

Support Material –Public Comment

Transit Committee Meeting

**November 14, 2024
9:00 AM**

Location:

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Public Comment

Written public comments were received after the posting of the agenda and are being provided as Support Material.

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Agenda Item No. 4 Nov 14, 2024
Date: Sunday, November 10, 2024 11:23:22 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear SBCTA Transit Subcommittee,

As you evaluate transit corridors in the San Bernardino Valley you should prioritize north-south connectivity to the Metrolink rail corridor. We are home to a publicly owned right of way that can carry riders east-west in the region. Any additional high capacity routes should be structured to feed into that high capacity rail infrastructure. Please minimize duplication of the east-west capacity that will undermine efforts to upgrade the San Bernardino line to its maximum capacity. That capacity cannot be achieved without sufficient feeder routes.

In particular give highest priority to lines which provide direct connections to either Metrolink or Arrow, for example the Euclid corridor, the Sierra corridor, and the Riverside corridor. An additional north-south corridor connecting to the Montclair station on either Monte Vista or Centra Avenues would also be worthy of investigation.

Some modifications should be added to better connect other lines to the Metrolink corridor (for example linking the SBX Green Line to Arrow near Tippecanoe). Other lines could be merged for example using the north-south portions of proposed lines like the Haven line in combination with the SBX purple line to extend the north-south reach. The small north south section of the San Bernardino line should be extended north and south (possibly along Vernon and then Cajon to CSUSB) into San Bernardino and into Grand Terrace

The long east-west sections should be deprioritized like the Foothill West corridor, the Foothill corridor, the SBX purple line west of Ontario, the San Bernardino Avenue corridor west of Colton, and the Grand Edison corridor. In addition I hope that the Baseline-Highland corridor can be realigned to flow primarily north-south to connect with the east-west rail corridor.

Buses, even high capacity buses, should feed into the higher capacity rail corridor as directly as possible. There should be serious proposals to run high capacity north-south bus lines at each Metrolink or Arrow train station. There should be little to no need for any bus to run east west a distance much greater than the metrolink stop spacing.

Thank you for your time and service to the community,

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Martín Hoecker-Martínez

[REDACTED]

From: [REDACTED]
To: clerkoftheboard
Subject: Public Comment for the Transit Committee Meeting November 14, 2024
Date: Sunday, November 10, 2024 12:54:31 AM

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Dear SBCTA Clerk of the Board,

I am sending my public comment for the November 14 SBCTA Transit Committee meeting. Could you confirm the committee has received it please? Thank you very much!

Sincerely,
Kevin Dicatoria

Dear SBCTA Transit Committee Chair Dutrey and Members,

I am writing my public comment on Agenda Items 4 and 7.

I oppose any Express Bus/BRT funding towards the ONT Connector. This project is fiscally irresponsible and better spent for investments, expansion, and operations on local transit (e.g., the rest of Omnitrans' unconstrained plan) & Metrolink.

I support pursuing a combination of Scenarios 1 and 2. Elements of both would benefit San Bernardino County. I agree with the evaluation framework on Agenda Item 4. The path forward should not be either-or. I continue writing to SBCTA and Omnitrans because of my ongoing support for local transit.

I advocate for Bus Rapid Transit (BRT) on the Foothill and San Bernardino Avenue Corridors. Both would connect the SBx Green Line Bernardino and the West Valley Connector (WVC)/SBx Purple Line. The Foothill and San Bernardino Avenue BRT can bring more people to work, home, and other places faster within Omnitrans' Service area. I also support for the strategic bus enhancements under Scenario 1. I believe transit signal priority, realignment in bus stop locations, etc. are vital along the remaining Priority Transit Corridors (e.g., Grand, Euclid, Haven). For example, the current hourly frequencies are more inconvenient than driving on Omnitrans routes (e.g., Route 81, Route 83 Route 84, Route 88). I read through Agenda Item 7's report and the San Bernardino County Multimodal Transportation Quarterly Update. I am happy about the growing ridership countywide and farebox recovery ratios on some (e.g., ONT Connect, Omnitrans, Basin Transit). The student ridership and public transit initiatives are working, and I commend SBCTA for their efforts. I end my public comment with some questions.

- 1) Why is there seldom discussion or coordination with L.A. Metro & OCTA on public transit besides Metrolink and SCAG (e.g., universal fare system for local transit across Southern California like TAP, Clipper Card in the Bay Area, Pronto in San Diego County)?
- 2) Are there any projects or coordination with RCTC, OCTA, and L.A. Metro on mass public transit outside of Metrolink?
- 3) What is SBCTA doing to simplify the local transit experience within and beyond San Bernardino County (e.g., transfers between Omnitrans and Riverside Transit Agency, Omnitrans and Foothill Transit, Metrolink ticket/pass acceptance on VVTA)?

Sincerely,
Kevin Dicatoria

Chino Hills
Transit rider and urbanist