

Transportation & Mobility Element

A large and diverse multimodal transportation network serves residents, businesses, and visitors throughout San Bernardino County. The efficiency of this transportation network is a key asset to businesses operating in the county and influences the quality of life experienced by residents.

While cars and trucks are expected to be the dominant mode of transportation throughout the lifetime of this plan, we recognize the need to invest in robust alternatives for residents, including complete streets, public transit systems, and off-street networks that promote walking and bicycling. With dozens of communities spread across 20,000 square miles and four subregions, we must also design transportation and mobility systems to be sensitive to the local and environmental context.

Purpose

The Transportation & Mobility Element:

- Establishes the location and operational conditions of the roadway network.
- Coordinates the transportation and mobility system with future land use patterns and projected growth.
- Provides guidance for the County's responsibility to satisfy the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas.
- Addresses access and connectivity among the various communities, cities, towns, and regions, as well as the range and suitability of mobility options: vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

Principles

We believe:

- An effective transportation and mobility network involves a fair share, collaborative effort between multiple local and regional agencies.
- The ongoing operations, maintenance of, and reinvestment in the transportation network must be matched with new and on-going funding.
- The pattern of land use and transportation systems should be designed to reduce the length and duration of trips traveled by vehicles.
- Pedestrian, cyclist, and other active transportation infrastructure in mobility focus areas should safely connect neighborhoods and communities to key destinations.
- Local roadways should be designed to serve projected travel demand and reflect the surrounding environmental and community context.
- Road, freight, and airport design and maintenance are essential for efficient movement of goods and people.
- The expansion of passenger, freight, and general aviation services at airports throughout the county is vital to the regional economy.

Goals & Policies

Goal TM-1 Roadway Capacity

Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services.

Policy TM-1.1 **Roadway level of service (LOS).** We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday):

- LOS D in the Valley Region
- LOS D in the Mountain Region
- LOS C in the North and East Desert Regions

Policy TM-1.2 **Interjurisdictional roadway consistency.** We promote consistent cross-sections along roads traversing incorporated and unincorporated areas.

Policy TM-1.3 **Freeways and highways.** We coordinate with Caltrans and regional transportation agencies and support the use of state, federal, and other agency funds to improve freeways and highways.

Policy TM-1.4 **Unpaved roadways.** The County does not accept new unpaved roads into the County Maintained Road System, and we require all-weather treatment for all new unpaved roads.

Policy TM-1.5 **Upgrading unpaved roads.** We support the paving of unpaved roads when funding is contributed through a local area funding and financing mechanism.

Policy TM-1.6 **Paved roads.** For any new development for which paved roads are required, we require the developer to construct the roads and we require the establishment of a special funding and financing mechanism to pay for roadway operation, maintenance, and set-aside reserves.

Policy TM-1.7 **Fair share contributions.** We require new development to pay its fair share contribution toward off-site transportation improvements.

Policy TM-1.8 **Emergency access.** When considering new roadway improvement proposals for the CIP or RTP, we consider the provision of adequate emergency access routes along with capacity expansion in unincorporated areas. Among access route improvements, we prioritize those that contribute some funding through a local area funding and financing mechanism.

Policy TM-1.9 **New transportation options.** We support the use of transportation network companies, autonomous vehicles, micro transit, and other emerging transportation options that reduce congestion, minimize land area needed for roadways, create more pedestrian- and bicycle-friendly streets, reduce VMT, or reduce dependence on privately-owned vehicles.

Goal TM-2 Road Design Standards

Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.

Policy TM-2.1 **Context sensitive approach.** We maintain and periodically update required roadway cross sections that prioritize multi-modal systems inside mobility focus areas (based on community context), and vehicular capacity on roadways outside of mobility focus areas (based on regional context).

Policy TM-2.2 **Roadway improvements.** We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

Policy TM-2.3 **Concurrent improvements.** We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.

Policy TM-2.4 **Atypical intersection controls.** We allow the use of atypical intersection concepts such as roundabouts when they improve traffic flow and safety compared to conventional intersection controls.

Policy TM-2.5 **Context-based features.** When making road improvements, we provide feasible, context-based transportation features such as:

- Chain installation and inspection areas in the Mountain Region
- Slow-vehicle turnouts on roadways with steep grades
- Limited on-street parking areas to serve snow-plow or emergency services
- Passing lanes in rural areas
- Vista areas along scenic routes

Policy TM-2.6 **Access control.** We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.

Goal TM-3 Vehicle Miles Traveled

A pattern of development and transportation system that minimizes vehicle miles traveled.

Policy TM-3.1 **VMT Reduction.** We promote new development that will reduce household and employment VMT relative to existing conditions.

Policy TM-3.2 **Trip reduction strategies.** We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.

Policy TM-3.3 **First mile/last mile connectivity.** We support strategies that strengthen first/last mile connectivity to enhance the viability and expand the utility of public transit in unincorporated areas and countywide.

Goal TM-4 Complete Streets, Transit, and Active Transportation

On- and off-street improvements that provide functional alternatives to private car usage and promote active transportation in mobility focus areas.

Policy TM-4.1 **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.

Policy TM-4.2 **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvements, we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas.

Policy TM-4.3 **Funding.** We partner with SBCTA, Caltrans, and local agencies to fund active transportation systems in the county. We encourage unincorporated communities to apply for funding and cooperate with them in their funding applications for active transportation improvements that are identified in a non-motorized transportation plan that is accepted or adopted by the County.

Policy TM-4.4 **Transit access for residents in unincorporated areas.** We support and work with local transit agencies to generate a public transportation system, with fixed routes and on-demand service, that provide residents of unincorporated areas with access to jobs, public services, shopping, and entertainment throughout the county.

Policy TM-4.5 **Transit access to job centers and tourist destinations.** We support and work with local transit agencies to generate public transportation systems that provide access to job centers and reduce congestion in tourist destinations in unincorporated areas.

Policy TM-4.6 **Transit access to public service, health, and wellness.** In unincorporated areas where public transit is available, we prefer new public and behavioral health facilities, other public facilities and services, education facilities, grocery stores, and pharmacies to be located within one-half mile of a public transit stop. We prefer to locate new County health and wellness facilities within one-half mile of a public transit stop in incorporated jurisdictions. We encourage public K-12 education and court facilities to be located within one-half mile of public transit.

Policy TM-4.7 **Regional bicycle network.** We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.

Policy TM-4.8 **Local bicycle and pedestrian networks.** We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements

that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.

Policy TM-4.9 **Bike and pedestrian safety.** We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.

Policy TM-4.10 **Shared parking.** We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.

Policy TM-4.11 **Parking areas.** We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.

Goal TM-5 Goods Movement

A road, rail, and air transportation system that supports the logistics industry and minimizes congestion in unincorporated areas.

Policy TM-5.1 **Efficient goods movement network.** We advocate for the maintenance of an efficient goods movement network in southern California.

Policy TM-5.2 **Intermodal facility.** We support the development of an intermodal facility in connection with the Southern California Logistics Airport.

Policy TM-5.3 **High Desert Corridor.** We support the development of the High Desert Corridor to improve the regional goods movement network and foster economic development in the North Desert region.

Policy TM-5.4 **Grade separations.** We support grade separations to reduce conflicts between rail facilities and roadways, subject to available funding.

Policy TM-5.5 **Countywide truck routes.** We support SBCTA's establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.

Policy TM-5.6 **Unincorporated truck routes.** We may establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents. We establish routes where trucks are prohibited in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

Policy TM-5.7 **Trucking-intensive businesses.** We require trucking-intensive businesses to pay their fair share of costs to build and maintain adequate roads.

Goal TM-6 Airports

A network of local and regional airports that meet regional and local aviation needs.

- Policy TM-6.1 **Local airports.** We maintain County airports and coordinate with other local airports to provide general aviation services to residents and businesses throughout the county.
- Policy TM-6.2 **Economic potential.** We seek to maximize the economic development potential of County airports.
- Policy TM-6.3 **Regional airports.** We advocate for expanded passenger and cargo service at regional airports.
- Policy TM-6.4 **Airport land use compatibility.** We require proposed development in unincorporated areas to be consistent with applicable airport master plans, airport safety review areas, and military air installation compatible use zones. We may support proposed development in the influence area of County airports only when they are consistent with applicable airport master plans.
- Policy TM-6.5 **Coordination on airport planning.** We collaborate with FAA, military installations, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans.

Table

The County applies designations to roadways throughout the county to depict and evaluate how the roadway system and individual roads accommodates two characteristics: the movement of vehicular traffic and the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. Table TM-1 identifies the roadway designations for the County of San Bernardino and provides the general geometric mid-block cross sectional characteristics of each.

The County also maps these roadway designations onto adjacent incorporated roads to depict a more comprehensive diagram of the overall roadway system. While the County’s roadway designations are generally consistent with the designations of incorporated cities and towns, the County’s roadway designations do not officially apply within incorporated boundaries. The designation, design, construction, maintenance, and improvement of roadways in incorporated areas are the responsibility of the incorporated city or town.

Additionally, the County may apply roadway designations to freeways and state highways, but the design, construction, maintenance, and improvement of freeways and state highways is under the jurisdiction and responsibility of Caltrans, unless the roadway has been relinquished to a local jurisdiction.

Table TM-1. County Roadway Designations

Roadway Designation	Typical Street Cross Section Characteristics			
	Divided	Right-of-Way	Curb-to-Curb	Lanes
Major Divided Highway	Yes	120'	94'	4 to 6
Major Arterial Highway	No	120'	94'	4 to 6
Major Highway	At times	104'	80'	2 to 4
Secondary Highway	At times	88'	64'	2 to 4
Controlled/Limited Access Collector	Usually	66'	44'	2
Mountain Major Highway	No	80'	64'	2 to 4
Mountain Secondary Highway	No	60'	44'	2
State Highway/Special Conditions or Special Standards	Determined by Caltrans			
Freeway				
Notes:				
1. Characteristics listed in this table are provided for general guidance on a typical mid-block street cross section. Intersection configurations will vary by location as necessary. The County may approve or construct mid-block street sections that vary from these figures based on physical or environmental constraints.				