

**Response to Comment Letter I16**

**Joy Frew  
September 15, 2017**

**Letter  
I16**

**From:** Joy Frew  
**To:** CAP  
**Subject:** Comments on the County Climate Action Plan  
**Date:** Friday, September 15, 2017 3:28:23 PM

I recommend that you add a measure such as the following which is in the Riverside County Plan which says: "This R3 measure promotes the development and use of transit between the incorporated and unincorporated portions of Riverside County as well as within unincorporated Riverside County. This reduction measure will also be enhanced by the implementation of SCAG's RTP and SCS."

I16-1

**I16-1**

The commenter suggests the inclusion of a new GHG Reduction Measure that would encourage the development of transit systems between the urban and rural areas of the County. As described on page 3-7, the CAP contains 11 strategies, 30 measures and supporting efforts that were developed based on a set of criteria which considers many factors including the feasibility of the measure to be implemented by the County. In the case of mass transit opportunities, because of the scale and cost of infrastructure, and the lack of operating expertise, no measures related to mass transit were included. The County does support efforts to expand or construct new mass transit options through coordination with the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD) (see GHG Reduction Measure T-2.3). Please also see Master Response 6 related to transportation GHG reduction measures.

The San Diego County plan, as stated, has almost nothing about mass transit. The County is an important player in SANDAG and the North County Transit Board where the 5th District Supervisor is a Board member.

I16-2

**I16-2**

The comment states the CAP has almost nothing about mass transit. Please see response to comment I16-1.

This change would serve to reduce the largest segment of GHG emissions as well as benefit the public by reducing traffic congestion and making life easier for the elderly and lower income residents. Fallbrook, in particular, is poorly served by the current Transit arrangement.

To wit I am including a description of the problem by one of our members, Ben Talley:

"those of us who reside in or near the Fallbrook-Bonsall-Pala areas are under-served. It appears that the remedy is for the RTD, NCTD and MTS to help us ride from the "park n ride" at Hwy 76 and I-15. From here a rider should be able to continue to either Escondido or to I-5 in Oceanside. I understand the RTA provides service from Daniels (at Hwy 76 & Mission & ARCO but it stops in North Oceanside where the rider much catch yet another NCTD bus). For the most part, and at present, to go anywhere we must catch NCTD 306 to Vista Transit Center in order to access the balance of the San Diego county routes. This requires 2, 3 or more connections. This discourages ridership.

I16-3

**I16-3**

The comment describes benefits of providing mass transit. The County acknowledges this comment. The comment does not address the adequacy of the Draft SEIR and no further response is required. However, the comment will be included in the Final EIR and made available to the decision makers prior to a final decision on the project.

Last, it is vital that you are aware that Palomar College plus three (3) large suburban communities are also under construction nearby the park n ride and another to the south, nearer Escondido. perhaps the most practical remedy to help us ride from the "park n ride" at Hwy 76 and I-15 more efficiently. This will doubtless require cooperation among transit agencies."

Thank you,

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