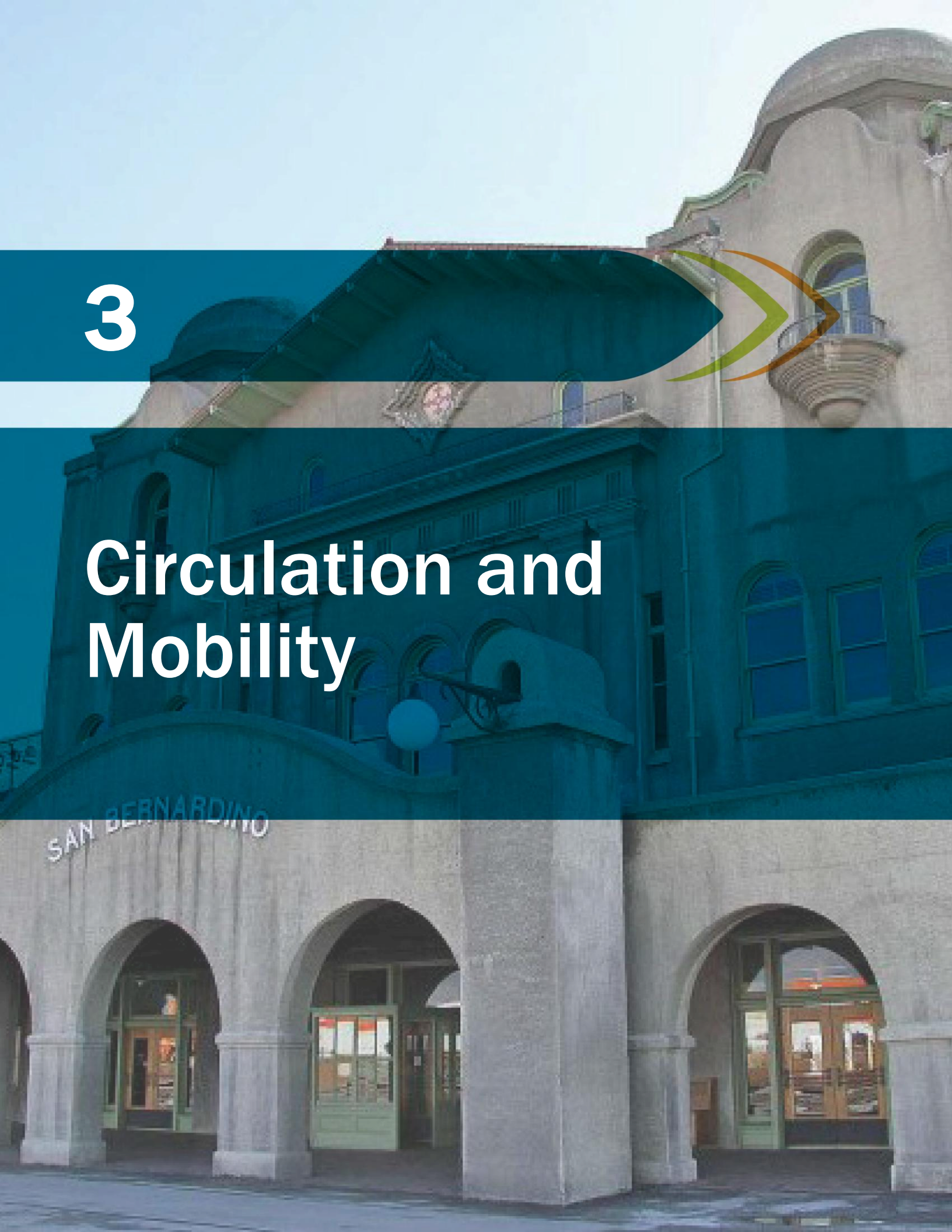
3

Circulation and Mobility



Introduction

San Bernardino's circulation and mobility system has a profound impact on how people and goods move throughout the City. The transportation system accommodates people using their preferred mode of transportation—whether it's walking, biking, transit, driving, or other mode—regardless of socioeconomic status, age, or ability. A well-planned transportation network ensures that people can reach their desired destinations in a safe, sustainable, and efficient manner.

A fully connected and well-maintained goods movement system in San Bernardino supports both the local and regional economies by allowing people and goods to circulate internally within the community and externally to destinations beyond the City's borders. As a part of the built environment, the City's roadways, along with structures and other placemaking elements, play a critical role in enhancing the public realm to create a unique sense of place.

San Bernardino is known for its freeways and connections to the region

This Circulation and Mobility Element establishes the priorities for strengthening a transportation network that supports all types of travel choices. As the City of San Bernardino prepares for and adapts to growth, the transportation system will need to be planned with care to ensure that all residents, businesses, and visitors have safe, reliable, and equitable access to the opportunities the City offers.

Regulatory Framework

The Circulation and Mobility Element is a required element in the General Plan. According to California Government Code § 65302, the Circulation and Mobility Element contains the general location and extent of existing and proposed major transportation components and local public utilities, and plans for a balanced, multimodal transportation network that serves the community's mobility needs. The Circulation and Mobility Element and the Utilities and Infrastructure Element satisfy California's requirements for addressing transportation and infrastructure in the General Plan.

Element Organization

The Circulation and Mobility Element contains discussions, goals, and policies for addressing the main components that form the City's transportation systems. It includes the following priority topics:

- Vehicular Circulation
- Active Transportation
- Public Transit
- Goods Movement
- Transportation Demand Management
- Parking & Curb Management
- Emerging Technologies
- Vision Zero
- Regional Circulation
- Climate, Adaptation, Resilience
- Complete Streets

Relationship with other Elements and Plans

The Circulation and Mobility Element is related to other General Plan elements. For instance, the Land Use Element guides the placement of land uses and key activities, and the Circulation and Mobility Element focuses on how people reach those land uses. The Circulation and Mobility and Environmental Justice Elements are related because both address air pollution from mobile sources. The Noise Element also addresses noise from the transportation system.

Additional plans guide the design and operation of the City's transportation system. These include the City's Active Transportation Plan and Local Roadway Safety Plan, the San Bernardino Countywide Transportation Plan, and the SoCal Association of Government's Connect SoCal, the regional transportation plan. Plans prepared by transit agencies also influence how transit services are delivered.

Achieving the City's Vision

The City's transportation system is a foundational piece of the built environment, ensuring that people have access to their desired destinations using their preferred mode of transportation. The San Bernardino General Plan envisions a city where residents have access to opportunities—that is, employment, neighborhoods, schools, and other places. In support of that, the transportation system will provide people with dependable, accessible, affordable, and environmentally responsible transportation options.

The goals, policies, and implementation measures in the Circulation Element will help achieve this vision through the following.

- Apply Complete Streets principles to accommodate multiple transportation modes and offer travelers the ability to access their destinations using their preferred transportation choice.
- Prioritize implementation of the Local Roadway Safety Plan and Active Transportation Plan to improve safety, connectivity, and accessibility on the City's multi-modal network.
- Plan, design, and build streetscapes and roadways to complement planned land uses and advance placemaking in the pedestrian realm in priority areas.
- Maintain and rehabilitate the roadway system, as needed, to ensure a functional roadway transportation network.
- Partner with transit agencies to expand transit services that connect neighborhoods and residents to employment, reduce vehicle use, and support active transportation.
- Manage the movement of goods to support the local, regional, and global economies while minimizing negative externalities to residents and other sensitive populations.
- Regulate on-street and off-street parking to reduce excessive parking, balance loading, short-term parking, and permanent parking need to accommodate a variety of uses.
- Embrace innovative technologies including adaptive traffic signal control to make roadways safer while creating a more connected, efficient, and sustainable transportation system.
- Capitalize on funding opportunities to invest in the future of the City's transportation system.

Planning Context

San Bernardino's growth and development in the region have always been tied to improvements of its transportation system. From its earliest days, the City was a major stop along the BNSF railroad, which opened the City to commerce. During the post-WWII period, four freeways were extended across the City, connecting it to the larger region. And the former Norton Air Force Base airport has been fully transitioned into the San Bernardino International Airport.

The City's transportation system has facilitated expansion of development outward to the edges of the community. Over time, the City has developed into a polycentric urban form with multiple focus areas, neighborhoods, and districts that are described in the Land Use Element of the General Plan. These activity centers are connected by hundreds of miles of streets. This roadway network is essential to the City's economy and the ability of residents to access community services whether they travel by walking, transit, or vehicle.

City Hall vantage point looking eastward along 3rd Street to the mountains

As the City develops for the future growth, its transportation future will not only be shaped by its roadway system, but by a diversity of transportation modes—including rail and air. First, it is important to provide the context for the City's transportation system.

San Bernardino's Roadway System

San Bernardino's roadway system can be organized by type and function. Roadway typology refers to the different types of roadways (e.g., freeways, arterials, collectors, local streets) while roadway function divides roadways into classes based on their physical form. This element refers to both terms in describing the roadway network. The City's roadway network is described in **Table CM-1,** shown in diagrams in **Figure CM-2**, and mapped on **Figure CM-1.**

Table CM-1 Typical Roadway Classifications in San Bernardino

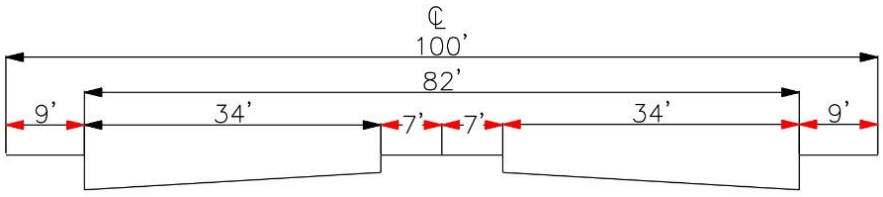
Roadway Type	Description	Road Geometry	Average Daily Trips	Examples
Freeway/ Highway	Highest volume road that carries vehicles to major points at very high speeds	8–10 lanes; directional right-of-way divided	150,000 to 200,000	I-10 I-215 SR-210
Major Arterial1	High-volume road that connects to highways and carries traffic at fast speeds	2–4 lanes ROW: 100' Curb–curb: 72–80'	15,000 to 40,000	Mt Vernon Ave Baseline St Highland Ave
Secondary Arterial	Moderate-volume road providing uninterrupted flow to major arterials	2–4 lanes ROW: 88' Curb–curb: 64–66'	12,000 to 30,000	Fourth St Pacific Ave Sierra Way
Collector2	Road that funnels traffic from local streets to arterials at moderate speeds	2–4 lanes ROW: 60' Curb–curb: 40'	10,000 to 25,000	Richardson St Belmont Ave 16th Street
Local Street2	Two-lane road that serves neighborhoods and carries traffic at low speeds	2 lanes ROW: 60' Curb–curb: 40'	Less than 10,000	East 50th St East Alto Dr North St
Cul-de-sac	A street or passage that is closed at one end, typically up to 300' in length	2 lanes ROW: 50' Curb-curb: 36'	N/A	Miners Court Western Ave Sycamore Way
Hillside3	A roadway classification that applies only to hillside areas (slope of 15% or greater.	Dimensions vary depending on local, fire code, and City Engineer's determination. Street dimensions vary for local, collector, and other hillside streets.		

Notes: The City Engineer will determine the roadway classification and specifications for all proposed developments in San Bernardino.

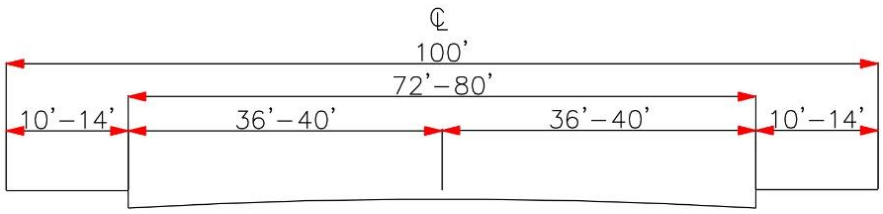
1. Some major arterials may require 6-8 lanes, curb-curb 86-96' and ROW of 110'-120'
2. Road standards may differ slightly from standard City street specifications.
3. Hillside road standards vary for local, collector, and other variations.

Standard Roadway Cross Sections

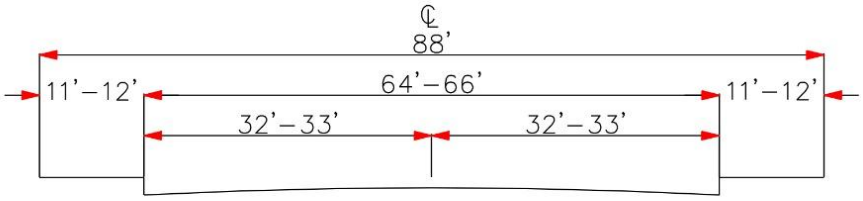
The following illustrations are typical cross sections for each roadway classification. In order to maintain acceptable levels of service, however, additional right-of-way dedication beyond the typical cross section may be required to accommodate turn lanes, design considerations, mitigation, utility placement, and safety concerns. The City Engineer shall be consulted for the final determination of the appropriate dimensions for each roadway classification.



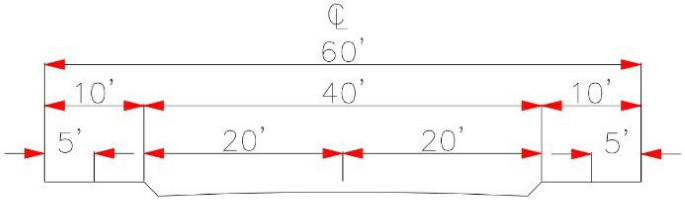
MAJOR DIVIDED HIGHWAYS



MAJOR HIGHWAY

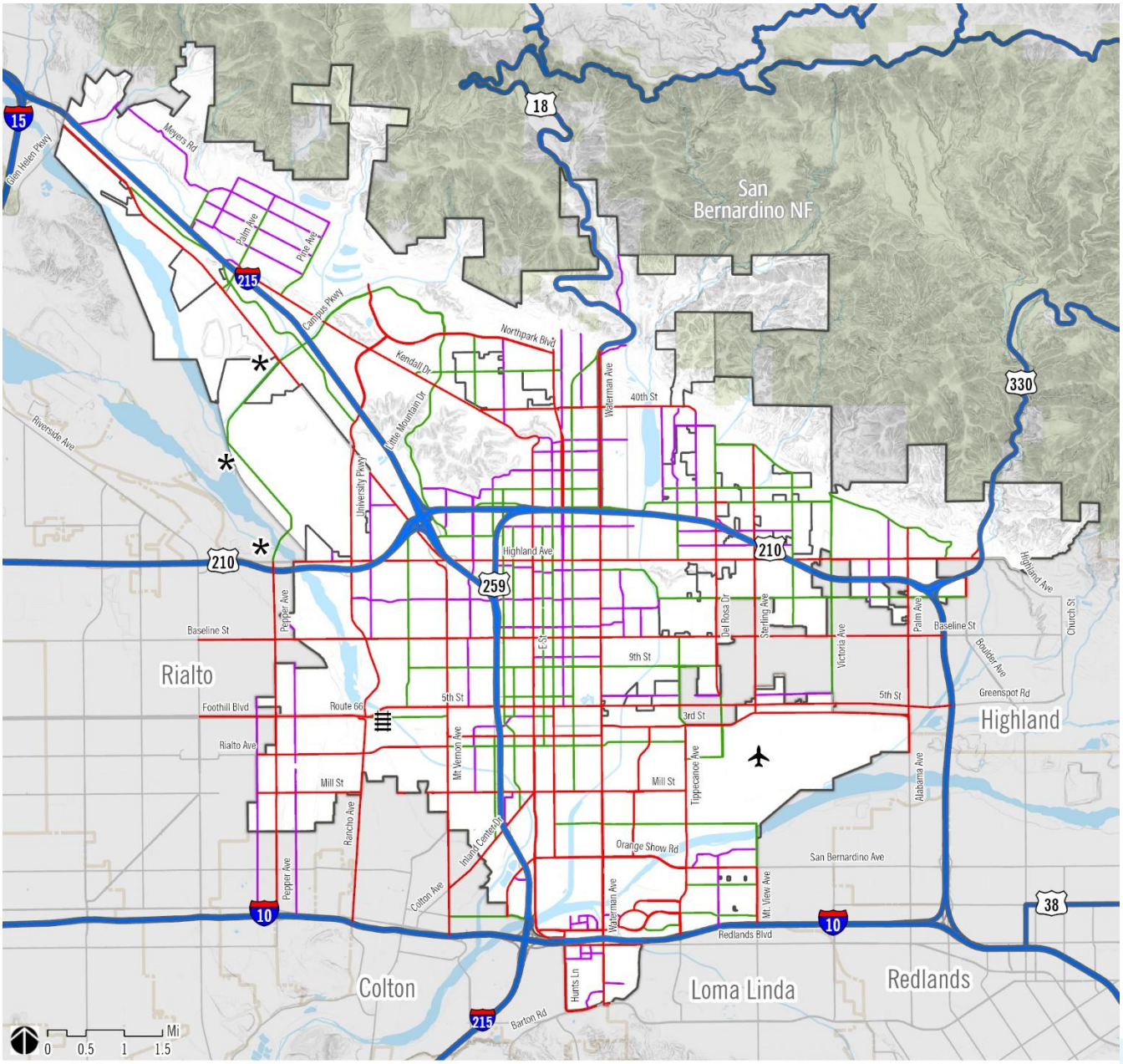


SECONDARY HIGHWAY



COLLECTOR STREET

FOR USE IN QUARTER MILE STREETS, SCHOOL AND INDUSTRIAL AREAS.



Date: 12/10/2025

Source: City of San Bernardino 2025; PlaceWorks 2025; Caltrans 2025

City Boundary
City Sphere of Influence
SBD Intl Airport
BNSF Railyard

Roadway Classifications
Highway/Freeway
Major Arterial
Secondary Arterial
Collector

Note:
A portion of Route 330 is designated as an Eligible Scenic Highway under the provisions of the California Scenic Highways Program, which provides guidance to local jurisdictions in an effort to maintain a selected route's scenic value.

* *Extension of Campus Pkwy to be completed post-2050.*

Figure CM-1 San Bernardino Planned Roadway Network

Future Mobility System

San Bernardino's roadway system is largely built out with limited room for physical expansion. The City's challenge is to retrofit a transportation system that will meet the emerging needs as San Bernardino develops in the future. To that end, the City seeks to adopt forward-thinking approaches for adapting its current roadway system to facilitate an efficient, multimodal transportation system.

While filling in any remaining roadways planned in the community, the Circulation and Mobility Element is intended to allow San Bernardino to focus future efforts on:

- **Complete streets.** An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who use them—pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- **Context-sensitive designs.** An approach that considers quality of life, environmental impacts, and land use in conjunction with mobility needs. This includes using strategies like transit-oriented development along the sbX corridor.
- **Focus on placemaking.** An approach that considers how streets and the adjacent public realm can be used to create places, particularly in areas of the City such as the Downtown, CSUSB, Hospitality Lane, and other appropriate locations.

sbX line runs through Downtown San Bernardino

Goals and Policies

This section discusses the key transportation and mobility topics in San Bernardino, followed by a series of goals and policies that respond to the growth and changes in the transportation system.

Vehicular Circulation

Vehicular travel remains the primary mode of transportation in San Bernardino. Personal automobiles are used by residents for their daily activities; trucks transport goods that support the local and regional economies; and buses provide cost-efficient transit options. Roadways take up much of the City's land, so it is important to plan for a safe and efficient transportation network that balances vehicular travel with space for other modes of transportation.

Roadway Operations

The City uses vehicle miles traveled (VMT) and level of service (LOS) metrics to assess the transportation and environmental impacts of vehicle trips. Both metrics evaluate how a roadway operates for vehicles and help determine road improvements that meet City general plan goals. The standards for VMT and LOS are established in the City's Traffic Impact Analysis (TIA) Guidelines.

Vehicle Miles Traveled (VMT)

In July 2020, Senate Bill 743 resulted in a shift from delay-based LOS metrics to VMT when analyzing the levels of significance for transportation-related and development projects under CEQA. VMT measures the total distance a vehicle travels. Under the City's TIA Guidelines, projects must reduce VMT by 15 percent compared to existing conditions. The specific VMT metrics and threshold vary depending on the project type and its expected travel characteristics.

Since the General Plan 2050 update impacts the entire City, a 15 percent reduction is appropriate for determining the significance of transportation impacts. The City strives to use transportation demand management strategies (e.g., improving transit, encouraging carpooling, biking and walking) to help reduce VMT However, since the VMT analysis determined that the General Plan 2050 update does not reach the 15 percent reduction threshold, the VMT impacts of the General Plan update are significant prior to mitigation.

Level of Service (LOS)

Although LOS is no longer relevant for CEQA requirements, the City's TIA Guidelines reference LOS to set standards for traffic flow on roadway segments or intersections. The City uses an analysis that ranks roads from A (free flowing traffic) to F (constant traffic jams). **Table CM-2** summarizes LOS criteria used for evaluating the performance of road segments and intersections in San Bernardino.

Table CM-2 Level of Service Metrics

Level of Service	Intersection Delay (sec/vehicle)		Intersection Capacity Utilization (V/C) (vehicle/capacity)
	Signalized Control	Unsignalized Control	
A	0–10	0–10	0.00–0.60
B	10–20	10–15	0.61–0.70
C	20–35	15–25	0.70–0.80
D	35–55	25–35	0.80–0.90
E	55–80	35–50	0.90–1.00
F	80 or more	50 or more	> 1.00

Source: Transportation Research Board, Highway Capacity Manual, 7th ed., 2010.

For LOS deficiency—intersections that operated at LOS D or worse and roadway segments at LOS C or worse—improvement measures are recommended to show how these deficiencies can be mitigated. At buildout of the General Plan in 2050, the following roadway segments are expected to operate at a LOS D or worse:

- Cajon Blvd, between Darby St and Mt. Vernon Ave – LOS D
- Baseline St, between G St and Berkeley St – LOS E
- H St, between 6th St and Victoria Ave – LOS F
- G St, between 6th St and Victoria Ave – LOS D
- 5th St, between I-215 NB Ramps to Mt. Vernon Ave – LOS F
- 5th St, between I-215 NB Ramps to H St – LOS F
- 3rd St, between Arrowhead and Mountain View Ave – LOS D

Under the 2050 General Plan buildout traffic conditions, 21 intersections would be deficient during AM and/or PM peak hours. The intersections that do not meet the acceptable level of service are mainly within or near Downtown or at City/unincorporated borders. **Table CM-3** details each of the deficient intersections and its rating based on modeling of the buildout of the Geneal Plan 2050.

Table CM-3 Deficient Intersections, 2050 Buildout

ID	Location of Intersection	LOS in 2050	
		AM	PM
2	Cajon Blvd & Palm Ave/Institution Rd	F	F
4	University Pkwy & Northpark Blvd	C	F
5	Campus Pkwy & Kendall Dr & University Pkwy	F	F
11	Sterling Ave & Highland Ave	E	
12	Palm Ave & Highland Ave		D
13	Victoria Ave & Highland Ave	D	E
15	Mt Vernon Ave & Base Line St	F	F
18	Waterman Ave & Baseline Rd	E	F
19	Del Rosa Dr & Baseline Rd	E	E
25	Sterling Ave & 5th St		D
26	Alabama St & 3rd St	F	F
27	Tippecanoe Ave and 3rd St	F	F
28	Rancho Ave & Rialto Ave		E
30	I-215 NB Ramps & 2nd St	D	F
31	G St & 2nd St	F	F
32	E St & 2nd St	F	F
35	Mt Vernon Ave & Mill St		F
38	E St & Mill St	F	F
39	Waterman Ave & Mill St	D	E
42	I-215 SB Ramps & Inland Center Dr		F
43	Waterman Avenue & Orange Show Rd		E

Source: Transportation Study for the Circulation Element, Lochner/KOA, 2025

Information for all intersections and roadway segments that were studied and modeled to support this general plan update are available in the Transportation Study (Lochner/KOA, 2025), which is attached to the General Plan 2050 Environmental Impact Report.

Emergency Access and Evacuation

Safe emergency access and evacuation planning, particularly for natural disasters, relies on the City's transportation infrastructure. The General Plan Safety Element identifies evacuation routes that include I-215, I-10, SR-210, and SR-66. However, providing for safe evacuation is challenging because most of the City is subject to flood, fire, earthquake, or geologic hazards. Areas in northern San Bernardino are particularly affected during a natural disaster.

The City's Local Hazard Mitigation Plan (2024) (LHMP) assesses the threats that the City may face due to natural and human-caused hazards and provides a strategy to reduce potential threats. The General Plan Safety Element also discusses and identifies emergency access and evaluation protocol to plan for these hazards in the City. These documents incorporate a combination of goals, policies, and implementation actions to reduce the impacts of hazards in the City.

Roadway Safety

A central component of the Complete Streets framework is providing a roadway network that supports safe travel so that people of all ages and abilities are comfortable using their preferred mode of travel. To improve safety, the City needs to address several key areas, including pedestrian safety, unsafe speeds along corridors and at intersections, and collisions near schools. The basis of these improvements is rooted in the need to address vehicular speed and the interactions between motorists and users of other travel modes.

To address roadway safety, the City's Local Roadway Safety Plan (LRSP) includes recommendations for general improvements for multiple locations, specific improvements in high-crash areas, and non-engineering solutions (educational and enforcement programs). The City is implementing the LSRP to improve safety along the roadways and guide the buildout of the multi-modal network. This includes improvements to roadways and intersection signals to Baseline Street that would create safer pedestrian and vehicle travel.

The following goal and policies are intended to guide the design, development, and safety of vehicular circulation in San Bernardino.

Goal CM-1 Vehicular Circulation

A vehicular circulation system that operates efficiently, prioritizes safe travel, and allows for other, non-vehicular travel modes.

Policies

CM-1.1 **Roadway Capacity.** Design and build roads with sufficient capacity to accommodate forecast vehicle traffic along that roadway based on the intensity of projected and planned land use in the City and the region, while balancing the needs of all travel modes.

CM-1.2 **Roadway Designs.** Design and prioritize roadway improvements that help eliminate traffic-related injuries and fatalities for all users of the road and support the implementation of complete streets.

CM-1.3 **Neighborhood Traffic.** Manage vehicular speed and the volume of pass-through traffic in residential neighborhoods using traffic-calming measures to improve roadway safety.

CM-1.4 **Roadway Speed.** Continue to evaluate speeds along the City's roadways, analyze vehicle, pedestrian, and bicycle collisions, and identify collision hotspots to help prioritize roadway improvements.

CM-1.5 **Traffic Flow.** Monitor traffic flow, and employ traffic control measures (e.g., signalization, access control, turn lanes, lane striping, and signage) as needed to ensure City roads function safely within the LOS standards set in the Traffic Impact Analysis Guidelines (TIA Guidelines)

CM-1.6 **Roadway Operations.** Strive to achieve or maintain Level of Service (LOS) D or better as the minimum operating threshold for City roadway intersections and LOS C for street segments, with exceptions in focus areas, major transit nodes, or freeway entrances.

CM-1.7 **Emergency Access.** Continue to prioritize redesign of travel routes to promote emergency access, especially in the northern areas of the City. Maintain unobstructed roadway space for fire apparatus and emergency vehicle access as identified in the Safety Element.

Active Transportation

Active transportation refers to travel that uses the human body–walking, running, biking, E-bike, skateboarding, and scootering. Everyone engages in active transportation to move around, whether walking to a parking lot, biking to a grocery store, or skateboarding. Transit users also depend on active transportation to complete the first and last miles of their trips to their final destinations. These activities also benefit personal health and wellbeing.

Pathways and Crossings

Sole Alley, in Downtown San Bernardino, has become a vibrant spot for pedestrians and the arts

The City's pedestrian infrastructure mainly consists of pathways (sidewalks, shared-use paths, and paseos/alleys) the pedestrians can use to reach their destinations, and crossing treatments that extend the pathways to allow for safe passage through intersections. The different types of pathways are primarily organized by their relationship with and degree of separation from other modes.

- **Shared-use paths** are designed for non-motorized users such as pedestrians and bicyclists. They are physically separated from motorized vehicles (such as cars, buses, and trucks).
- **Sidewalks** are dedicated spaces intended for pedestrian usage that are primarily adjacent to and physically separated from the vehicular right-of-way by a curb or buffer space.
- **Paseos and alleys** are entirely separated from the roadways and offer convenient ways to move between blocks, between buildings, or around other physical landmarks.

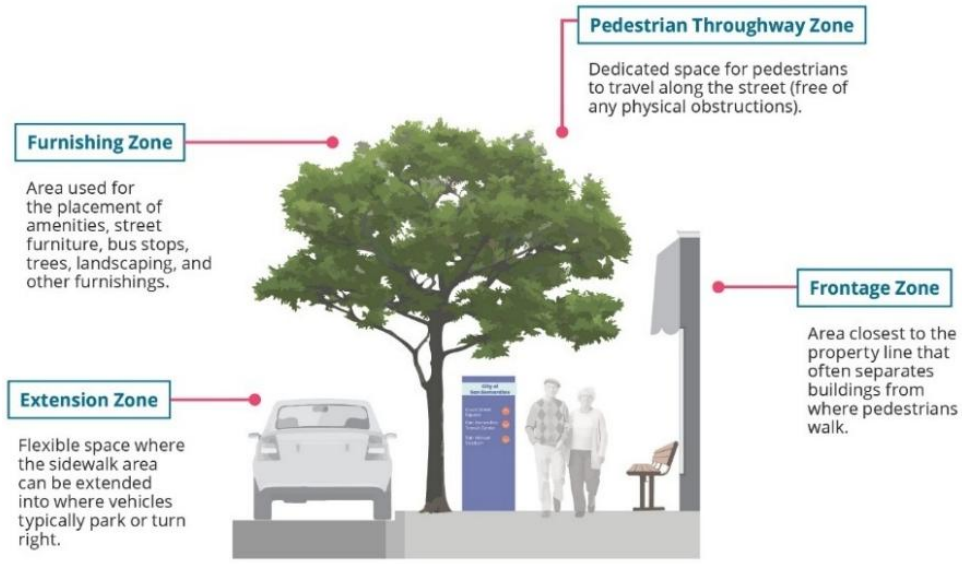
Within each of the different types of pathways and crossings, the surrounding context contributes to a different pedestrian experience. This context includes adjacent roads (arterial versus residential street), predominant land use (downtown commercial or industrial), public improvements, and aesthetics. This topic is explored later in this Circulation Element.

San Bernardino has sidewalks on 73 percent of its streets, as shown on **Figure CM-2**, San Bernardino Sidewalk Network. The City is systematically closing this gap by incorporating missing sidewalks into CIP projects (including curb ramps, crosswalks, and lighting) and requiring developers to construct needed pedestrian improvements.

Pedestrian Realm

The pedestrian realm is the public space along pathways that provides a safe, comfortable, and enjoyable environment for pedestrians while providing connected passages. Often composed of trees and landscaping, lighting, and public art, the public realm offers spaces that give people a way to get to their preferred destination and enhance the overall character and appeal of the community.

For roadways, the pedestrian realm may include intersections, curb extensions, crosswalks, and traffic signals. The pedestrian realm typically contains four zones: frontage zone, pedestrian throughway zone, furnishing zone, and extension zone. Pedestrian realms need not have all zones: their inclusion depends on the type of street (arterial or residential), context of surrounding uses (e.g., commercial or residential), and the available space in the public realm.



San Bernardino Active Transportation Plan

San Bernardino's Active Transportation Plan (ATP) advances the vision of a more walkable and bikeable future. The ATP includes an Infrastructure Toolbox, Planned Bicycle Network, Design Guidelines, and Priority Project Factsheets for priority corridors. These are useful tools for systematically making ATP improvements while equipping the City with the resources to seek funding to plan, design, and construct proposed recommendations.

The City recognizes the limits of its active transportation facilities, and therefore has a forward-looking approach to improving it. All new land development projects are required to provide roadway dedication, install sidewalks, and plant trees and landscaping. The City is systematically including missing sidewalks into CIP projects. The Land Use Element also encourages developers and the City to incorporate walkways and paseos in various improvements.

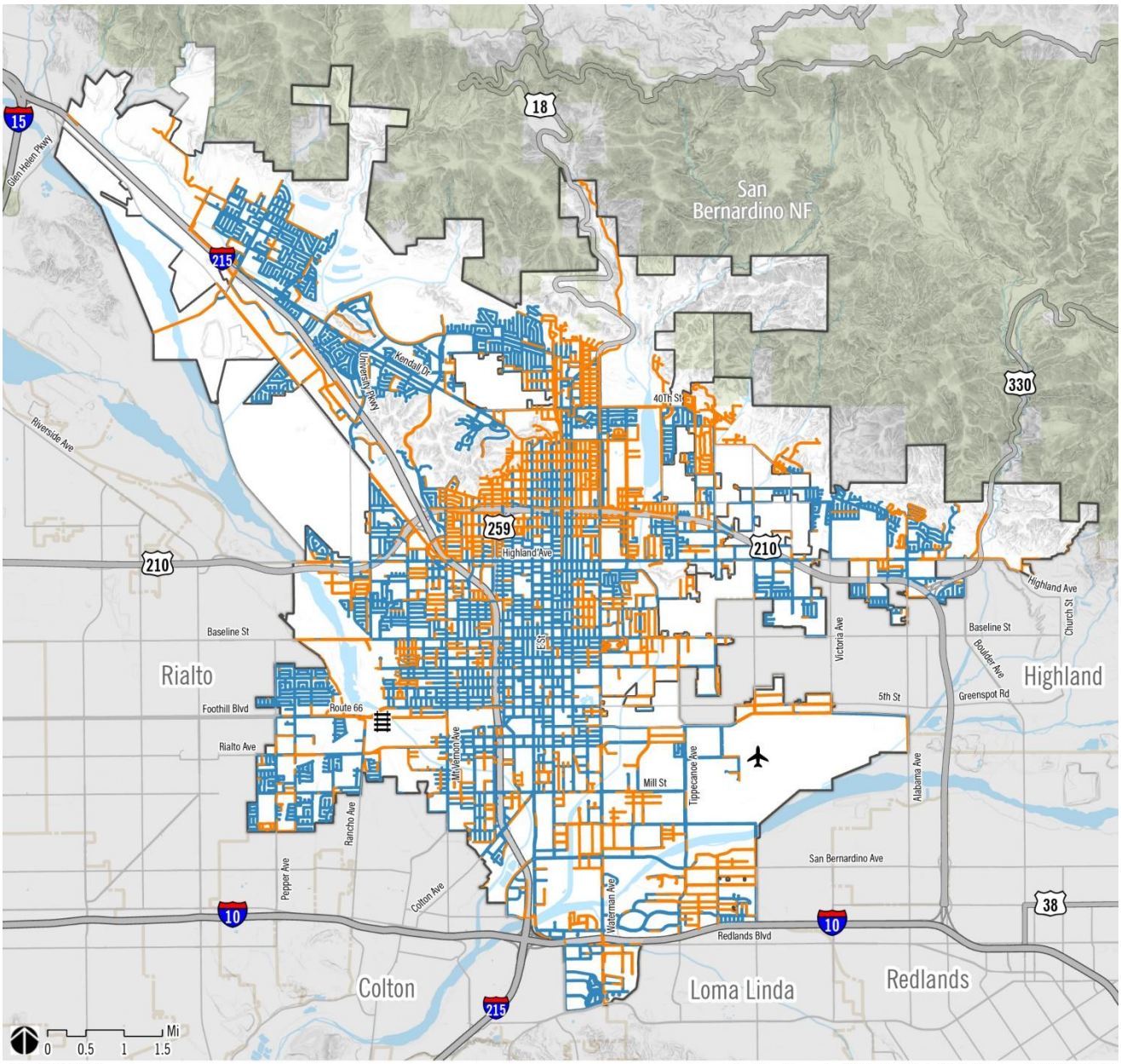


Figure CM-2. San Bernardino Sidewalk Network

Bikeway System

San Bernardino's bicycle network consists of types of bikeways that correspond to the distance between bicyclists and vehicles. Class 2, Class 3, and Class 4 bikeways are graphically illustrated below. graphic below shows examples of the most common classifications.

The City's Bicycle Plan is described in **Table CM-3** and illustrated in **Figure CM-3**. The Bicycle Plan envisions four general classifications of bicycle routes. When completed, the Bicycle Plan will add a total of 141 miles of new bicycle facilities throughout the City.

Table CM-3 San Bernardino Bicycle Plan

Bicycle Routes	Lane Mileage		
	Existing	Proposed	Total
Class I	3	44	47
Class II	22	65	87
Class III	0	3	3
Class IV	0	29	29
Total	25	141	166

Source: San Bernardino ATP, 2022; San Bernardino County Transportation Authority, ATP (2022); City of San Bernardino, 2025.

Note: The Santa Ana River Trail will add additional linear miles to the network.

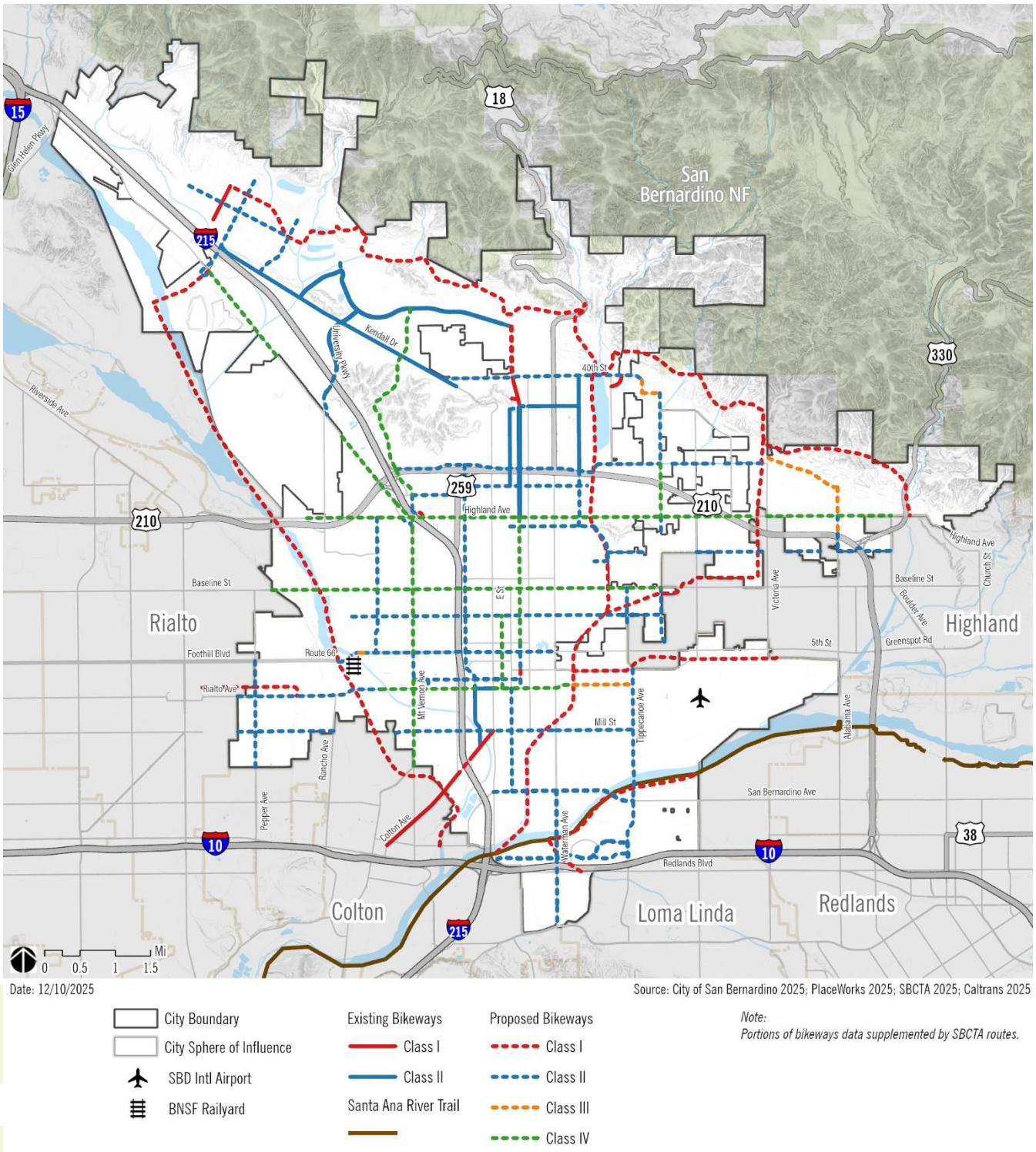


Figure CM-3. San Bernardino Bicycle Route Network

Goal CM-2 Active Transportation

People can safely and comfortably access their destinations via walking, biking, and other active modes of transportation.

Policies

CM-2.1 **Equitable Multimodal Network.** Prioritize the investment of multimodal and active transportation projects, amenities, and services in areas with the highest need for multi-modal transportation choices that are currently underserved.

CM-2.2 **Sidewalk Connectivity.** Complete the sidewalk network to connect to all destinations in San Bernardino. As much as possible, sidewalks should be available on both sides of the roadways. Where sidewalks already exist, continue to maintain and repair them as needed.

CM-2.3 **Bicycle Connectivity.** Expand the bicycle network as proposed in the Active Transportation Plan; make needed infrastructure and landscaping improvements along roadways to facilitate safe travel.

CM-2.4 **Walkways, Paseos, and Shared-Use Paths.** Identify and expand the City's pedestrian and bicycle network to include creative and context-sensitive opportunities, including but not limited to: paseos and walkways, shared use paths along abandoned rail tracks (rail trails),

CM-2.5 **Surface Parking and Driveways.** Coordinate driveways and surface parking along corridors in the focus areas to allow for continuous pedestrian-travel pathways and to reduce conflict between pedestrians and motorists.

CM-2.6 **Pedestrian and Bicycle Crossings.** Install enhanced crossing treatments to reduce pedestrian and bicycle collisions with vehicles at multi-lane crossings. Wherever feasible, provide enhanced crossings at all intersections.

CM-2.7 **Bicycle Parking and Amenities.** Require new developments to plan for bicycle parking and amenities at the beginning of the planning and design process so that the facilities are properly sited in accessible, convenient, and highly visible locations.

CM-2.8 **Accessibility.** Require Americans with Disabilities Act (ADA) improvements and features for sidewalks and other walkways, especially in high-volume pedestrian areas. Consider other accessibility features based on the user (e.g., space for strollers and benches).

CM-2.9 **Traffic Calming.** Identify and install, where feasible, traffic-calming infrastructure (curb extensions, medians, landscaping, etc.) along roads or paths highly traveled by pedestrians or cyclists, or where safety is a concern.

CM-2.10 **Lighting.** Ensure all roadways have sufficient overhead lighting to illuminate the roadway and adjacent spaces for walkers or bicyclists, in particular for pedestrians and in the focused areas, to allow for safe travel.

CM-2.11 **Landscape Design.** Require new roadway projects to install street trees and landscaping that provide shade and improve the walking and biking experience. The landscape palette should include California native and drought-tolerant plants whenever possible.

CM-2.12 **Sidewalk Obstructions.** Ensure, to the greatest extent possible, that new sidewalks are free from obstructions (e.g., poles, furniture, utility boxes, hydrants) that hinder their full use; retrofit existing sidewalks that have obstructions as feasible.

CM-2.13 **Complete Street Improvements.** Require land developers to adhere to the Complete Streets approach for projects that will impact the roadway right-of-way; the improvements should include bicycle and pedestrian facilities that provide connectivity to public transit facilities (if within ½ mile distance).

CM-2.14 **Regional Multi-modal Transportation Network.** Support partner agencies, such as Caltrans, SBCTA, Omnitrans, rail authorities, and adjacent jurisdictions on projects that will contribute to a regional and seamless multi-modal transportation network.

Public Transit

Public transit is an essential part of a multi-modal transportation system. It advances equal opportunity because it allows residents of all incomes and "transit dependent riders" to access services that might otherwise be inaccessible. With multiple activity nodes spread across the City, residents use transit to access jobs, governmental offices, medical centers, parks and recreation, educational resources, and other opportunities throughout the community and the region.

The City's transit system offers three types of service, described below, and illustrated in **Figure CM-4**.

Bus Service

OmniTrans is the primary bus service provider in the community. Omnitrans operates 14 fixed routes that connect to key destinations such as Downtown, Santa Fe Depot, and Cal State San Bernardino. OmniTrans also operates the sbX Green Line, an express bus service with its own dedicated bus-only lanes. For disabled residents, OmniAccess provides paratransit service. Mountain Transit and Victor Valley Transit Authority offer regional transit services to Big Bear Lake and the Victor Valley high desert region.

Commuter Rail

Rail services continue to be an important mode of transportation. The Downtown Transit Center and Santa Fe Depot, with confluences of multiple rail and bus services, are key mobility hubs for Metrolink. The Santa Fe Depot serves the Southwest Chief Amtrak line, a passenger train that runs from Los Angeles to Chicago. Meanwhile, the Downtown Transit Center is the western terminus of the Arrow Service, North America's first zero-emission rail transit.

Transit Coverage

The City of San Bernardino's transit system offers the highest-ranking service in the county; 85 to 90 percent of homes and jobs can be reached within a distance of 1/2 mile of a transit route.

Commuter Airline

Air commuter travel, though not typically considered public transit, is another form of public transit available to San Bernardino residents. Beginning in 2022, the San Bernardino International Airport (SBIA) began offering commuter passenger flights through Breeze Air to San Francisco (SFO) and Provo (PVU). From there, travelers could connect to other destinations around the world. Air travel from SBIA gave Inland Empire communities alternative options for air travel.

San Bernardino International offers a terminal and facilities for commuter air

The City's transportation system is designed to support the General Plan land use map. The sbX line connects destinations from Loma Linda Medical Center through the Downtown along E Street and northwest along Kendall to the CSUSB campus. One dozen transit stations are located along the sbX route. The City has adopted a Transit Overlay District (TD) that encourages a mix of land uses around transit stations and will foster transit usage, stimulate economic growth, encourage infill and redevelopment, reduce auto emissions, improve air quality, and improve neighborhoods.

As the City continues to develop, convenient and affordable transit options for residents, students, and workforce will be more important than ever. The City will continue to collaborate with transit providers to expand transit services, create safer and more comfortable spaces at transit facilities, and enhance the transit experiences for travelers.

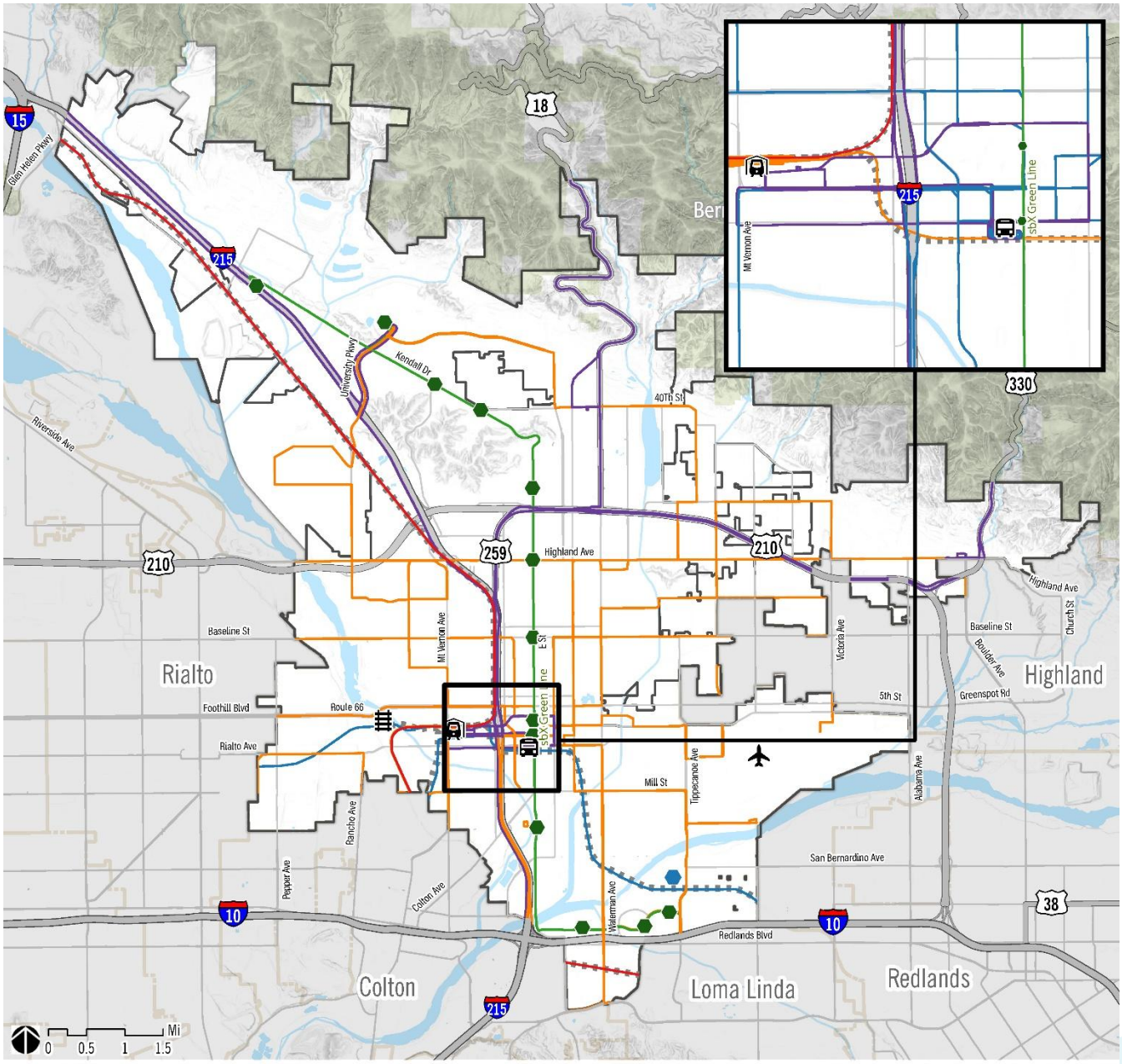


Figure CM-4. San Bernardino Transit Network

Goal CM-3 Public Transit

San Bernardino community members have convenient, safe, and reliable bus, rail, and air transit options that take them to their desired destinations.

Policies

CM-3.1 **Bus Transit Ridership and Frequency.** Support and collaborate with bus transit agencies such as OmniTrans and regional transit authorities to expand transit frequency and coverage concurrent with service needs.

CM-3.2 **Transit Amenities.** Upgrade transit stops with amenities (e.g., pedestrian-scale lighting, shelter, seating, secure bicycle parking, signage) that create safer and more comfortable experiences for transit users. Prioritize improvements along major transit corridors, focus areas, highly used transit stops, and mobility hubs.

CM-3.3 **First- and Last-Mile Connections.** Provide sidewalks and bikeways, with enhanced intersection treatments, (e.g., raised medians, pedestrian beacons) at transit nodes to complete first- and last-mile connections.

CM-3.4 **Mobility Hubs.** Enhance mobility hubs at major points of interest, such as the Downtown Transit Center, Santa Fe Depot, and Cal State campus, with programs such as bike-sharing, scooter-sharing, and EV charging stations

CM-3.5 **Air Transit.** Coordinate with the San Bernardino International Airport on future expansion plans and air service improvements that enhance accessibility and reliability and use long-distance commuter options.

CM-3.6 **Rail Transit.** Continue coordination with San Bernardino County Transportation Authority (SBCTA), Metrolink, and Amtrak to explore new opportunities for expansion and provide dependable rail service.

CM-3.7 **Rail Service Crossings.** Improve safety at roadway crossings by converting existing at-grade railroad crossings to implement grade separation and exploring other traffic safety measures.

Transportation Demand Management

Transportation Demand Management (TDM) is a key approach to reducing vehicle miles traveled on the roadway network. TDM is based on the premise that building roads alone will not meet the City's needs regarding congestion, mobility, and air quality. TDM strategies promote transit, walking, bicycling, and carpooling, which reduce congestion, are less costly, and improve air quality. These strategies include programs that shift travel behavior as well as technologies such as intelligent transportation systems (ITS) that can synchronize traffic signals to optimize traffic flow for all travel modes.

One of the City's prominent TDM programs is the San Bernardino County Transportation Authority (SBCTA) Safe Routes to School Program (SRTS). This refers to efforts that designate preferred routes to and from school which have been modified to provide safe travel for students seeking to walk or bicycle to school. SBCTA launched a safety campaign, "I Drive 25 or Less," to encourage people to drive at or below the posted speed limit at school zones. In addition, OmniTrans also offers a Free Fares to School program for students. CSUSB also offers multiple TDM options for students and employees, including free transit passes and other financial incentives.

Recognizing the importance of TDM to the future operation and efficiency of the local transportation system, the City of San Bernardino will continue to collaborate with partner agencies, developers, and the community to expand transportation choices for residents. The City will also adopt a citywide TDM ordinance to provide developers with specific guidance for incorporating TDM solutions in new developments, as discussed in the Traffic Impact Analysis Guidelines. The TDM ordinance will provide additional policies for using ITS to improve the City's transportation system.

Maximizing roadway efficiency through TDM strategies will continue to be a valuable tool to avoid the cost of new roadways, reduce air pollution and congestion, and improve quality of life. TDM strategies, combined with investment in road improvements, will help the City optimize its multimodal transportation system. The following goal and policies are intended to achieve these objectives.

Goal CM-4 Transportation Demand Management

Multiple transportation options are available for San Bernardino community members to choose from and to help reduce reliance on single-occupancy vehicle trips.

Policies

CM-4.1 **TDM Ordinance.** Develop and implement a citywide Transportation Demand Management Ordinance, including incentives for new developments to provide clarity and additional guidance for the Traffic Impact Analysis Guidelines on how to mitigate VMT.

CM-4.2 **TDM Strategies.** Promote TDM strategies appropriate for the local context and land use, for example, to reduce employee commute trips or to reduce discretionary trips such as residential, shopping, or other.

CM-4.3 **TDM in New Development.** Require new developments to prioritize the incorporation of TDM strategies into project design at the outset as a means to reduce vehicle miles traveled (VMT) and improve air quality.

CM-4.4 **TDM Monitoring.** Ensure that responsible parties adhere to required TDM commitments that were made as part of their conditions of approval through annual reporting of implemented strategies such as transit incentives, bike facilities, or carpool programs.

CM-4.5 **Safe Routes to School.** Provide support for schools to identify pedestrian and bicycle access to schools and implement safe routes to and from school campuses as identified in the Active Transportation Plan.

CM-4.6 **Transit Passes.** Continue to support and expand, as feasible, OmniTrans' efforts to offer free or reduced-fare transit passes for students, seniors, low-income households, people with disabilities, and City employees.

CM-4.7 **Wayfinding.** Provide wayfinding signage in strategic land use areas, key destinations, and mobility hubs that provide guidance on using active transportation modes to reach local and regional destinations.

Goods Movement

The San Bernardino County / Inland Empire region is renowned for one of the most expansive logistics-based economies in the United States. In San Bernardino alone, an estimated one of every four jobs is employed in the transportation, warehousing, and logistic sectors. The City's location, large warehousing sector, interstate freeways, and multiple modes of freight travel have made San Bernardino a major hub in the regional and global goods movement and economy.

Goods movement is a major driving force behind the economic vitality in the City of San Bernardino and the county. With larger regional projects, such as the Barstow International Gateway, and investments from logistic companies, the goods movement industry is poised to become a larger component of the regional economy. An efficient goods movement system therefore plays a fundamental role in the economic well-being of San Bernardino.

Rail Freight

San Bernardino's extensive freight rail network plays a pivotal role in the regional goods movement. BNSF, the largest freight network in the nation, operates an intermodal and automotive facility in the City. The facility serves as a critical transportation hub of goods movement for the Inland Empire, and it is a vital connector between the West Coast and the rest of the country. BNSF has added a fourth track to reduce queuing at the railyard. Union Pacific, the second largest freight railroad in the nation, operates rail facilities in nearby cities. The two freight railroad operators transport cargo through the city.

Air Freight

Goods are also transported via air cargo through San Bernardino International Airport. Large logistics companies such as Amazon Air, FedEx, UPS, and ABX have established air cargo operations from the airport. According to the latest FAA statistics, SBD is the 25th busiest cargo airport in the United States, and the fourth busiest cargo airport in California, just behind Los Angeles, Ontario, and Oakland International Airports. Cargo operations ramped up dramatically between 2017 and 2023, rapidly transforming San Bernardino International Airport into a major air logistics hub.

Trucking

Goods are also moved via trucks on local roadways and freeways. Most truck traffic in the City results from transporting goods to and from the BNSF railyard, the airport, and industrial areas. The City of San Bernardino has taken steps to manage truck traffic and designate appropriate truck routes in accordance with the California Vehicle Code. In addition, the City's municipal code (Chapter 10.24.160) restricts heavy vehicle access to specific roads and requires signage to identify prohibitions and weight limits along designated streets. Trucks are prohibited or limited in certain neighborhoods.

Goods movement has negative environment effects that contribute to poorer health. Mitigating the environmental and health impacts of goods movement involves a multi-faceted approach that includes:

- Enforcing safety measures, including designated trucking routes, speed and weight limits, parking prohibitions, and other operational considerations that present safety hazards.
- Reducing negative health impacts by providing opportunities for alternative fuels, enforcing parking and idling restrictions, and routing trucks away from sensitive land uses
- Improving environmental quality, including focusing on landscape buffers, controlling urban runoff, and encouraging logistics facilities to provide on-site features to reduce pollution.
- Working with AQMD to identify sensitive receptors (schools, parks, childcare centers, senior facilities) where "No Idling" signs should be installed to reduce exposure to truck emissions.

Assembly Bill 98 (enacted in 2024) is a landmark legislation that aims to address impacts from goods movement, including reducing traffic congestion, air pollution, noise, and light pollution. It introduced stringent environmental and operational standards for logistics use facilities in California. The City's adopted truck route map, shown on **Figure CM-5**, complies with AB 98.

The following goal and policies are intended to provide guidance that will allow logistics uses to continue while focusing on ways to mitigate the impacts of freight movement in San Bernardino.

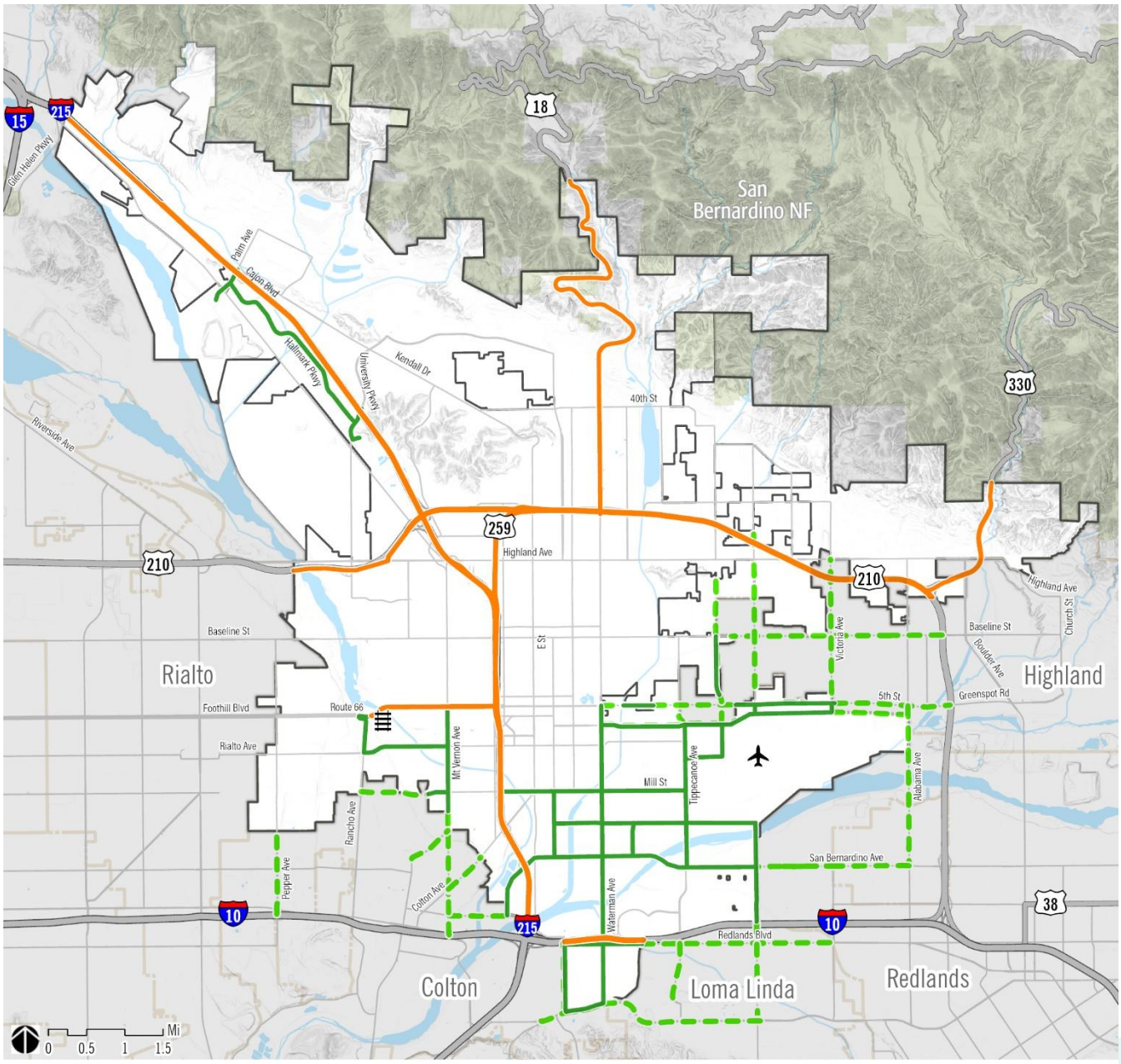


Figure CM-5. San Bernardino Truck Routes

Goal CM-5 Goods Movement

A sustainable goods movement system that supports commerce, economic growth, and local employment opportunities while mitigating the negative health, environmental, and quality of life impacts on San Bernardino communities and sensitive uses.

Policies

CM-5.1 **Sensitive Areas.** Where feasible, avoid truck routes on roadways that are adjacent to residential areas and other land uses that serve sensitive populations, such as schools, daycares, and medical facilities.

CM-5.2 **Truck Routing Plan.** Prior to issuing a Certificate of Occupancy, require new or expanded logistics or industrial land use projects to provide a truck routing plan to and from the state highway system.

CM-5.3 **Trucking Ordinance Enforcement.** Continue to enforce local regulations for trucks, such as truck parking, speeding, idling restrictions, use of approved truck routes, and others.

CM-5.4 **Alternative Truck Fueling.** Permit a wide range of truck (re)fueling/recharging stations near industrial areas that offer alternative fuels to diesel, such as electricity, hydrogen, natural gas, and other non-fossil-based fuels.

CM-5.5 **Railyard Technology.** Support the acquisition and installation of railyard equipment at the BNSF yard—hustlers, cranes, and other equipment—that is powered with non-fossil-based fuel.

CM-5.6 **Logistics Technology.** Promote collaboration with companies in the logistics and goods movement sector to incorporate innovative technologies that offer benefits to the San Bernardino community.

CM-5.7 **Rail Freight and Air Cargo.** Coordinate with BNSF and San Bernardino Airport Authority to manage growth in rail and air freight and to transport freight in a safe and efficient manner while minimizing harmful impacts.

Parking and Curb Management

Parking and curb management strategies are often implemented to improve safety while avoiding the need for structured parking. For instance, inefficient parking and loading management contribute to safety risks when drivers focus too much attention on seeking parking instead of on the roadway and other users. Looking for parking and unloading passengers and goods can also lead to traffic congestion, illegal parking, and other challenges. Finally, vehicle parking requires additional land and structures, taking up space that could be used for other purposes. Though the City currently does not experience parking shortages in many locations, future development in strategic areas might merit proactive strategies.

Diagonal parking adds additional parking spaces in downtown.

Goal CM-6 Parking and Curb Management

Land and public assets dedicated to parking and loading are efficiently and equitably managed.

Policies

CM-6.1 **Parking Management.** Manage parking supply through enforcement of parking violations, paid metered parking, and other strategies to meet current and future needs without inducing additional parking demand.

CM-6.2 **Shared Parking.** Allow new and existing developments, especially in focus areas, mixed-use districts, and major activity nodes, to share facilities to maximize parking and reduce the need for building new parking.

CM-6.3 **Parking at Transit Hubs.** Reduce or eliminate parking minimums at new developments near transit hubs and stations, particularly along the TOD Overlay, to encourage transit use.

CM-6.4 **Curbside Management.** Allocate curb space for delivery truck loading/unloading, passenger pick-up/drop-off, micromobility parking, placemaking, and vehicle parking/storage in new development.

CM-6.5 **On-Street Parking and Loading Restrictions.** Restrict parking and loading 20 feet from the vehicle approach of any marked or unmarked crosswalk and 15 feet from a crosswalk with a curb extension.

Transportation Technology and Innovation

San Bernardino seeks to embrace innovative technologies that will create a more sustainable transportation system and healthier city. For instance, transit users can take zero-emission multiple unit (ZEMU) rail from the Downtown Transit Center. The City's sbX Green Line offers dedicated bus-only lanes and 10-minute headways during peak hours for riders traveling between Loma Linda and the CSUSB campus. The City is also expanding the type of fueling stations (e.g., electric, hydrogen) for vehicles and commercial trucks.

In recent years, artificial intelligence (AI), intelligent transportation systems (ITS), mobility-as-a-service (MaaS) platforms, autonomous vehicles, and other systems offer opportunities to optimize transportation systems. With advancements in technology, the City will evaluate the benefits of new technologies and incorporate them, where feasible, to respond to potential opportunities and challenges.

Goal CM-7 Transportation Technologies & Innovation

Emerging technologies in transportation are thoughtfully leveraged and integrated where beneficial to promote a safer, more accessible, and more efficient transportation system.

Policies

CM-7.1 **Intelligent Transportation Systems.** Deploy ITS technology where feasible to optimize traffic operations for all modes of travel and continually seek opportunities to leverage innovative ITS technologies.

CM-7.2 **Green Energy.** Explore opportunities to accommodate new vehicle technology and alternative fuels by siting new charging/fuel stations, acquiring new vehicles, and implementing other measures to reduce GHG emissions from the City's transportation sector.

CM-7.3 **Partnerships.** Explore opportunities with private-sector partners such as micromobility, EV infrastructure, artificial intelligence, and data systems companies to experiment with innovative technologies.

Maintenance and Funding

The City's transportation system is a significant investment–one that requires funding for maintenance and upgrades. Funding for roadway improvements and programs needs to account for the project's life cycle—planning, design, construction, operations, and maintenance. The City's capital improvement program (CIP) is one of many ways to fund transportation projects. In addition to local assistance, the City will continue to pursue regional, state, and federal grants and collaborate with private enterprises for opportunities to make improvements to the transportation system.

Goal CM-8 Funding, Operation, and Maintenance

A well-planned and highly functioning transportation roadway system that is regularly maintained, improved, and rehabilitated.

Policies

CM-8.1 **Infrastructure Maintenance Requests.** Respond to public maintenance requests related to the transportation system in a timely manner and prioritize the responses for communities with the highest need.

CM-8.2 **Roadway Maintenance and Repair.** Allocate sufficient funding for preventive maintenance and rehabilitation to ensure that roadways function as planned; periodically survey roadways as needed to update their condition.

CM-8.3 **Diverse Funding Opportunities.** Pursue and diversify funding through local, regional, state, federal, and private sources, including grants, bonds, impact fees, and public-private partnerships.

CM-8.4 **Interagency Collaborations.** Collaborate with regional transit agencies (SBCTA), Southern California Association of Governments, and neighboring jurisdictions to pursue joint funding opportunities.

CM-8.5 **Capital Improvement Coordination.** Integrate planning for capital improvements across City departments to combine transportation investments with improvements to or needs for utilities, housing, parks and recreation, and other related infrastructure.

This page intentionally left blank.