping buses up and running, driver shortages. Comprehensive problems in need of a holistic approach.
2. Anna Jaiswal – traffic congestion also impacts buses. In partnership with SBCTA, we are developing a network of BRT corridors with dedicated lanes and signal priority. Without that, it's difficult to compete with autos when stuck in the same traffic. Workforce shortages are a big issue. Trying to bring back frequency but it takes people, not just money. We also hear safety concerns from customers. Trying to address issues of feeling unsafe at bus stops with lighting.
3. Roderick Diaz – A major initiative for Metrolink is SCORE with the goal to bring service to 30min on the San Bernardino Line. If I'm forced to choose one, I chose concentrating jobs and housing. Without that, service is not as effective and improving transit doesn't work as well.

ii. Other

1. Cheri Holsclaw – I chose "other" because we have a large population of low-income seniors on a budget. I would choose free fares, but TDA requirements prevent that.
2. Nancie Goff – I second free fares.
3. Nicole Soto – cost is a major issue when working with employers for vanpool. Not just convenience, but there needs to be a financial incentive to switch modes.

4. Thanya Espericueta – Tough to pick one. I chose transit, but almost chose concentrating jobs. I was trying to think which would help the others (e.g. transit would help reduce congestion). In addition to providing options, we need to increase reliability and safety of the options we have. I see those issues come up in surveys and among friends and family. Ease of use and comfort can be barriers. Second and third the free fare comment. I think it should be for everyone. It helps with equity, like free and reduced lunches, it can be better to provide it for everyone.
5. Mark Roberts – I strongly concur with SCAG and concentrating housing and jobs along main corridors. A history of poor City Planning that embraced sprawl is a major problem in the Inland Empire.

3. Subregion Discussion

i. Victor Valley

1. Brian Gengler – A lot of people have to drive out for medical services. Lack of reliability of arriving on time is an issue. I know traffic congestion wasn't high on the poll, but it's becoming more of an issue. With more delay, there are environmental and social impacts. Don't know how to address that within the policy environment, but I don't think the issue is going to go away.

ii. Morongo Basin

1. Cheri Holsclaw – we don't have the same traffic congestion issues, but we have issues with very long-distance travel. One transit route is 80 miles one way.

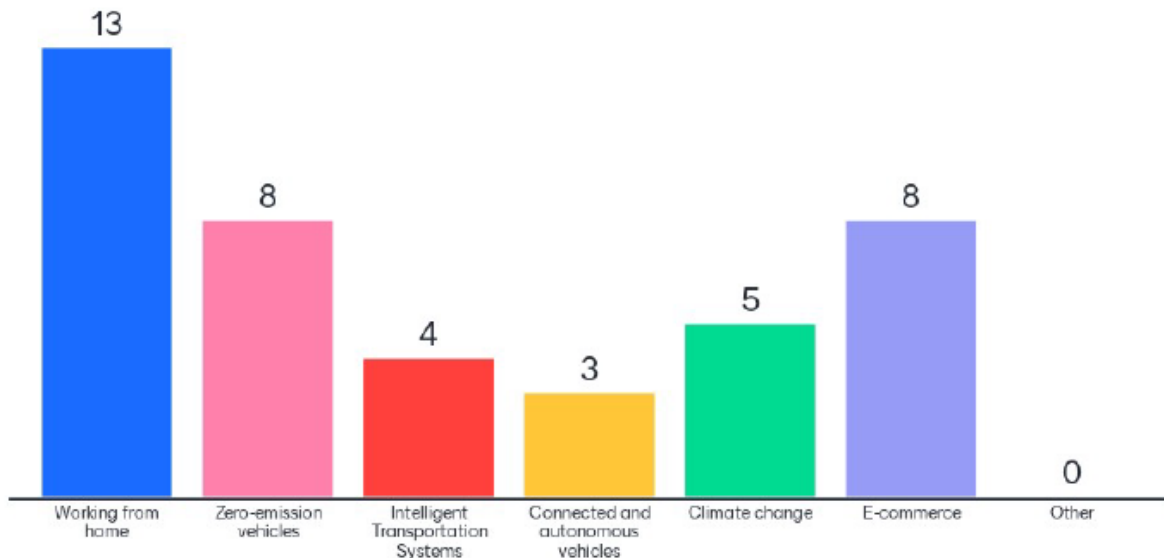
iii. North Desert

1. Nancie Goff – our area is more rural, we have issues with long distances and connectivity. Don't want to be on I-15 on a Friday.
2. Fredy Bonilla – I moved here in 2018 and was commuting to Cerritos. Traffic turned drives into much longer journeys.

iv. Valley

1. Justine Garcia – our area is more urban, though not as much as LA. Having to rethink the idea that we're a typical suburban city with a car focus. Now we have to move into the next phase of our lives with higher density development and rethink what connectivity means. It doesn't just mean getting in your car. Even if people don't want other options, we need to provide them and get a mind shift so congestion doesn't grow exponentially. Air quality and goods movement are issues as industrial development comes into our cities. Especially for short distances, as there more opportunities for walking, biking, transit. Trying to break up blocks to provide a landscape that facilitates multiple modes. The city is pretty large and encompasses different types of neighborhoods that need to work together. We have residents that travel far distances to work, but also have employees that travel long distances from other places.

2. Mark Roberts – suggest zoning code revisions that include bike and pedestrian through-block connections during subdivision review, block size limitations, cul-de-sac length limitations.
 3. Thanya Espericueta – Caltrans is currently working on a part-time shoulder use pilot project to allow travel on shoulders during peak periods on southbound I-15.
 - v. Nancy Strickert – Needles suffers from being remote. Many services are actually in Arizona so people have to cross the county line. Court services are now in Barstow. I didn't hear anyone talk about the mountains. People like going up to the lakes, which causes congestion that delays transit.
4. How should the LRMTTP vision be similar or different to prior countywide plan?
- i. Brian Gengler – I don't see "mobility" as a goal. it just implicit that mobility is part of the other goals?
 - ii. Steve Smith – that's very observant. There are many plans that have mobility listed specifically. In some ways it's implicit, but I think it's something to look at with the new plan.
 - iii. Mark Roberts – I would like to see this align with California's Climate Action Plan for Transportation Infrastructure (CAPTI), which is newer than the California Transportation Plan (CTP) 2050. We are starting on CTP 2055.
5. Which trends will have the biggest impact on how people and goods travel in San Bernardino County over the next 25 years?



i. Working from home

1. Scott Strelecki – I have seen many stances and perspectives in the media, but I think we can definitely see that productivity can be looked at differently by task. There will continue to be innovation in this area. Working from home is a mobility challenge because trip patterns change and it's not clear if it is good for VMT overall.

2. Justine Garcia – this goes along with goal of improving job housing balance. It changes the type of demand. Instead of long commutes, people are trying to get to the grocery store or their kids’ school. We’re really trying to get people out of their cars for the frequent 1-3 mile trips.
 - ii. E-commerce
 1. Brian Gengler – Trip purposes would change because a truck is delivering instead of people driving to stores. It would certainly have an effect on the system.
 2. Justine Garcia – that’s the main point, the trip pattern changes. Now we’re talking about different types of logistics hubs and different types of vehicles. There are large trucks but also smaller transit/UPS-type vehicles. They’re trying to deliver as efficiently as possible into neighborhoods rather than people coming to one place. It increases van traffic on local roads, which increases load and affects maintenance. The impacts are still unknown.
6. Fast forward 25 years and imagine San Bernardino County has won an award for “Most Improved Mobility of any County in the U.S.” What did the County do to win this award?
 - i. Nancy Strickert – pedestrian/bike lanes that connect to bus-only lanes. Cars are limited and vehicles have to pay for parking. Bus, bike, and walking need their own safe places.
 - ii. Brian Gengler – we would need to predict human behavior to know how much people would use the services provided. It’s great to improve things, but my question is how many people would use it. Needs to be a multi-pronged approach. Highway system alone isn’t enough but shouldn’t be neglected either.
 - iii. Thanya Espericueta – improve/increase transit and expand ZEV infrastructure/charging stations.
 - iv. Justine Garcia – we talked about increasing service, maybe being a county that prioritized the convenience of frequent service over the convenience of getting in a private auto.
 - v. Mark Roberts – Tens of thousands of new high-density housing units were built along the SBx and the West Valley Connector BRT Systems.
 - vi. Mark Roberts – More managed lane systems were built with high quality parallel bike and pedestrian facilities and heavy rail extensions.
 - vii. Roderick Diaz – all transit is frequent and integrated with timed connections at major transportation hubs. Passengers can travel without a bus book or timetables
7. Enter one or two words to describe topics the vision should include. Enter as many as you wish.

