Montclair
Active Transportation Plan

Updated November 2020

MONTCLAIR

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PLAN VISION

A City of Montclair that is healthier and more equitable due to safer and more connected roadways through the provision of active transportation options.

1.1 PLAN PRIORITIES & STRATEGIES

Contribute to a healthier Montclair

The Plan will strive to improve the physical and mental well-being of Montclair community members.

Strategy 1	*Promote and expand existing programs that encourage different groups to be more active.*
Strategy 2	*Create new programs such as walking tours, group hikes, or bicycling events that encourage Montclair community members to get active together.*
Strategy 3	*Engage in campaigns to educate community members about the benefits of active transportation.*

Provide a safe active transportation system

The Plan will create a safer Montclair for community members to partake in active transportation.

Strategy 1	*Reduce vehicle collisions involving bicyclists and pedestrians through improved street design.*
Strategy 2	*Address existing gaps in the bikeway and walkway network through the construction of new bicycle and pedestrian facilities.*
Strategy 3	*Remove infrastructural barriers to walking and biking.*
Strategy 4	*Develop educational programs to teach community members about existing city, state, and federal active transportation-related regulations.*
Strategy 5	*Adopt a citywide policy that addresses bike riding on sidewalks.*
Strategy 6	*Explore a citywide policy that discourages the creation of new driveways.*

Connect people to destinations

The Plan will develop a more connected active transportation network that would allow community members to have more convenient access to local and regional destinations.

Strategy 1 *Implement a connected network of active transportation facilities on primary east-west and north-south corridors.*

Strategy 2 *Prioritize active transportation infrastructure projects at important community locations such as schools, community centers, parks, civic institutions, commercial districts, and employment centers.*

Strategy 3 *Invest in active transportation infrastructure that links population centers to transportation facilities such as transit stations and regional trails that allow for regional travel.*

Strategy 4 *Work with nearby jurisdictions and regional agencies regularly to discuss forthcoming plans about active transportation projects and leverage opportunities to enhance regional connectivity.*

Encourage Equitable Outcomes

The Plan will aspire towards a Montclair where community members will have access to equitable transportation outcomes.

Strategy 1 *Prioritize infrastructure and non-infrastructure projects that serve communities with the highest needs.*

Strategy 2 *Develop educational, encouragement, and engagement programs that are inclusive and culturally-sensitive to the Montclair community.*

Promote placemaking and a vibrant community

The Plan will contribute to a livelier and more economically-vibrant Montclair by leveraging opportunities from increased use of active transportation.

Strategy 1	*Identify locations for and install street furniture, public art, and short-term bicycle parking at key community locations such as schools, community centers, parks, civic institutions, commercial districts, and employment centers.*
Strategy 2	*Collaborate with local businesses to identify and develop strategies for end-of-trip amenities such as long-term bicycle parking and showers.*
Strategy 3	*Work with local retailers to offer pedestrians and bicyclists incentives to shop in Montclair.*
Strategy 4	*Activate streets through programs and events such as open streets events and bike rodeos.*

1.2 WHAT IS ACTIVE TRANSPORTATION?

Active transportation, also known as active mobility, refers to the type of transportation that uses human power to get from one place to another. It typically includes modes of transportation such as walking and biking.

1.3 PLAN SETTING

Improving active transportation infrastructure in the City of Montclair can be beneficial to the City's residents, businesses, and visitors. The City is home to approximately 40,000 residents. It is located 35 miles east of Downtown Los Angeles in San Bernardino County. With warm weather almost all year round and a flat terrain, the City offers many opportunities for more active transportation activities to occur.

THE CASE FOR ACTIVE TRANSPORTATION IN MONTCLAIR

HEALTH & SAFETY

Better active transportation infrastructure can improve the health and safety of Montclair community members. In the five-year period between 2014-2018, a total of 163 pedestrian and bicycle-related collisions occurred in Montclair. Of these collisions, 84 involved a pedestrian and 79 involved a bicyclist. These collisions accounted for approximately 14% of all collisions.

An analysis of citations issued by the Montclair Police also supports the need for better active transportation infrastructure. Between 2013 and 2017, Montclair Police issued more than 15,500 citations. Of these, 65.1% (approximately 10,100 citations) were related to traffic safety. Of the citations related to traffic safety, 29.5% were cited as a result of motorists failing to stop at a stop sign limit, crosswalk, or entrance of intersection, and another 27.3% were due to motorists failing to obey Manual on Uniform Traffic Control Devices (MUTCD) regulatory signs and signals.

EQUITY

Many residents live in areas considered a "Disadvantaged Community". A Disadvantaged Community is an area that is disproportionately vulnerable to multiple sources of pollution and other environmental risk factors, and the designation is based upon multiple sources of environmental and socio-economic data. Of the eight census tracts that are fully within the City, seven of them are considered disadvantaged, some of which have a score in the 90th percentile or greater. Active transportation options could provide alternatives to address some of the environmental burdens that Montclair residents bear.

Active transportation could be particularly beneficial to low-income communities or households with limited vehicle access. In Montclair, the area south of Kingsley Street between Mills Avenue and Central Avenue has a high concentration of households with a low Median Household Income. Meanwhile, more than a third of residents (38.8%) have no access to a vehicle or one vehicle. Active modes of transportation could offer these residents an additional means of getting around.

CONNECTIVITY

The demand for active transportation facilities is also evident in the City's existing pedestrian and bicycle infrastructure. The City's existing bicycle infrastructure consists of 0.75 miles of Class I bike trails and 4.4 miles of Class II bike lanes, many of which are recent improvements. Existing bicycle infrastructure offers limited East-West or North-South connectivity, and they provide limited access to the adjacent cities of Pomona, Claremont, Upland, and Ontario. The City

has 770,215 linear ft. of existing sidewalk and 229,133 linear ft. of missing sidewalk. Approximately a quarter of the City (22.93%) is still in need of sidewalks.

The City's existing pedestrian and bicycle infrastructure is adequate. However, much more can be done. Approximately 72% of the City's area is connected by corridors with low Bicycle Level of Traffic Stress (LTS) - a measure of the comfort of roadways for bicyclists. Furthermore, findings from the Pedestrian Level of Comfort (LOC) analysis showed that almost the entire city is connected by roadways that are comfortable for pedestrians. Despite this, many corridors that offer key East-West and North-South connectivity receive poor rankings in both analyses. This finding supports the need to continue the work for better active transportation infrastructure in the city.

1.4 RELATIONSHIP TO MONTCLAIR SAFE ROUTES TO SCHOOL PLAN

The Montclair Active Transportation Plan and Montclair Safe Routes to School (SRTS) Plan are closely related to each other. Both plans focus on providing active transportation improvements in the City; however, while the Montclair ATP is a citywide effort, the Montclair SRTS Plan focuses on the active transportation needs of individual schools.

1.5 HOW TO USE THIS PLAN

This document is comprised of four remaining chapters that form the four pillars of the Montclair Active Transportation Plan. Chapters 2 & 3 offer a description of the community engagement process that took place and provide an understanding of the community's needs. The Montclair Active Transportation Network and detailed recommendations for priority corridors are provided in Chapter 4. The Plan concludes with Chapter 5, which lays out the implementation strategy for the recommendations discussed in the previous chapter.

The Plan also includes six appendices, each providing additional information to support the content discussed in the Plan.

Chapter 2

COMMUNITY INPUT

2.1 INTRODUCTION

Community engagement was an integral and critical component of the Montclair Active Transportation Plan. The Montclair ATP is a guidance document that seeks to serve the Montclair community's active transportation needs. Through effective public outreach strategies, the Montclair ATP team had opportunities to listen, engage, and respond to the community's concerns, needs, and input.

This chapter summarizes the outreach efforts that occurred between September 2019 and September 2020. A more detail discussion of the outreach approach can be found in Appendix B: Outreach and Engagement Plan. Summaries of individual outreach events are available in Appendix C: Summary Sheets.

2.2 OUTREACH STRATEGIES

The Montclair ATP team used a customized set of outreach strategies to engage with Montclair's diverse communities, many of whom speak Spanish.

Project Branding

The Montclair ATP team developed a project logo and project style templates to use for all communications materials.

Collaborative Partnerships

Collaboration with community stakeholders provided a forum for open discussions between members of the community and the Montclair ATP team. Community stakeholders brought a range of unique perspectives towards the development of the Plan.
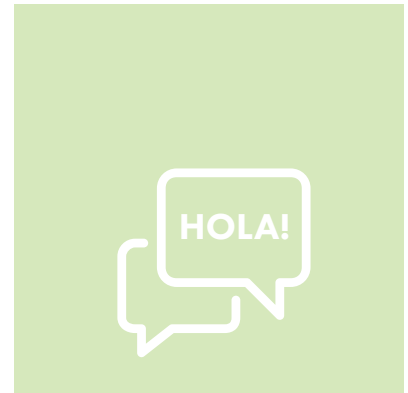
Dual-Language Outreach

Outreach activities, from workshop notifications to participation at public events, were conducted in both English and Spanish to engage with the large Hispanic population.

" The Montclair Active Transportation Plan and Montclair Safe Routes to School Plan are long-awaited and much-needed. The Plans will play a vital role in encouraging and promoting healthy habits and active transportation in the City of Montclair."

- Mayor Javier Dutrey
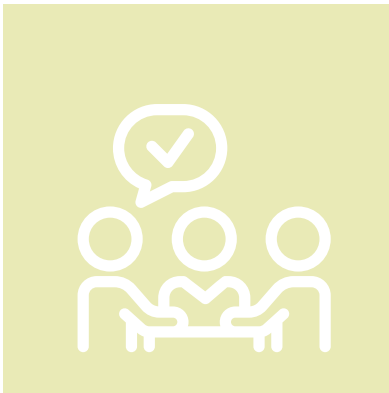
Workshops and Community Events

Participation in community events and workshops allowed for the direct exchange of ideas between the Montclair community and the project team.

Online Engagement

Online engagement opportunities supplemented in-person communication strategies to provide opportunities for those that can't attend workshops or community events to participate in the planning process.

2.3 OUTREACH TIMELINE

Project Initiation
March 2019

Community Kick-Off Workshop
(Tuesday, September 3, 2019)

The Montclair community, comprised of elected officials and community members, provided input for the Montclair ATP project.

Montclair Senior WSA
(Wednesday, October 16, 2019)

Seniors in Montclair explored the City through a virtual walking tour. At each location, attendees pointed out barriers to walking and biking.

Montclair TransCenter and Metrolink Station WSA
(Wednesday, February 26, 2020)

The ATP team engaged transit users to understand challenges and opportunities to walk and bike to the TransCenter/ Metrolink Station.

Online Platform
(September - October 2020)

Montclair community members had opportunities to provide feedback for proposed recommendations via the an Online Platform.

SEPT   OCT   NOV   **2020**   FEB   SEPT

Montclair High School WSA Seminar
(Tuesday, September 10, 2019)

Students at Montclair High School shared their stories and perspectives of walking and biking to school at a WSA Seminar. The seminar was designed to engage and seek input from high school students.

Buena Vista Arts-Integrated Magnet School WSA
(Thursday, September 12, 2019)

The ATP team met with parents and school staff to identify barriers and challenges that students face while walking and biking to and from the school.

San Antonio Creek Channel WSA
(Thursday, November 21, 2019)

Attendees took a virtual walk around the San Antonio Creek Channel and adjacent streets to discuss a vision for a multi-use trail along the channel.

Survey Collection
(March - October 2020)

The ATP team collected both paper and on-line surveys from community members.

Project Conclusion
December 2020

2.4 PUBLIC WORKSHOPS AND COMMUNITY EVENTS

The Montclair ATP team hosted one public workshops and five Walking Safety Assessments (WSA) to seek input from the Montclair community. Through this effort, the project team engaged with more than 150 community members who provided many insightful comments toward the project.

Community Kick-Off Workshop
(Tuesday, September 3, 2019)

The ATP Team presented to more than 15 elected officials and community members at the Community Kick-off Workshop. The workshop was co-hosted with a workshop for the Montclair Safe Routes to School Plan since both projects had similar goals. The goal of the event was to introduce the Montclair Active Transportation Plan effort to the Montclair community and identify concerns and potential improvements.
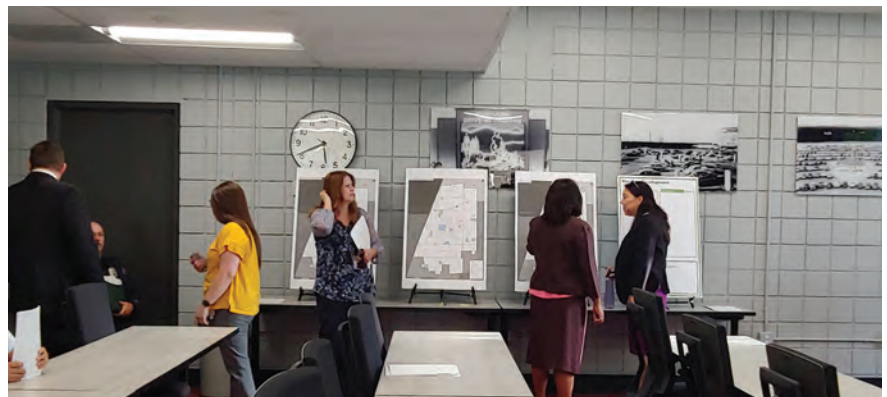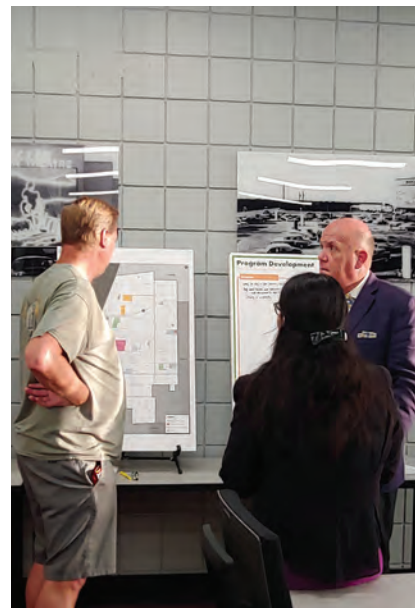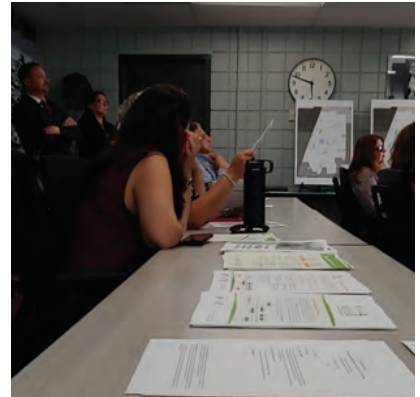
Montclair High School Walking Safety Assessment
(Tuesday, September 10, 2019)

The ATP team hosted a Safe Routes to School seminar with Montclair High School students. The event provided opportunities for student to identify barriers and challenges that they face while walking and biking to school and offered a forum to help them develop their leadership skills. A total of 38 people attended the seminar, which was comprised of 35 students and 3 school staff members.
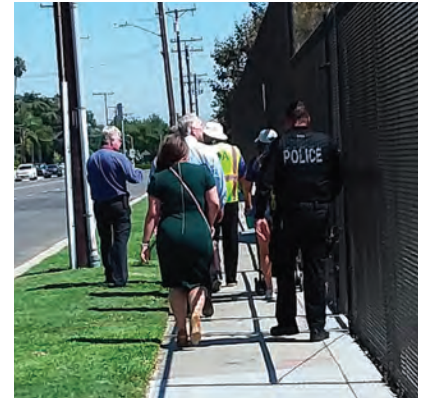
Buena Vista Arts - Integrated Magnet School Walking Safety Assessment
(Thursday, September 12, 2019)

The ATP team met with 13 school staff and parents to discuss concerns that students face while walking and biking to and from Buena Vista Arts Integrated Magnet School. The event was held jointly with the Vernon Middle School Walking Safety Assessment. At the workshop, the ATP team documented participants' concerns and discussed potential solutions.

Montclair Senior Walking Safety Assessment
(Wednesday, October 16, 2019)

The ATP Team hosted a Walking Safety Assessment for seniors at the Montclair Senior Center. At the event, seniors participated in a virtual walk using Google Earth where a facilitator guided the participants along different streets in Montclair and discussed their concerns. Some seniors also shared photos of neighborhood streets and intersections where issues exist.

San Antonio Creek Channel Walking Safety Assessment
(Thursday, November 21, 2019)

The ATP team led a Walking Safety Assessment at the Montclair Youth Center to discuss opportunities for the San Antonio Creek Channel. At the workshop, attendees participated in a lively round table discussion. They also took a virtual walk around the channel and adjacent streets, and they brainstormed a vision for a multi-use trail along the San Antonio Creek Channel.
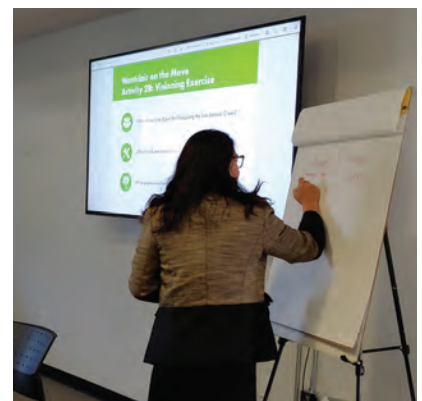
Montclair TransCenter/ Metrolink Pop-Up Workshop
(Wednesday, February 26, 2020)

On Wednesday, February 26, 2020, the ATP team had a Pop-up Workshop at the Montclair Transcenter/ Metrolink Station. The purpose of the pop-up workshop was to engage with transit riders to discuss barriers to taking active modes of transportation to and from the location as well as throughout the City. Over the course of the event, the ATP team engaged with 35 participants and gathered many valuable comments.
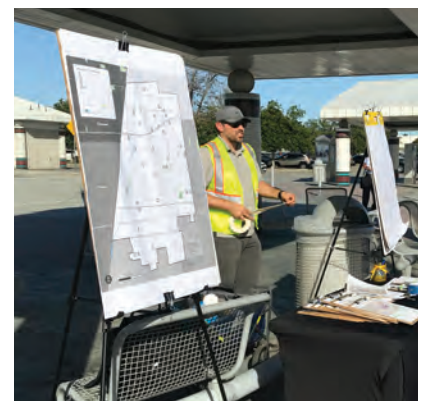
2.5 TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) was also established for the Montclair ATP. TAC Members were made up of City, County, SCAG, and Caltrans staff along with community stakeholders. TAC members lent their time and shared their expertise through the meetings. Each meeting was designed to address and gather feedback for a different component of the Plan. Their participation in the effort provided a breadth of community insights towards the development of the Montclair Active Transportation Plan.

2.6 SURVEY

The Montclair Active Transportation Plan survey was designed for the Montclair community to give their feedback for the project. The survey attempts to understand community members' travel behavior and preferences for intervention to encourage more active transportation activities.   In total, the Project Team collected more than 100 surveys.

The survey was printed in both English and Spanish to offer community members the opportunity to share their input. It was available in both paper and digital formats. Surveys were distributed at various locations throughout the city and at community events.

The Montclair ATP survey and survey results can be found in Appendix E: Project Survey. Findings from survey results are discussed in Section 3.3 Community Needs Assessment.

2.7 ONLINE PLATFORM

In response to the COVID-19 pandemic, two Online Platforms were developed to engage with Montclair community members for the remainder of the project effort. The Online Platforms - one in English and another in Spanish - provided a comprehensive overview of the project and proposed treatments, and it included opportunities for feedback of proposed treatments.

The Online Platforms received 76 clicks from community members. Of the clicks, 23 were derived from the Spanish Platform and 53 were from the English Platform. Comments received from the platforms were incorporated into the recommendations.

Chapter 3

PLANNING CONTEXT

3.1 INTRODUCTION

This Chapter provides a summary of the existing planning context that contributed to the recommendations identified in Chapter 4: Recommendations. It is comprised of two sections:

- Existing Plans, Policies, and Programs
- Community Needs Assessment

The Existing Plans, Policies, and Program section identified the existing and ongoing planning-related efforts and programs in the City of Montclair and the broader region. It also discusses how the Plan contributes to or complements existing endeavors to achieve the vision and goals set forth in the planning documents.

The following section complements the Existing Plans, Policies, and Programs section by discussing the City's active transportation needs. Through rigorous analyses of demographic, travel, health, and infrastructure data, the section sheds light on pertinent questions such as who needs active modes of transportation to get around, where are the key barriers, and what are opportunities for improvement.

3.2 EXISTING PLANS, POLICIES, AND PROGRAMS

The Montclair Active Transportation Plan is a vehicle to help the City achieve its vision and goals as they relate to active transportation. In developing the recommendations that aspire to help achieve these goals, an important step involves understanding the relevant existing policies and programs.

Municipal Planning Efforts

Between 2018 and 2020, the City had three major planning efforts where active transportation played an integral role in shaping the City's future. These included the General Plan update, the Systemic Safety Analysis Safety Report, and the Safe Routes to School Plan.

The planning efforts complemented the City's three specific plans: North Montclair Downtown Specific Plan (2017) which is an update from the North Montclair Specific Plan (1998) and the Holt Boulevard Specific Plan (1991).

Municipal Initiatives and Programs

The City had undertaken many initiatives and programs to improve the health and safety of people walking and biking. In 2010, the City established Healthy Montclair to promote the health and well-being of residents. Active transportation ideas were an important part in the strategy. In 2019, the City enacted Ordinance Municipal Code 8.28.020 (A) which allowed the City to issue citations to pedestrians who cross the street while demonstrating behaviors identified to be distracted.

Regional Planning Efforts

Active transportation, either as a mode of travel, recreation, or both, is also an important component of many planning efforts across San Bernardino County and the greater Southern California region. The Montclair ATP will help the City attain the goals set forth in or align with the efforts identified in planning documents such as the Non-Motorized Transportation (San Bernardino County), Pedestrian Points of Interest Plan (San Bernardino County), and Connect SoCal (Southern California Association of Governments).

Planning Efforts At Adjacent Cities

Adjacent municipalities also have many planned active transportation projects. A network that connects with these planned projects can help improve regional connectivity. The ATP team reviewed planning efforts from adjacent cities to ensure that recommendations were consistent with and provide pedestrian and bicycle connectivity to planned projects.

A list of relevant city and regional planning efforts that were reviewed are identified in Table 3-1. Appendix A: Planning Context provides a detailed description of each planning-related document and program as they pertain to Montclair's active transportation effort.

Category	Current and Ongoing Planning- Related Efforts
Municipal Planning Efforts	• Montclair General Plan (2020) • Montclair Systemic Safety Analysis Report (2020) • Montclair Safe Routes to School Plan (2020) • North Montclair Downtown Specific Plan (2017) • North Montclair Specific Plan (1998) • Holt Boulevard Specific Plan (1991)
Municipal Initiatives and Programs	• Healthy Montclair • Municipal Code 8.28.020 (A)
Regional Planning Efforts	• Connect SoCal (Southern California Association of Governments) • Non-Motorized Transportation Plan (SBCTA) • Points of Interest Pedestrian Plan (SBCTA) • Access to Transit Access for Cyclists and Pedestrian Report (SBCTA) • Safe Routes to School Phases I & II Plans (SBCTA) • Comprehensive Pedestrian Sidewalk Inventory Plan (SBCTA)
Adjacent Agency Planning Effort	• City of Ontario (San Bernardino County) • City of Upland (San Bernardino County) • City of Chino (San Bernardino County) • City of Pomona (Los Angeles County) • City of Claremont (Los Angeles County)

Table 3-1: Summary Of Plans, Policies, And Programs Reviewed

3.3 COMMUNITY NEEDS ASSESSMENT

The Community Needs Assessment highlights the Montclair community's active transportation needs and opportunities through multiple angles. Analyses of demographic and travel characteristics shed light on who are the current and prospective users of active transportation. An examination of health and safety data allowed the ATP team to identify areas where community members can benefit from active transportation improvements. Meanwhile, an understanding of existing environmental and infrastructure conditions provided insights on barriers and opportunities to more active transportation activities in Montclair. Collectively, the findings from this section help inform the recommendations in Chapter 4: Recommendations.

The discussions from this section are an excerpt from the Community Needs Assessment. The full report is available in Appendix D: Community Needs Assessment - Full Report.

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Analysis of pedestrian and bicycle collisions supported the need for better pedestrian and bicycle facilities to protect Montclair community members who walk and bike. In the five-year period between 2014-2018, a total of 163 pedestrian and bicycle-related collisions occurred in Montclair. Of these collisions, 84 involved a pedestrian and 79 involved a bicyclist. These collisions accounted for approximately 14% of all collisions. Since 2015, the total number of bicyclist and pedestrian-involved collisions per year has gradually declined. During the study period, bicyclist-involved collisions in Montclair saw a large decrease while pedestrian-involved collisions saw a slight increase over the same timeframe.

	# of Collisions	Percent
Pedestrian	84	7.2%
Bicycle	79	6.7%
Total Collisions	1174	100.0%
Total Ped & Bike Collisions	163	13.9%

Table 3-2: Summary Of Total Pedestrian And Bicycle Collisions

	# of Collisions	Percent
Fatal	2	2.4%
Severely Injured	11	13.1%
Visible Injury	33	39.3%
Complaint of Pain	38	45.2%
Total	84	100.0%

Table 3-3: Injury Status Of Victims That Were Involved In Pedestrian Collisions

	# of Collisions	Percent
Fatal	1	1.3%
Severely Injured	7	8.9%
Visible Injury	40	50.6%
Complaint of Pain	31	39.2%
Total	79	100.0%

Table 3-4: Injury Status Of Victims That Were Involved In Bicycle Collisions

Of the 84 pedestrian-involved collisions, 65% occurred on ten different corridors. The top five pedestrian-involved collision corridors (with number of collisions) were:

1. Central Avenue – 12
2. Monte Vista Avenue – 9
3. Ramona Avenue – 9
4. Orchard Street – 5
5. Mills Avenue – 4

Of the 79 bicyclist-involved collisions, 67% occurred on ten different corridors. The top five bicyclist-involved collision corridors (with number of collisions) were:

1. Holt Boulevard – 12
2. Central Avenue – 9
3. Orchard Street – 6
4. Ramona Avenue – 5
5. Monte Vista Avenue – 4

PRIMARY COLLISION FACTOR

The top two most frequent collision factors for pedestrian-involved collisions were:

1. Pedestrian right-of-way[1]
2. Pedestrian violation[2]

[1.] *The pedestrian right-of-way collision factor is a violation committed by the non-pedestrian party.*

[2.] *The pedestrian violation collision factor is a violation committed by the pedestrian party in which the pedestrian violated the right-of-way of the motorist or bicyclist.*

Meanwhile, the top two most frequent collision factors for bicyclist-involved collisions were:

1. Automobile Right-of-Way[3]
2. Traffic Signals & Signs[4]

[3.] *This violation notes that the bicyclist infringed on the automobile right-of-way, therefore being deemed at fault in the collision.*

[4.] *The traffic signals & signs collision factor illustrates sign and signal violation or notes faulty or confusing signage and signals.*
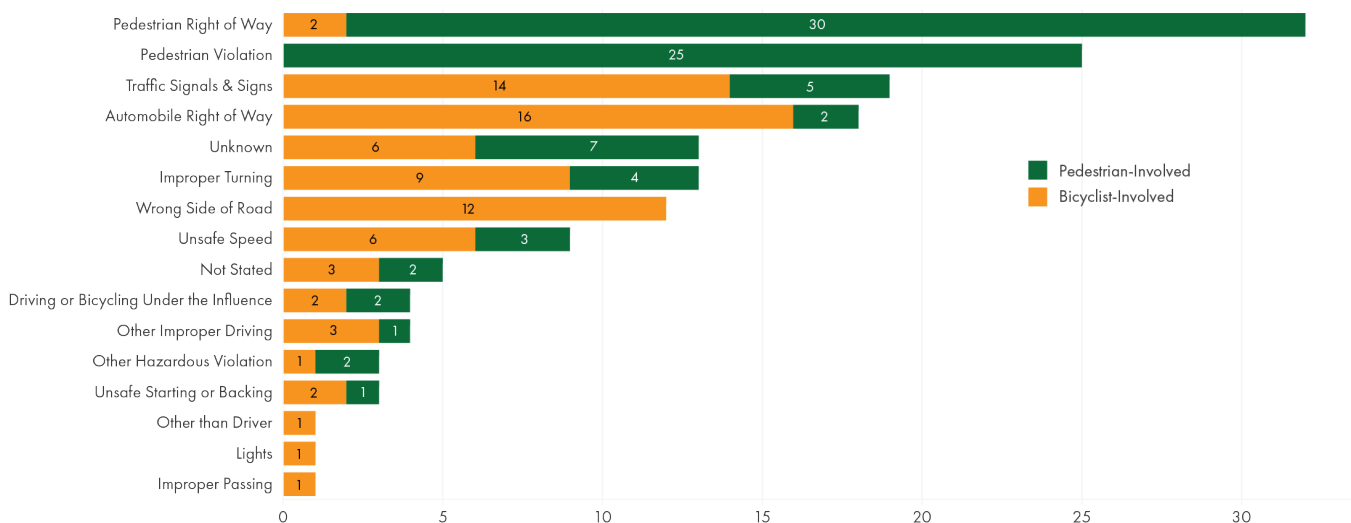

Figure 3-1: Violation Categories Of Primary Collision Factors

COLLISION BY CRASH TYPE

Approximately 80% of pedestrian-involved collisions were classified as the Vehicle/Pedestrian crash type. This indicates that the collision was directly between a motorist and a pedestrian. Approximately 60% of bicyclist-involved collisions were classified as a Broadside crash; this shows that the motorists or bicyclists collided at a "T", also known as a "T-Bone" collision.

PEDESTRIAN-INVOLVED COLLISIONS BY PEDESTRIAN ACTION

The largest portion of pedestrian-involved collisions occurred when a pedestrian was crossing at an intersection (42.9%). This was followed by collisions where a pedestrian was not crossing at a crosswalk (28.6%) and where a pedestrian was walking in the road, using the available shoulder. Collisions where a pedestrian was using the vehicle right-of-way accounted for more than half (61.5%) of all fatalities or collisions that involved severe injuries.

COLLISIONS BY TIME OF DAY, DAY OF THE WEEK, AND LIGHTING CONDITIONS

Pedestrian-involved collisions were most prevalent during morning and afternoon peak hours on weekdays while bicyclist-involved collisions saw similar trends with a slight surge of collisions occurring during midday hours on weekdays.

Pedestrian-and bicyclist-involved collisions occurred under similar lighting conditions. Approximately 67% of collisions occurred during the daylight hours and 25% occurred during the night hours where streetlights were present.

Montclair Police Citations

Analysis of citations given by enforcement officers in Montclair revealed additional hotspots and potential risks of walking and biking in the city. Between 2013 and 2017, the Montclair Police gave out more than 15,500 citations in the city. Of these, more than10,100 were related to this study. Montclair Police gave an average of 5.67 citations per day.

Of the collisions related to this study, 29.5% were cited as a result of motorists failing to stop at a stop sign limit, crosswalk, or entrance of intersection, and another 27.3% were due to motorists failing to obey Manual on Uniform Traffic Control Devices (MUTCD) or regulatory sign and signals. The most frequent time for police citations was Tuesday morning from 6:00AM-8:59AM. The top three intersections and locations with the greatest frequency of citations were Monte Vista Avenue and I-10 ramps, Central Avenue and Palo Verde Street, and along Monte Vista Avenue. Other notable intersections and locations included along Ramona Avenue and Orchard Street.

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	2978	29.5%
Failure to obey MUTCD or regulatory sign or signal	2757	27.3%
Failure to stop at red traffic signal	1538	15.2%
Speeding (speed greater than in reasonable)	1534	15.2%
Turning against red arrow signal	493	4.9%
Failure to obey turning movement sign/signal	356	3.5%
Unsafe turning/lane change	197	2.0%

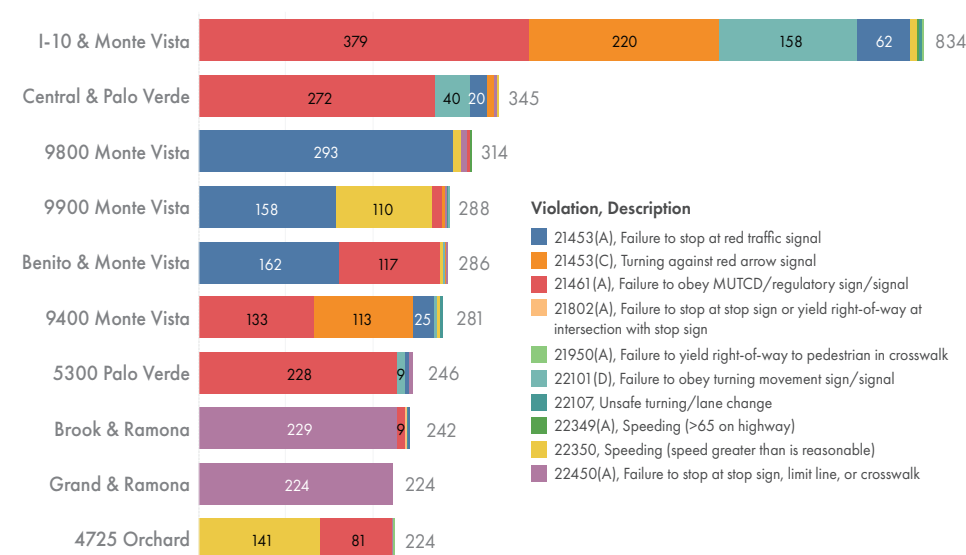*Table 3-4: Citation Violations Of Pedestrian And Bicycle Collisions*

Figure 3-2: Police Citation By Violation Categories

Urban Form and Land Use

Land use and urban form in Montclair are informed by the General Plan. The vision presented in the General Plan offered many opportunities for more active transportation activities to occur.

According to the General Plan, the basic organizing place types are neighborhoods, corridors, centers, and districts. Neighborhoods form the basic building block of the city, and they are envisioned to have a mixture of social activities and functional use. Meanwhile, corridors would not only serve as transportation thoroughfares that connect neighborhoods, centers, and/ or districts, but also act as drainage channels or green parkways. The corridors that were identified in the General Plan include Central Avenue, Holt Boulevard, Mission Boulevard, and Arrow Highway.

Centers are mixed-use areas that may include a mixture of jobs, civic, and cultural uses. Example of centers include major intersections such as Central Avenue & Holt Boulevard and Ramona Avenue & Holt Boulevard in the southern part of the City as well as the new downtown area in the northern portion of Montclair.

Districts are areas that focus on specific types of activities; districts could be industrial or commercial. Industrial districts include the portion of Montclair bounded by Holt Boulevard to the north, Mission Boulevard to the south, Central Avenue to the east, and the western city boundary. Commercial districts include the downtown area to the north.

The bulk of residential land uses can be found in the middle of the city between the I-10 San Bernardino Freeway and Holt Boulevard. Among the residential land uses are small groupings of public/municipal facilities and a few centers along major intersections.

Key Attractors

The City has many existing and planned local destinations that community members can reach by active modes of transportation. Key attractors in the City of Montclair can be categorized into four groups: civic facilities, parks, schools, and shopping centers. Key attractors are generally dispersed across the city. However, there are three areas where there are larger clusters of attractors: North Montclair, South Montclair, and Central Avenue.

Key attractors in the northern portion of Montclair are predominately commercial areas. The area can be loosely defined as located between Arrow Highway to the north and Palo Verde Street to the south where the I-10 San Bernardino Freeway intersects with Central Avenue. This group consists of the Montclair Place Mall and several other retail shops and restaurants that surround the area. With the development of the North Montclair Downtown Specific Plan, the City is planning a mixed-use downtown in the area as well.

Local destinations in southern Montclair are located along or in proximity to Holt Boulevard. The cluster predominately consists of small shopping centers. Development along Holt Boulevard is planned for in the Holt Boulevard Specific Plan which calls for a commercial area in the southern Montclair area.

Central Avenue is one of the City's important thoroughfares that provides access and connectivity between north and south Montclair. Key attractors that are located along or near Central Avenue include the Montclair Civic Center, Alma Hofman Park, and several commercial areas.

Land Use Map

Residential
- Low (0- 7.9 units per acre)
- Medium (8-14.9 units per acre)

Mixed-use
- Urban Core (30-75 units per acre)
- Commerce (15-29.9 units per acre)
- Neighborhood (15-29.9 units per acre)

Civic
- Schools, Religious Facilities, City Hall

Parks & Open Space
- Parks
- Open Spaces

Arrow Hgw

San Bernar

Orchard St

Holt Blvd

Mission Blv

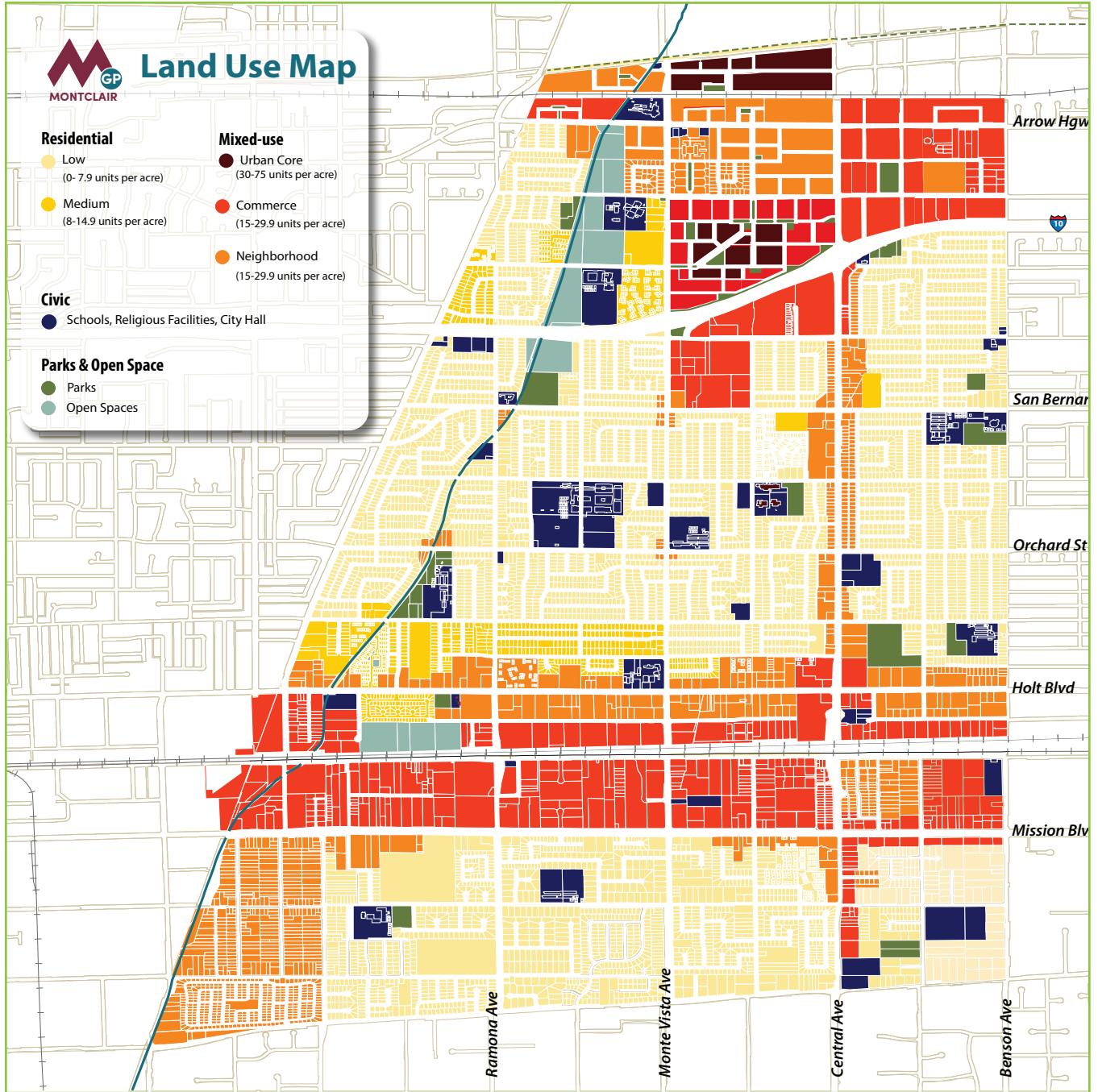Ramona Ave

Monte Vista Ave

Central Ave

Benson Ave

Figure 3-3: Land Use Map Of Montclair

Retrieved From The General Plan

Existing Bikeways

The City has several bicycle facilities that provide bicyclists with opportunities to reach destinations within the city and beyond. However, the bicycle network could be greatly enhanced to provide even more access and better connectivity.

Montclair's existing bicycle infrastructure is consisted of 0.75 miles of Class I Bike Trails and 4.4 miles of Class II Bike Lanes. The existing bicycle facilities within the City boundary are as followed:

- Class II Bike Lane on Orchard Street – 1.96 miles; from Mills Avenue to Benson Avenue.
- Class II Bike Lane on Mills Avenue – 1.87 miles; from Holt Boulevard to Moreno Street.
- Class II Bike Lane on San Bernardino Street – 0.32 miles; from Mills Avenue to Kimberly Avenue.
- Class II Bike Lane on Monte Vista Avenue – 0.25 mile; from northern Montclair city boundary to Arrow Highway.
- Class I Bike Path (Pacific Electric Trail) – 0.75 miles; from northwest city boundary to Central Avenue.

The two most prominent existing bicycle facilities are the Class II Bike Lanes on Orchard Street and Mills Avenue. Orchard Street provides intracity access from the eastern city boundary to the west, offering connectivity from the existing Class III Bike Route along Orchard Street in Ontario to the Class II Bike Lane on Mills Avenue. The Class II Bike Lane on Mills Avenue provides north/south access along the western portion of the city. It connects bicyclists to existing bicycle infrastructure in Pomona and Claremont, and the Pacific Electric Trail.

Existing Pedestrian Facilities - Sidewalks

The City of Montclair has a substantial amount of sidewalk coverage; however, much more can be added to close gaps in the sidewalk network. According to data collected from the Comprehensive Pedestrian Sidewalk Inventory Project from the San Bernardino County Transportation Authority (SBCTA), the City needs a total of 999,348 ft. of sidewalk. The City currently has 770,215 linear ft. of sidewalk, which represents 77.07% of the total amount needed. The City still needs 229,133 linear ft. of sidewalk (22.93%).

The City's existing and missing sidewalk infrastructure are evenly spread throughout the City. Most of the existing and missing sidewalk infrastructure are located in the residential areas between the I-10 San Bernardino Freeway and State Street. State Street, which has industrial land uses, lacks sidewalk infrastructure on many portions of the roadway segment.
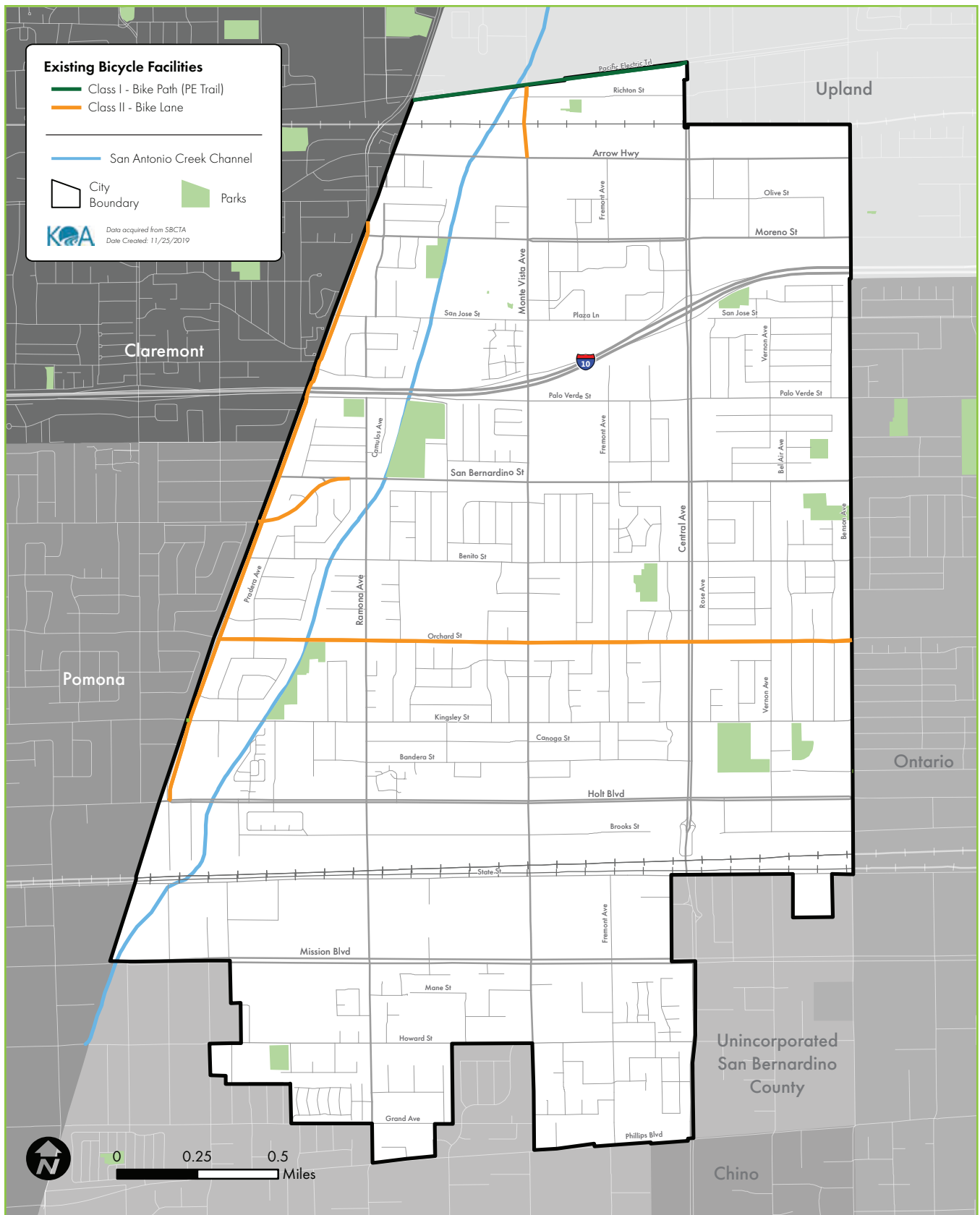
Figure 3-4: Montclair Existing Bikeways

Level of Traffic Stress (LTS) / Level of Comfort

Level of Traffic Stress (LTS), also referred to as Level of Comfort (LOC), is one of the transportation industry's best practices for analyzing the comfort and connectivity of bicycle and pedestrian networks.

A traditional Bicycle LTS analysis ranks roadways segments based on the "Four Types of Cyclists", originally structured by Roger Geller at the City of Portland:

1.   No Way, No How: People unwilling to bike even if high-quality bicycle infrastructure is in place
2.   Interested but Concerned: People willing to bike if high-quality bicycle infrastructure is in place
3.   Enthused and Confident: People willing to bike if some bicycle-specific infrastructure is in place
4.   Strong and Fearless: People willing to bike with limited or no bicycle-specific infrastructure

The Pedestrian LOC analysis complements the Bicycle LTS by providing insights for pedestrian comfort and connectivity. Table 3-6: Bicycle LTS Ranking Scheme and Table 3-7: Pedestrian LOC Ranking Scheme offer a description of each ranking. The lower the ranking is, the more comfortable and connected a roadway is.

Bicycle Level of Traffic Stress	Description
LTS 1	Suitable for almost all ages and bicycling abilities
LTS 2	Suitable for most adults
LTS 3	Suitable for more skilled and confident bicyclists
LTS 4	Not suitable for most bicyclists

Table 3-6: Bicycle LTS Ranking Scheme

Level of Traffic Stress	Description
LOC 1	Suitable for almost all pedestrians, including children that are trained to safely cross the intersection
LOC 2	Suitable for most adults pedestrians, but demand more attention for children
LOC 3	Suitable for most adult pedestrians and older children with little or no supervision
LOC 4	Suitable for adults and children with parental supervision

Table 3-7: Pedestrian LOC Ranking Scheme

Bicycle And Pedestrian Connectivity

The majority of the city's existing bicycle and pedestrian infrastructure offer a low stress/ high comfort active transportation network. Findings from the Bicycle LTS Connectivity Analysis showed that approximately 72% of the city's area is connected by a bicycle LTS 1 or LTS 2 segment. Meanwhile, the Pedestrian LOC Connectivity Analysis revealed that almost the entirety of the city is connected by a pedestrian LOC 1 or LOC 2 segment.

Bicycle LTS Connectivity

Low traffic volumes and the availability of bicycle facilities were two roadway characteristics that contributed to low level of traffic stress along the majority of the city's roadways. Areas that are accessible by an LTS 1 segment include the southern portion of Mills Avenue or along the entirety of Orchard Street. Areas that are located along the northern city border are accessible by the Pacific Electric Trail, which is classified as a LTS 1.

There are a few areas with high LTS bicycle connectivity. These include the area in the northeast portion of the City, bounded by Moreno Street and Central Street, and the area adjacent to Holt Boulevard.

Pedestrian LOC Connectivity

The vast majority of the City (97.47%) is connected by a pedestrian LOC 1 or LOC 2 segment. The pedestrian LOC linear network is weighted heavily by the presence of sidewalk. Since a majority of roadways have full or partial coverage, specifically in the north region of the City, low stress connectivity is enhanced.

Bicycle LTS Score	Square Miles	Percentage Shares
LTS 1	0.89	17.35%
LTS 2	2.79	54.39%
LTS 3	1.11	21.64%
LTS 4	0.34	6.63%

Table 3-8: Bicycle LTS Area Coverage By Census Block

Pedestrian LOC Score	Square Miles	Percentage Shares
LOC 1	4.36	84.99%
LOC 2	0.64	12.48%
LOC 3	0.11	2.14%
LOC 4	0.02	0.39%

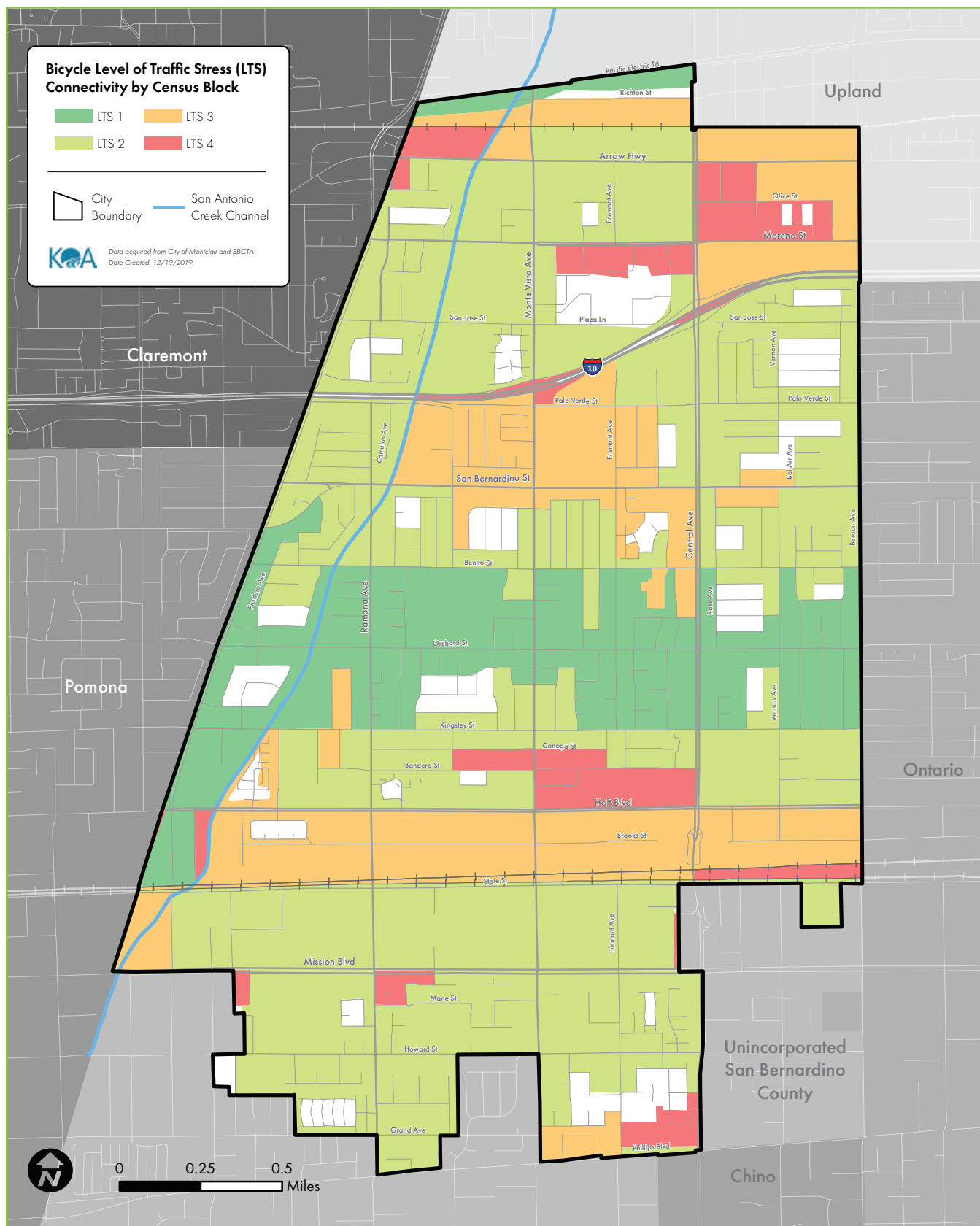Table 3-9: Pedestrian LOC Area Coverage By Census Block

Figure 3-5: Bicycle Level Of Traffic Stress Connectivity In Montclair
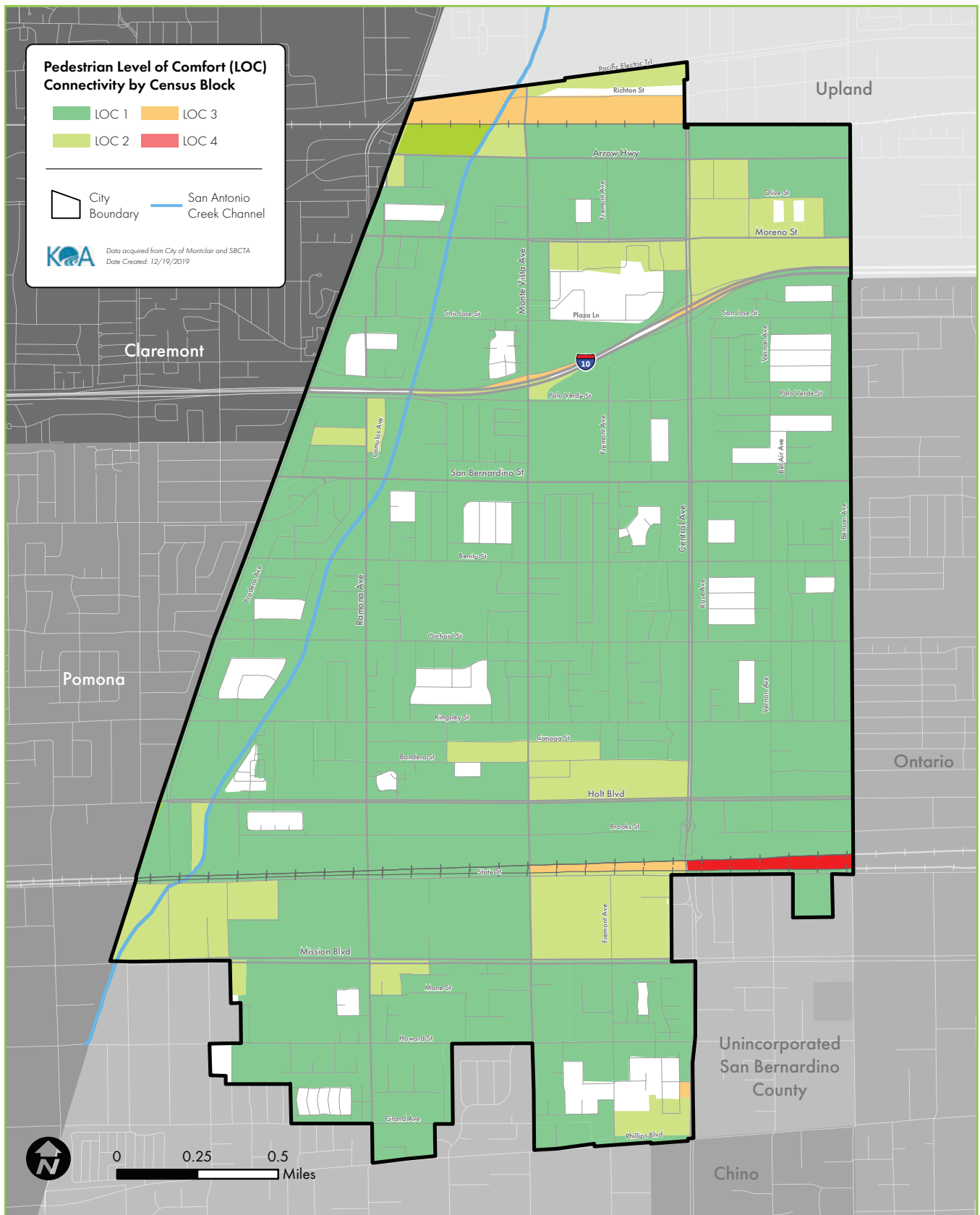
Figure 3-6: Pedestrian Level Of Comfort Connectivity In Montclair

Transit Connectivity

Active transportation is an important mode of transportation to travel to and from transit facilities. It provides an critical alternative solution to what is commonly know as the "first mile/ last mile" problem for transit. The problem refers to 1) how a traveler gets to a transit facility from their origin location, and 2) after they get off transit, how do they reach their final destination.

Transit users in Montclair have four predominant transit services to choose from. Bus transit services are provided by Omnitrans, Foothill Transit, and Riverside Transit. Meanwhile, Metrolink offers commuter rail services to regional destinations.

Each bus transit provider connects the City to multiple counties and cities within Southern California. Omnitrans provides intracity connectivity and services to adjacent cities, as well as the greater San Bernardino County.

Foothill Transit has transit lines that allow for inter-regional travel. Its services allow transit users to reach regional destinations such as Downtown Los Angeles and the Brea Mall in Orange County.

The Riverside Transportation Authority (RTA) bus services connect Montclair to Riverside County. The RTA 204 starts at the Montclair Transit Center

and passes through Ontario until it reaches the University of California, Riverside (UCR) Extension in Riverside.

The Metrolink San Bernardino Line offers rail options to Montclair community members. Passengers can take the train at the Montclair Metrolink Station which is located next to the Montclair TransCenter.

FOOTHILL GOLD LINE EXPANSION
The Montclair TransCenter is the planned terminus of the Metro Foothill Gold Line extension from Glendora. The service would offer an alternative rail service from Montclair to Downtown Los Angeles.

MONTCLAIR TRANSCENTER
The Montclair TransCenter is a regional multi-modal transportation hub located in north Montclair along Richton Street and east of Monte Vista Avenue. All bus and rail transit services offer stops at the facility which offer opportunities for first/last-mile connectivity to other parts of the city.
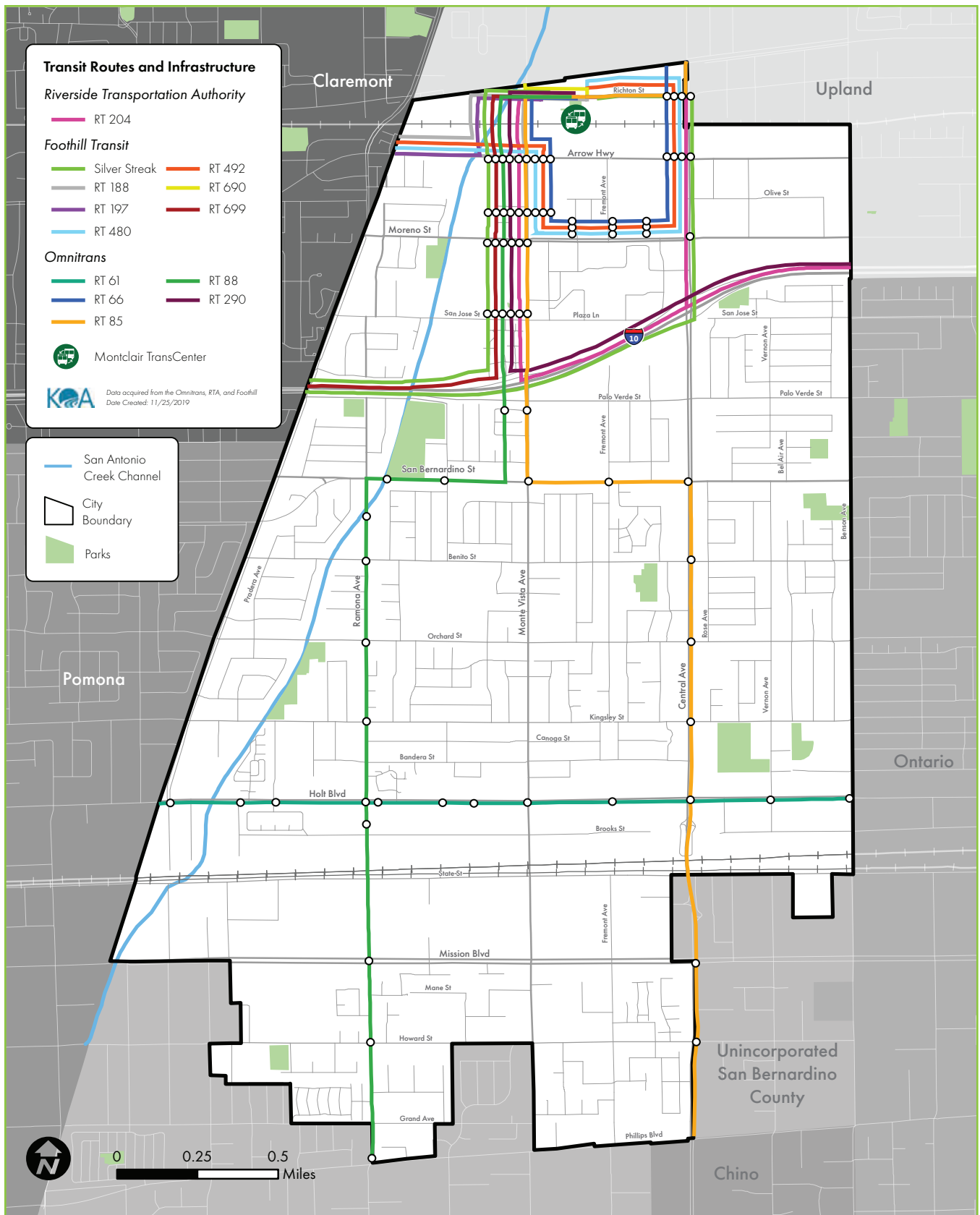
Figure 3-7: Transit Connectivity In Montclair

Purpose & Methodology

The Monclair ATP Survey aimed to gain an understanding on four topics related to walking, biking, and taking transit via walking and biking: travel behavior, attitude, perception of existing conditions, and appropriate encouragement measures.

The Montclair ATP Survey was conducted between February and October 2020. In February, the ATP team embarked on an outreach effort to collect paper surveys from Montclair community members. However, the onset of the COVID-19 Pandemic disrupted the effort. In response, the ATP team provided an online version of the survey as an activity through the Online Platforms. The survey was available in both English and Spanish.

A total of 73 community members participated in the survey. Of the respondents, slightly more than 2/3 (71%) have frequent activities in Montclair: 46% were Montclair residents, 32% were frequent visitors to the city, and 3% had employment opportunities in the city. The remaining 1/3 (19%) were not frequent visitors to the city. Data is limited resulting from the challenges of collecting during the pandemic. As a result, it should be noted that this survey should only be considered a best possible estimate of trends and public opinion within the city and not as a set of definitive conclusions.

Results & Findings

TRAVEL BEHAVIOR
The majority of respondents engaged in walking but not biking activities. Approximately 2/3 (64%) of respondents walked to a destination. Of these, 27% walked daily. In contrast, almost 4/5 (78%) of participants did not bike. Of the respondents, 11% biked a couple of times a week, and 6% biked daily or multiple times a week.

ATTITUDE TOWARDS WALKING + BIKING
Respondents were asked to pick the top three reasons they chose to walk or bike. Respondents generally had similar attitudes towards walking and biking. The majority of respondents listed walking and biking to exercise or improve their health as one of their three reasons, 77% and 40%, respectively. The second most popular response was they walk and bike for fun or recreation (36% and 21%).

CONDITIONS IN WALKING + BIKING ENVIRONMENT
Survey respondents overwhelmingly viewed the conditions for walking to be fair or better. However, that did not hold true for conditions for biking. Of the survey participants, almost 4/5 (77%) said the walking conditions in Montclair were fair or good. Another 14% said the conditions were excellent. A small minority (8%) said the conditions were poor.

In contrast, just 47% of participants felt that biking conditions were fair or better, and less than 5% said the conditions were excellent. Almost ¼ of respondents felt that the biking conditions in Montclair were poor.

ENCOURAGEMENT MEASURES

Of the respondents that selected a preference, survey participants were optimistic about different infrastructure, traffic calming, and land use measures that would encourage them to walk and bike. Respondents identified having more destinations within walking distance (80%), better lighting on roadways (74%), and slower vehicle traffic (73%) as the top three ways to encourage them to walk. To encourage biking, participants noted having more bike facilities (71%), better lighting on roadways (68%), and slower vehicle traffic (69%).These measures had a positive correlation with respondents' perception of conditions in walking and biking.

TRANSIT

The majority of survey participants did not walk or bike to take transit. Of the respondents, 70% indicated they did not walk to take transit and 81% did not bike to take transit. 18% of respondents did indicate they walk to take transit several times a week or couple times a month, and 7% partake in that activity daily. Significantly fewer participants bike to take transit: 4% bike a couple times a month and 1% daily.

Of the respondents that selected a preference, they were optimistic that better transit service (69%) would encourage them to walk to transit stops. However, approximately half the respondents noted that having more transit stops within walking or biking distance would not encourage them to walk or bike.

Chapter 4

RECOMMENDATIONS

4.1 INTRODUCTION

Recommendations for the Plan is comprised of three separate, yet interrelated components. They are a culmination of research findings, existing conditions analyses, community feedback, and field research. The components include:

- Active Transportation Network (ATN)
- Prioritized Corridors
- Bicycle Network
- Citywide Recommended Infrastructure Treatments
- Priority Corridor Factsheets

The components were developed to reflect the range of macro and micro-level planning approaches. The Active Transportation Network provides a roadmap for addressing community needs at the citywide scale. A toolbox of recommended infrastructure treatments provides a range of potential treatments that the City can implement along the corridors identified in the ATN. Meanwhile the improvements identified in the Priority Corridor Factsheets offer location-specific recommendations that the City can seek funding for improving existing roadway conditions along four corridors.

4.2 ACTIVE TRANSPORTATION NETWORK

The Active Transportation Network (ATN) serves as the foundation for a transportation system that prioritizes active modes of transportation. Corridors in the network would have a combination of pedestrian and bicycle infrastructure improvements, as well as treatments that would improve access to transit hubs. In total, the Active Transportation Network is comprised of 18 corridors: 9 Local Corridors and 9 Regional Corridors.

Corridors were selected to address the Montclair community's need for and benefits from pedestrian and bicycle improvements. The criteria for corridor selection include:

- Community need and equity
- Health
- Safety
- Community support
- Accessibility and comfort
- Network connectivity

The ATN is consisted of two types of corridors: Local Corridor and Regional Corridor. Local Corridors connect to local destinations such as schools, parks, and civic institutions. Meanwhile, regional corridors provide access to regional destinations, either through connectivity to regional multi-use facilities, bikeways, or transit hubs.
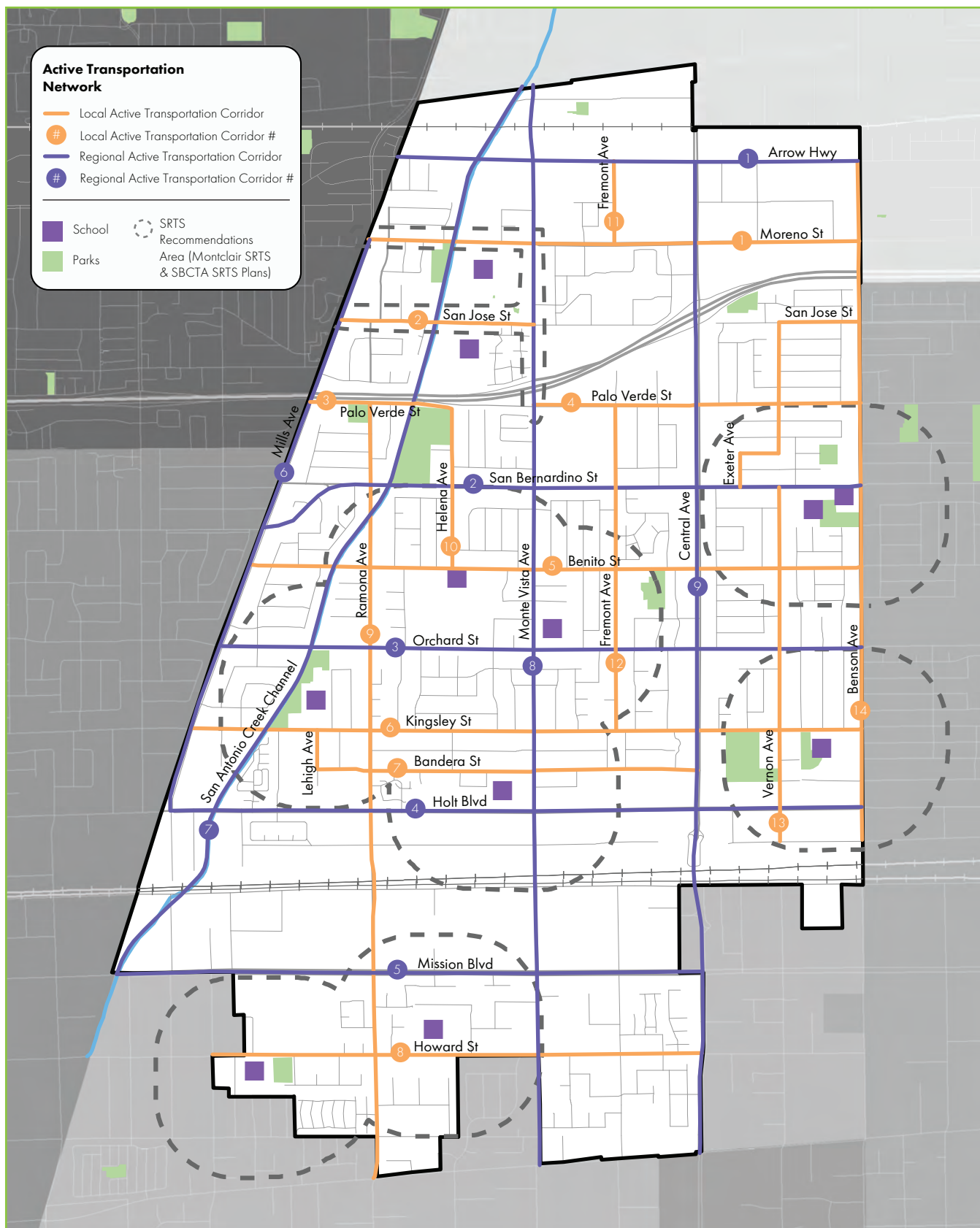
Figure 4-1: Active Transportation Network

ID	Name	Length (Mile)	From	To
1	Arrow Highway Hwy	1.41	Western City Boundary	Benson Ave
2	San Bernardino St	1.87	Mills Ave	Benson Ave
3	Orchard St	1.96	Mills Ave	Benson Ave
4	Holt Blvd	2.12	Mills Ave	Benson Ave
5	Mission Blvd	1.79	San Antonio Creek Channel	Central Ave
6	Mills Ave	1.88	Moreno St	Holt Blvd
7	San Antonio Creek Channel	3.08	Northern City Boundary	Mission Blvd
8	Monte Vista Ave	3.4	Northern City Boundary	Southern City Boundary
9	Central Ave	3.08	Arrow Hwy	Southern City Boundary

Table 4-1: Regional Network Corridors

ID	Name	Length (Mile)	From	To
1	Moreno St	1.5	Mills Ave	Benson Ave
2	San Jose St	0.59	Mills Ave	Monte Vista Ave
3	Palo Verde St (W of Helena)	0.44	Mills Ave	Helena Ave
4	Palo Verde St	1	Monte Vista Ave	Benson Ave
5	Benito St	1.87	Mills Ave	Benson Ave
6	Kingsley St	2.05	Mills Ave	Benson Ave
7	Bandera St	1.28	Kingsley St	Central Ave
8	Howard St	1.5	Pipeline Ave	Central Ave
9	Ramona Ave	2.4	Palo Verde St	Southern City Boundary
10	Helena St	0.49	Palo Verde St	Benito St
11	North Fremont Ave	0.26	Arrow Hwy	Moreno St
12	South Fremont Ave	1.01	Palo Verde St	Kingsley St
13	Vernon Ave	1.97	Benson Ave	Brooks St
14	Benson Ave	2.11	Arrow Hwy	Brooks St

Table 4-2: Local Network Corridors

4.3 CORRIDOR PRIORITIZATION

The Corridor Prioritization Strategy uses a data-driven approach to rank each corridor in the Active Transportation Network. Table 4-3: Corridor Prioritization Categories present the categories and weights used to rank each corridor. Weighting factors are adjusted to reflect project priorities. A list of prioritized projects along with their respective ranking criteria is available in Table 4-4: Prioritized Corridors List.

The City is encouraged to consider the construction of active transportation treatments in higher-ranking corridors first. However, the City may choose to advance specific projects identified in other strategies or as certain types of funding become available. Additional analyses should be conducted periodically in response to major changes in the construction of active transportation facilities, community, population, and the environment.

Group	Dataset	Group Weight
Community Support	Vulnerable Population	25
	Low Vehicle Access	
	Disadvantaged Community (DAC)	
	Physical Disability	
	Median Household Income	
Health	Heart Attack Rate	20
	Asthma Attack Rate	
Safety	Bicycle and Pedestrian Collisions	20
	Vehicle Citations	
Community Support	Resource Synergy	10
	Community Support	
Accessibility and Comfort	Bicycle Level of Traffic Stress (LTS)	15
	Pedestrian Level of Comfort (LOC)	
	Transit Accessibility	
	Nearby Attractors	
Network Connectivity	Potential Pedestrian Use	10
	Potential Bicyclist Use	

Table 4-3: Corridor Prioritization Categories

Ranking	Corridor	Score
1	Monte Vista Ave	62.5
2	Holt Blvd	61.0
3	Kingsley St	58.1
4	San Bernardino St	56.9
5	Ramona Ave	54.6
6	Central Ave	54.4
7	San Antonio Creek Channel	52.5
8	Orchard St	52.5
9	Benson Ave	51.8
10	Benito St	51.2
11	Vernon Ave	46.6
12	Helena St	43.9
13	Bandera St	43.7
14	Moreno St	42.8
15	Mills Ave	40.8
16	Arrow Highway	39.8
17	Palo Verde St	39.4
18	San Jose St	36.6
19	North Fremont Ave	32.0
20	Palo Verde St (W of Helena)	25.7
21	South Fremont Ave	25.1
22	Mission Blvd	24.5
23	Howard St	20.4

Table 4-4: Prioritized Corridors List

4.4 BICYCLE NETWORK

The Bicycle Network supplements the Active Transportation Network with more detailed recommendations about the specific bicycle facilities along with additional corridors that could benefit from bicycle facilities. The proposed Bike Network would add 36.36 miles of new bicycle facilities in the city.

The Bicycle Network recommends 3.06 miles of Class I Off-Street Shared Use Paths, 2.64 miles of Class II Bike Lanes, 2.87 miles of Class II Buffered Bike Lanes, 14.16 miles of Class IV Separated Bike Lanes, 5.92 miles of

Class III Bike Boulevards, and 7.71 miles of Class III Bike Routes.

Of the recommended Class IV Separated Bike Lanes, 12.34 miles are recommended to be Bike Lanes with Buffer in the short term. In the long term, the City could convert the facilities to Class IV Separated Bike Lanes. Recommendations identified in the Bicycle Network are based on high-level planning evaluations; additional studies are warranted to fully evaluate the feasibility and constructibility of corridors in the network.

Name	From	To	Length	Direction	Recommendation
Richton St	Monte Vista Ave	Central Ave	0.5	E/W	Buffered Bike Lane
E Arrow Hwy	City Boundary (West)	Benson Ave	0.5	E/W	Bike Route
San Antonio Creek Path	PE Trail	City Boundary (South)	3.06	N/S	Shared Use Path
Moreno St A	S Mills Ave	Monte Vista Ave	0.49	E/W	Bike Route
Moreno St B	Monte Vista Ave	Benson Ave	0.99	E/W	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
San Jose St A	S Mills Ave	Monte Vista Ave	0.57	E/W	Bike Route
S Mills Ave	Moreno St	Holt Blvd	1.88	N/S	Buffered Bike Lane
Palo Verde St A	S Mills Ave	Helena Ave	0.43	E/W	Bike Lane
Palo Verde St B	Monte Vista Ave	Central Ave	0.49	E/W	Buffered Bike Lane
Palo Verde St C	Central Ave	Benson Ave	0.5	E/W	Bike Route
Vernon Ave A	Benson Ave	San Bernardino St	0.86	N/S	Bike Boulevard
Helena Ave	Palo Verde St	Benito St	0.49	N/S	Bike Route
San Bernardino St	San Bernardino Ct	Benson Ave	1.58	E/W	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
Ramona Ave A	Palo Verde St	Holt Blvd	1.26	N/S	Bike Route
Fremont Ave	Palo Verde St	Kingsley St	1	N/S	Bike Route
Central Ave	PE Trail	Phillips Blvd	3.36	N/S	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
Benson Ave	City Boundary (North)	Brooks St	2.21	N/S	Bike Lane
Vernon Ave B	San Bernardino St	Brooks St	1.1	N/S	Bike Boulevard
Benito St	S Mills Ave	Benson Ave	1.86	E/W	Bike Boulevard
Kingsley St	S Mills Ave	Benson Ave	2.1	E/W	Bike Boulevard
Bandera St	Kingsley St	Central Ave	1.4	E/W	Bike Route
Holt Blvd	City Boundary (West)	Benson Ave	2.15	E/W	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
Mission Blvd	City Boundary (West)	Central Ave	1.82	E/W	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
Howard St	Pipeline Ave	Central Ave	1.5	E/W	Bike Route
Ramona Avenue B	Holt Blvd	Phillips Blvd	1.14	N/S	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane
Monte Vista Ave	E Arrow Hwy	Phillips Blvd	3.12	N/S	Short-term: Buffered Bike Lane Long-term: Separated Bike Lane

Table 4-5: Bicycle Network Corridors
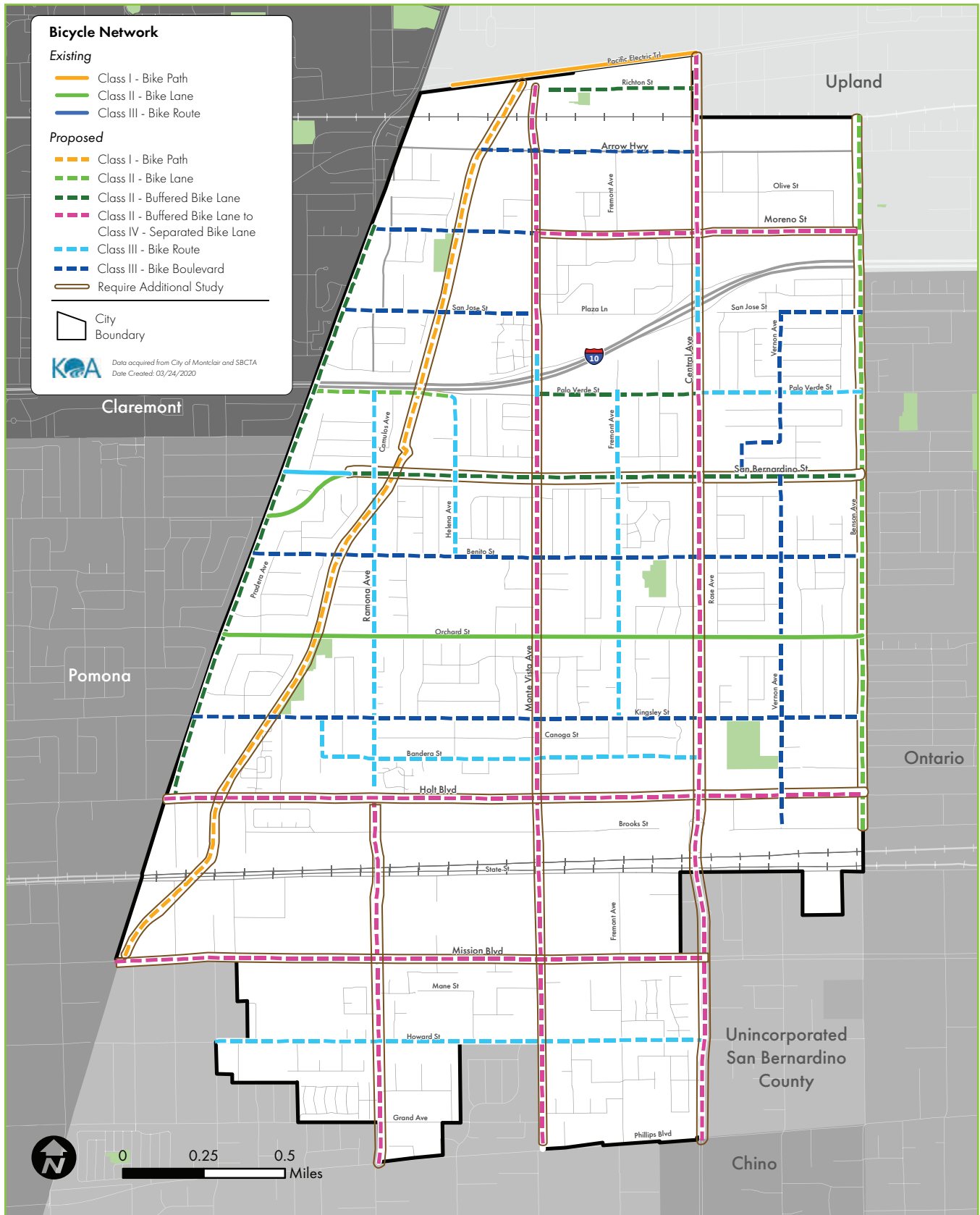
Montclair Active Transportation Plan

Figure 4-2: Bicycle Network

4.5 CITYWIDE INFRASTRUCTURE TREATMENTS GUIDE

The menu of infrastructure treatments recommended includes a mixture of pedestrian, bicycle, and traffic calming elements. Some treatments are more specific to certain areas, such as transit hubs and school zones. Treatments are grouped by their location along the roadway, e.g, the sidewalk realm, intersection, roadway, and traffic control, signage, and markings for ease of navigation. Depending on the context, treatments may need to be enhanced with additional infrastructure such as new signage, striping, and traffic signal modification that are not documented.

Many guidelines and engineering design standards were considered when providing the recommendations. These include, but are not limited to, Federal Highway Administration (FHWA), California Manual on Uniform Traffic Control Devices (CA MUTCD), National Association of City Transportation Officials (NACTO) and Caltrans Design Standards and Specifications.

Treatment	Pedestrian	Bicycle	Transit	Traffic Calming
SIDEWALK AREA				
Sidewalk	X		X	
Bicycle Parking		X		
INTERSECTIONS & CROSSINGS				
High Visibility Crosswalk	X		X	X
Curb Ramp	X		X	
Curb Extension (Bulb-Out)	X		X	X
Median Refuge Island	X			X
Mid-block Crosswalk	X			
Traffic Circle	X	X		X
Protected Intersection	X	X		X
ROADWAY				
Class I Off-Street Shared Use Path	X	X		
Class II Bike Lane		X		
Class II Buffered Bike Lane		X		
Class IV Separated Bike Lane		X		
Class III Bike Route		X		X
Class III Bike Boulevard		X		X
Lane Narrowing		X		X
Roadway Reconfiguration	X	X		X
TRAFFIC CONTROL, SIGNAGE, MARKINGS & TRANSIT				
Pedestrian Signal Strategies	X			X
Pedestrian Hybrid Beacon	X			X
Rectangular Rapid Flashing Beacon	X			X
Speed Feedback Sign	X			X
School Zone Signage	X			
School Word, Symbol, and Arrow Markings	X			
Transit-Oriented Treatments			X	

Table 4-6: Summary of Infrastructure Treatments for Montclair

SIDEWALK
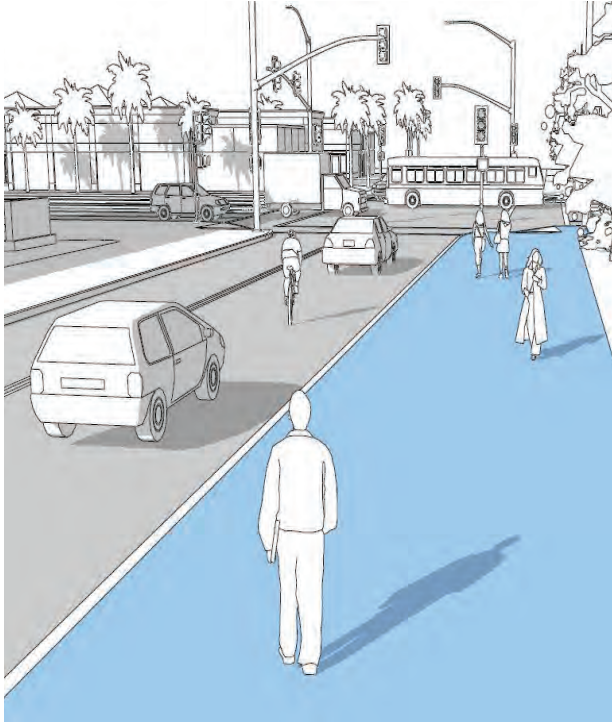
The sidewalk is the primary structure of a pedestrian network. It is physically separated from the roadway by a curb or unpaved buffer space, providing dedicated space intended for use by pedestrians that is safe, comfortable, and accessible.
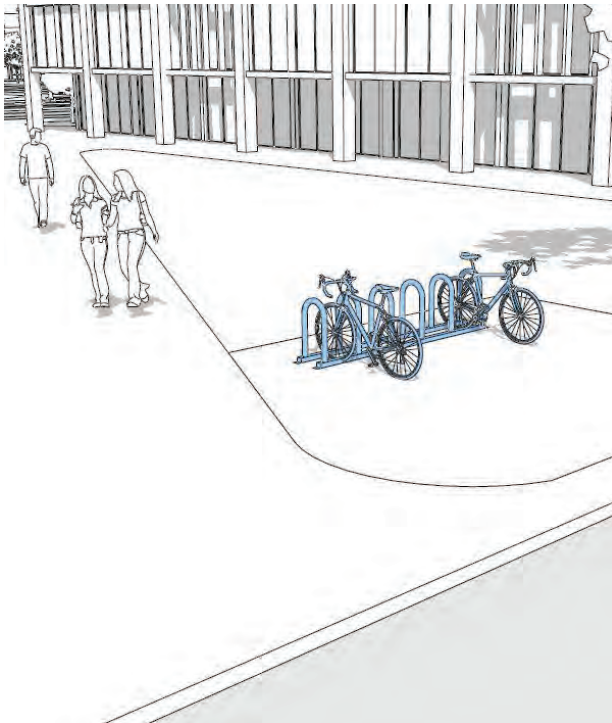
BENEFITS:

- Enhances pedestrian network connectivity
- Provides opportunities for walking
- Provides connections to neighborhoods and key community destinations

CONSIDERATIONS:

- Right-of-way availability
- Utility conflicts

BIKE PARKING

Bicycle parking offers short term secure locations for users to use at destinations (i.e. parks, shopping, and entertainment).
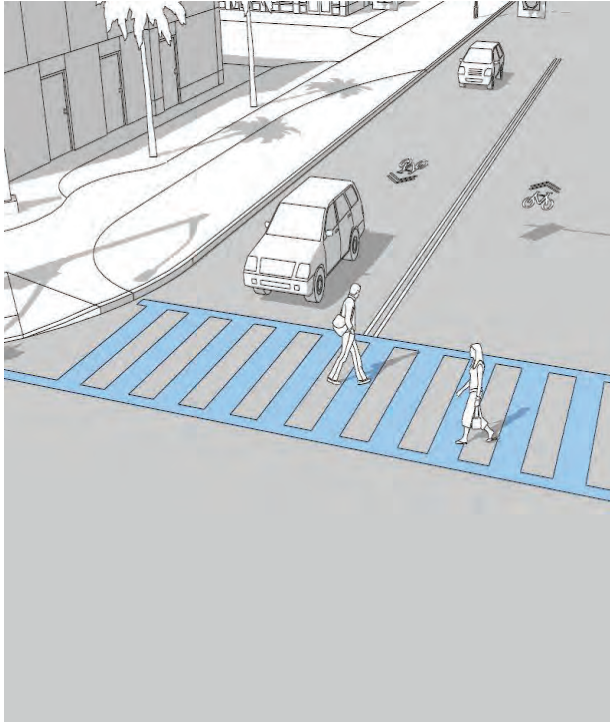
BENEFITS:

- Improves first and last mile connections when installed near bus stops, schools, parks, and other destinations

CONSIDERATIONS:

- Different types of bicycle facilities serve different purposes. For instance, long term parking could be more useful at locations such as the Metrolink Station and employment centers whereas short term parking is more applicable at parks and commercial areas.
- Long-term bicycle parking are more costly to maintain and implement over short term bicycle parking

HIGH VISIBILITY CROSSWALK

A high visibility crosswalk increases the visibility of pedestrian crossings by extending the sight distance for motorists and using a more detectable crosswalk pattern.
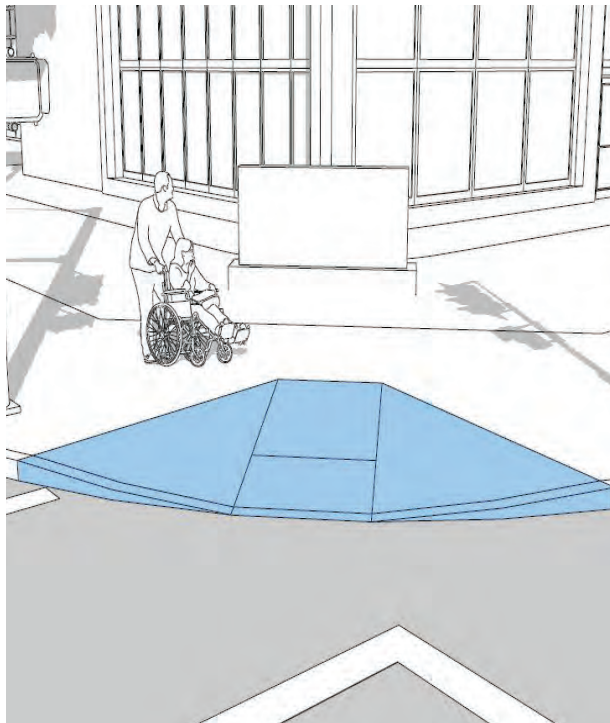
BENEFITS:

- Pedestrians could be more visible to approaching motorists and improve yield behavior
- Creates a more comfortable and safe crossing experience for pedestrians

CONSIDERATIONS:

- Site location and pedestrian demand
- Engineering judgment may be required to assess need
- High visibility crosswalks should be provided at all mid-block crossings, and should be considered at uncontrolled intersections
- Different types of crosswalk have different construction and maintenance costs

CURB RAMP

A curb ramp is a ramp cutting through a curb or built up to it to provide a route to safely transition from a roadway to a curbed sidewalk. Curb ramps are a critical component of an accessible and safe transit and pedestrian network.

BENEFITS:

- Eliminates the vertical edge of the curb for easy access
- Provides access to the sidewalk for people in wheelchairs and strollers

CONSIDERATIONS:

- Must meet specific standards for width, slope, cross slope, placement, and other features in order to be compliant with the Title II of the American with Disabilities Act
- Additional detectable warnings are required

CURB EXTENSION (BULB-OUT)
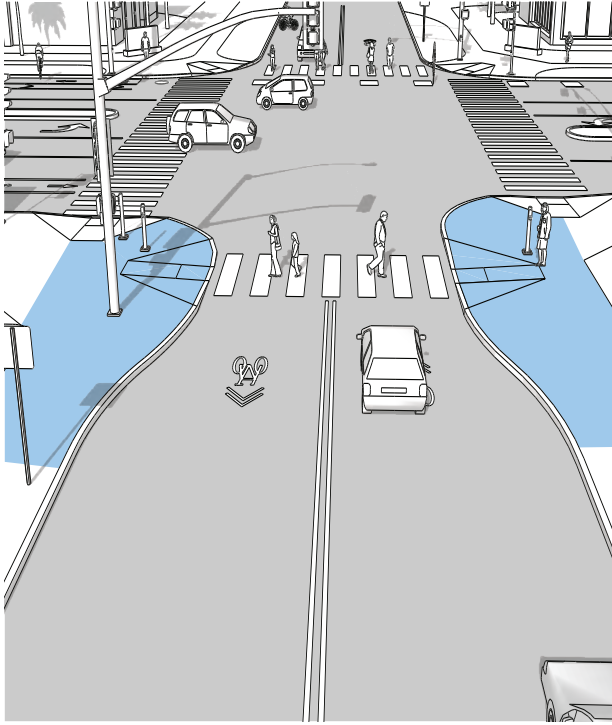
A curb extension, also known as a bulb-out, provides pedestrians with decreased crossing distances and time spent within the vehicle right-of-way by extending the sidewalk into the roadway. A curb extension also increases the visibility for pedestrians as they wait to cross and increases pedestrian visibility for motorists as they approach a crossing.

BENEFITS:

- Increases pedestrian visibility while waiting to cross
- Creates shorter crossing distances and decreases pedestrian exposure while crossing the roadway
- Increases space for street furniture and landscaping

CONSIDERATIONS:

- Could impact existing drainage facilities
- May require the relocation of fire hydrants to maintain access for emergency vehicles
- Require turning template analysis to ensure all vehicles can turn adequately

MEDIAN REFUGE ISLAND

A refuge island serves as an aid to pedestrian movement by providing a protected space while they cross the streets.
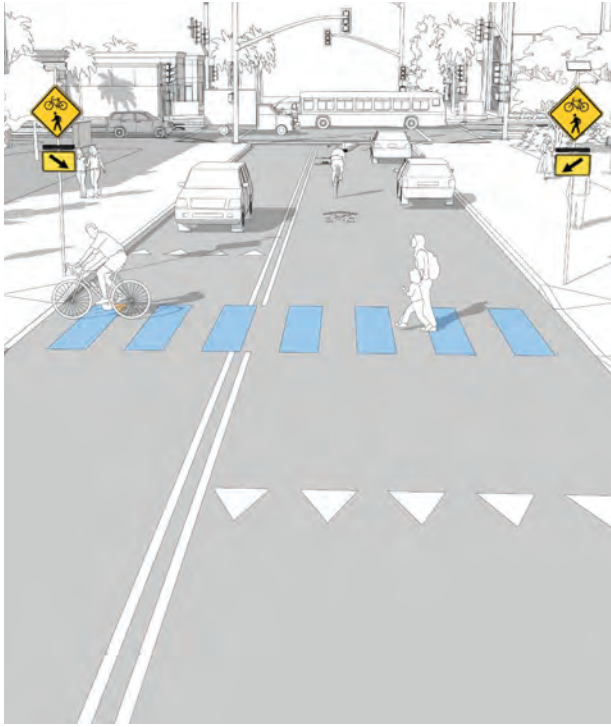
BENEFITS:

- Can help increase safety by providing a protected waiting space for pedestrians to cross streets more comfortably
- Reduces crossing length which decreases exposure to the vehicular right-of-way
- Can help narrow roadway or intersection and reduce vehicle speeds

CONSIDERATIONS:

- Right-of-way availability and turning movements of vehicles and trucks

Image: NACTO

MID-BLOCK CROSSWALK

A mid-block crosswalk facilitates crossings to places that people want to go but that are not well served by existing infrastructure.

BENEFITS:

- Allows pedestrians to cross in the middle of a long block without walking all the way to an intersection

CONSIDERATIONS:

- Pedestrian demand for the facility
- Could be supplemented with other enhancements such as curb extensions, raised median islands, advanced yield markings, and signage to better enhance pedestrian safety
- Design needs to consider stopping sight distances, effects of grade and cross slope, need for lighting, and other factors, and making use of warrants similar to those used for standard intersections

TRAFFIC CIRCLE
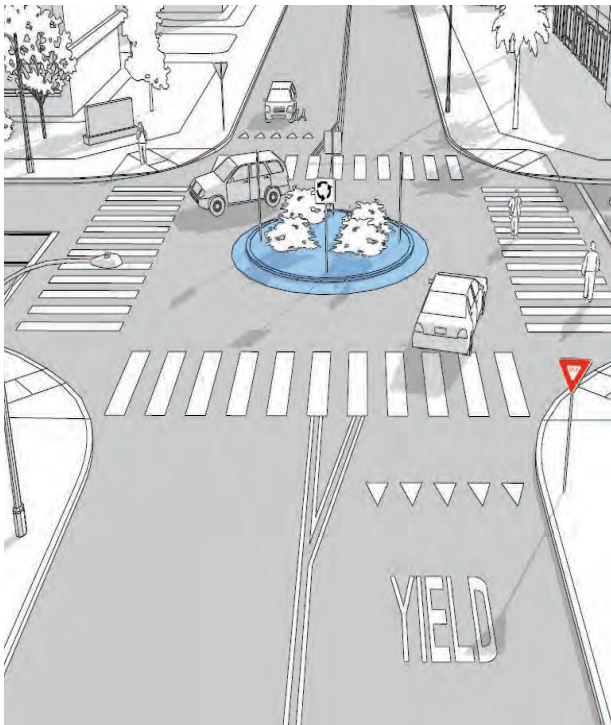
A traffic circle, also known as a mini roundabout, features a circular island in the center of an intersection. They are typically used at unsignalized intersections to help lower vehicular speeds, while still promoting a continuous flow of traffic.
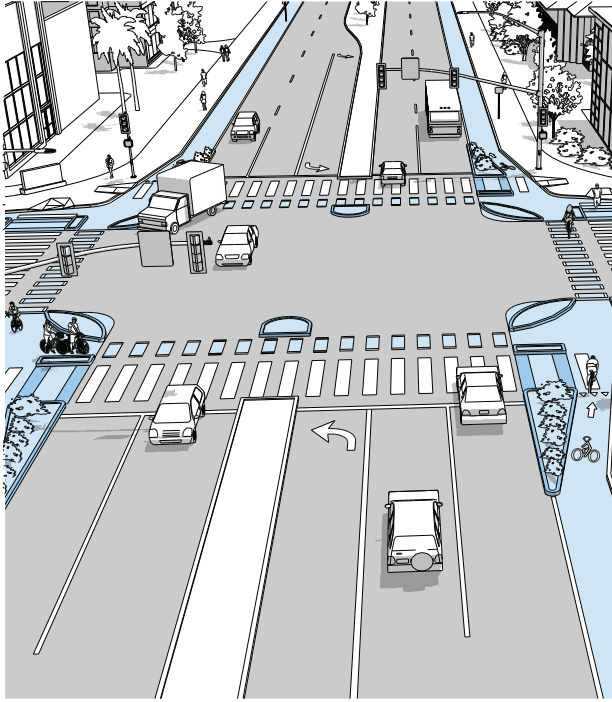
BENEFITS:

- Allows motorists and bicyclists to yield instead of making complete stops
- Reduces vehicle speeds by forcing motorists to maneuver around them

CONSIDERATIONS:

- The traffic circle should facilitate through and turn movements of bicyclists along a bicycle boulevard
- Consider traffic volume for all movement and drainage

PROTECTED INTERSECTION

A protected intersection redesigns the traditional mixing zone that persist where a bicycle lane ends and the right turn lane begins. The design places bicyclists in a separated channel from motor vehicles and pedestrians at the intersection, improving yield rates amongst all users of the intersection.
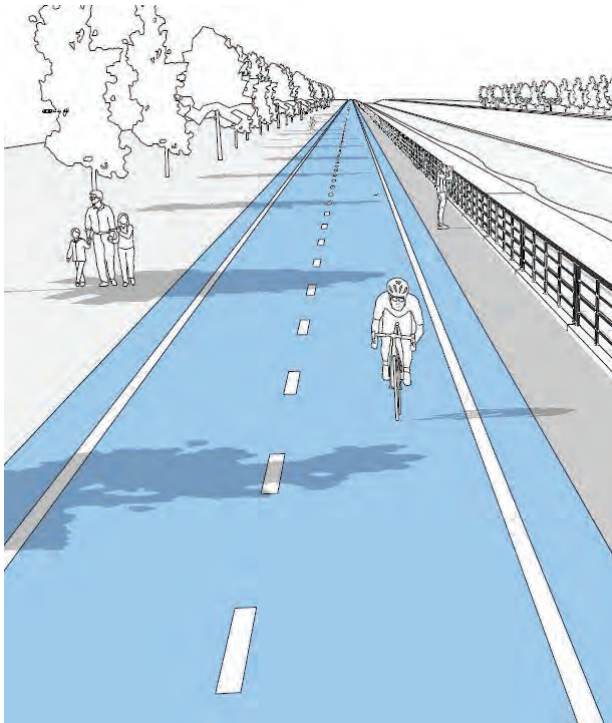
BENEFITS:

- Increases visibility of bicyclists for approaching vehicles
- Reduces the potential risk of left or right hook collisions
- Offers an alternative to implementing bicycle signals

CONSIDERATIONS:

- Lane transitions on approach and at intersection
- Level of pedestrian and vehicular movement
- Drainage

CLASS I OFF STREET SHARE-USE PATH

An off-street, multi-use facility is physically separated from any street or highway, commonly planned along right-of-way such as waterways, utility corridors, flood control access roads, railroads, and the like that offer continuous separated walking and riding opportunities.
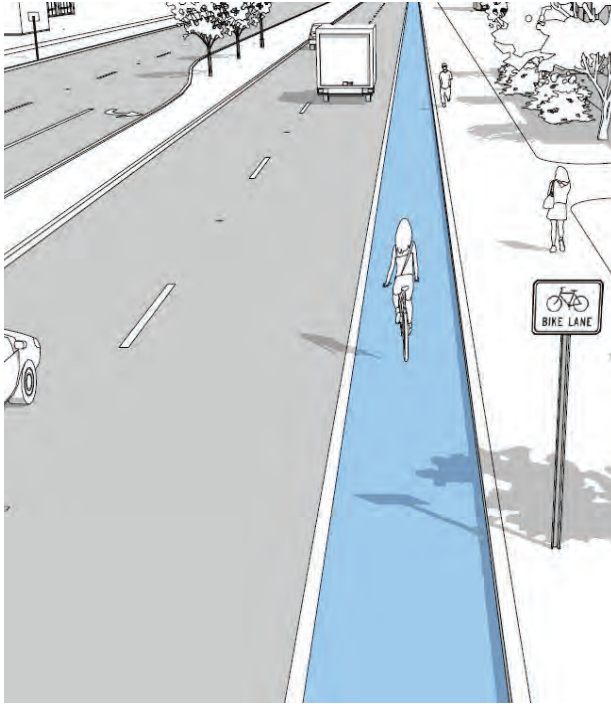
BENEFITS:

- Generally used to serve corridors not served by streets and highways or where wide right-of-way exists
- Can provide recreational opportunities or serve as regional commuting routes

CONSIDERATIONS:

- Right-of-way availability
- High costs associated with new construction and long term maintenance

CLASS II BIKE LANE

A portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists. Bike lanes are established along streets and corridors where there is significant demand, and where there are distinct needs.
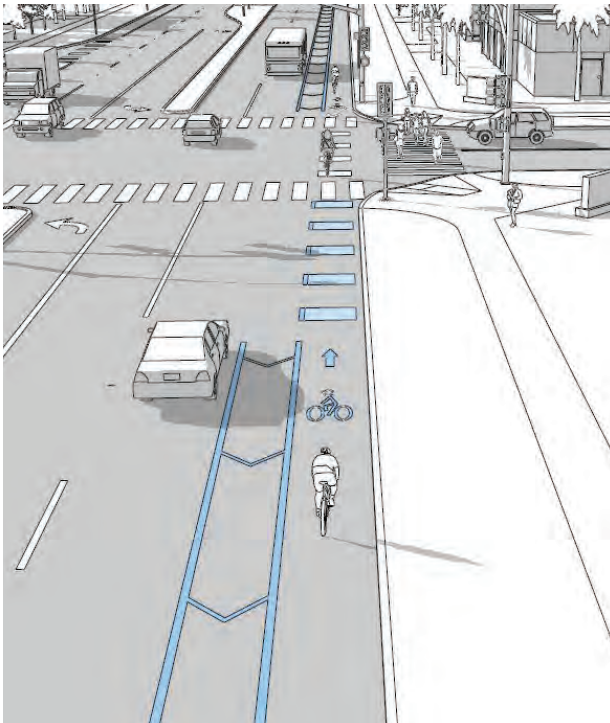
BENEFITS:

- Delineates right-of-way assigned to bicyclists and motorists and provides for more predictable movements by each
- Provides bicyclist access to local businesses along corridor

CONSIDERATIONS:

- Roadway reconfiguration may be needed if insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists
- Regular maintenance of the bike lane to clear debris

CLASS II BUFFERED BIKE LANE

A buffered bike lane is a bike facility with an additional striped buffer which provides greater separation between bicyclists and motorized vehicles. Buffered bike lanes are recommended where roadway space allows.

BENEFITS:

- Provides a buffer between motor vehicles and bicyclists
- Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane

CONSIDERATIONS:

- Requires additional maintenance when compared to a conventional bicycle lane, such as keeping the facility free of potholes, broken glass, and other debris
- Requires additional right-of-way or roadway space to accommodate buffer alongside the bike lane

CLASS IV SEPARATED BIKE LANE
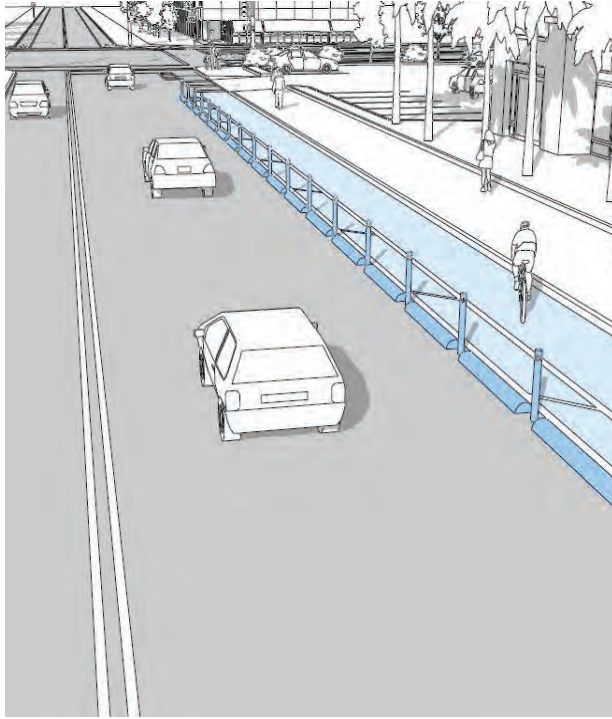
A separated bike lane, also known as a cycle track, has a physical barrier between bicyclists and motor vehicles within the roadway. It combines the user experience of a shared use path with the on-street infrastructure of a conventional bike lane.

BENEFITS:

- Dedicates and protects roadway space for bicyclists in order to improve perceived comfort and safety
- Reduces risk and fear of collisions with over-taking vehicles
- Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle

CONSIDERATIONS:

- Streets with high bicyclist volumes
- Streets with high motor vehicle volumes and/or speeds

CLASS III BIKE ROUTE
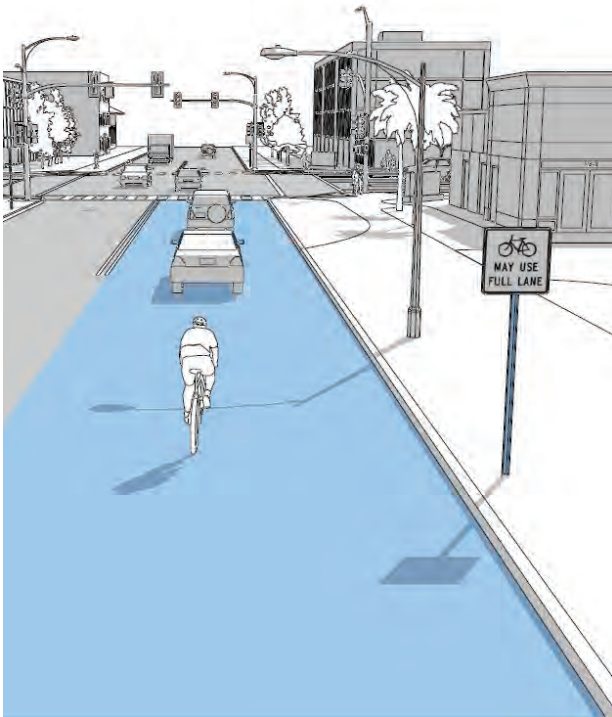
A bike route is a designated roadway where bicyclists and motor vehicles share a roadway. Design standards require specific signage, but additional enhancement can be provided by using shared roadway markings, or "sharrows".

BENEFITS:

- Provides continuity to other bicycle facilities

CONSIDERATIONS:

- Assures that the route is suitable as a shared roadway
- Prior to designation as a bikeway, the route may need additional improvements for bicyclist travel
- Maintain route in a manner consistent with the needs of bicyclists

CLASS III BIKE BOULEVARD

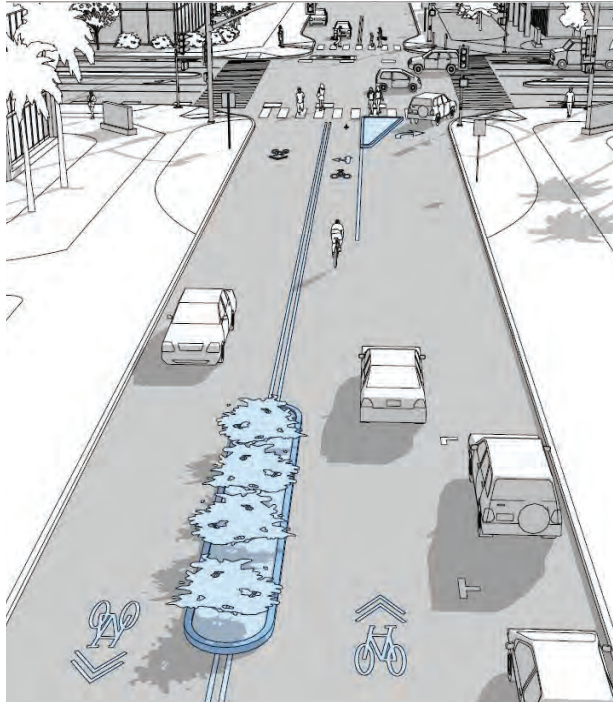A bicycle boulevard is a low stress shared roadway designed to offer a more comfortable experience for bicyclists while they share the local street with motor vehicles.

BENEFITS:

- Increases comfort for bicyclists by reducing motorist speeds and volumes, if diverters or roundabouts are included
- Connects residential roads to commercial corridors/community services

CONSIDERATIONS:

- May require additional paved surface such as curb extension to provide sidewalk space for pedestrians
- Diversion designs can restrict vehicle movements if used
- Traffic volumes should generally be less than 3,000 vehicles per day

LANE NARROWING

Lane narrowing is a typical traffic calming treatment. By narrowing existing travel lanes, streets can better accommodate multiple roadway users. The treatment is intended to improve the overall safety and traffic flow of the roadway and potentially accommodate the additional of a bikeway facility.
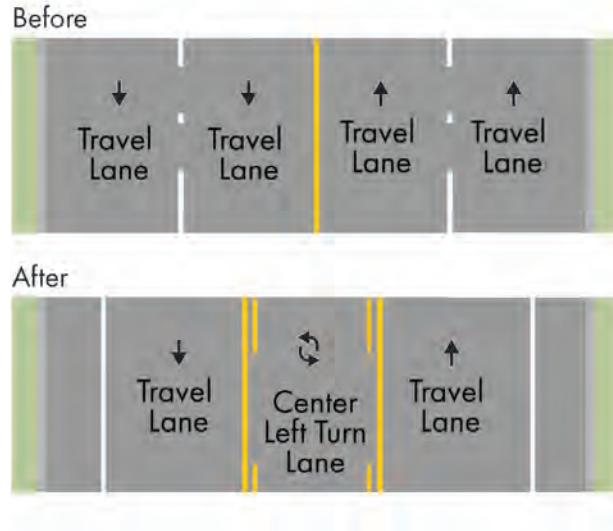
BENEFITS:

- Helps with managing vehicle travel speeds and volumes, thus improving safety
- Reduces vehicle-to-vehicle conflict

CONSIDERATIONS:

- School bus and emergency access, and truck volumes must be considered

ROADWAY RECONFIGURATION

Also known as a road diet, roadway reconfigurations typically involve reducing the number of lanes to better accommodate other roadway users. The treatment reallocates roadway space for other purposes, potentially adding turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, or landscaping.

BENEFITS:

- Can reduce vehicle speeds, weaving of traffic, left-turn conflicts, and number of lanes for pedestrians to cross
- Dedicates more space for pedestrians, bicyclists, and transit users

CONSIDERATIONS:

- Geometric design and features should be carefully considered and applied during design reconfiguration

PEDESTRIAN SIGNAL STRATEGIES

Strategies for traffic signals such as providing Leading Pedestrian Intervals, exclusive pedestrian phase, pedestrian push buttons, and countdowns can be used to control pedestrian and vehicle movements and allow for safe movement of users.
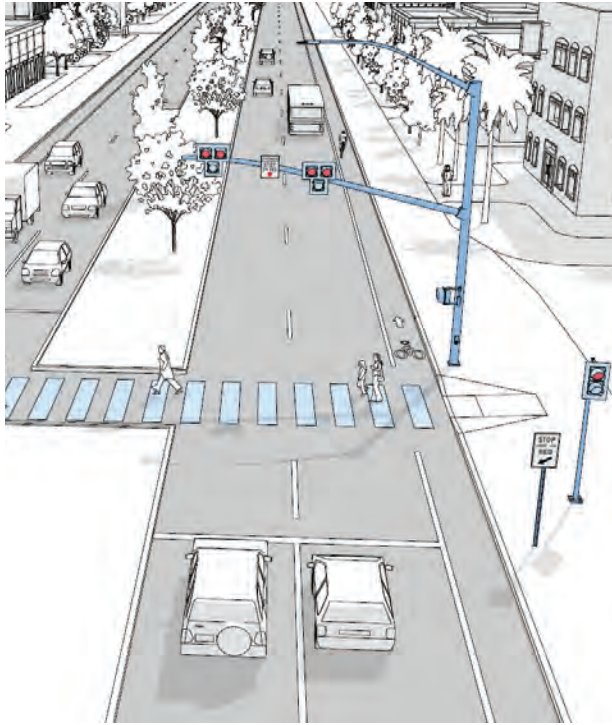
BENEFITS:

- Create opportunities for pedestrians to be more visibility to motorists which can reduces vehicular-pedestrian collisions
- Allocate more time for pedestrians to safely cross the roadway

CONSIDERATIONS:

- Requires signal timing adjustments

PEDESTRIAN HYBRID BEACON

A pedestrian hybrid beacon (PHB) is a traffic control device used to increase motorists' awareness of pedestrian crossings at an uncontrolled marked crosswalk location. A PHB is distinct from pre-timed traffic signals and constant flash warning beacons because it is only activated by pedestrians when needed.

BENEFITS:

- Can lead to lower conflict and collision rates for pedestrians
- Clearly indicates that a crosswalk is being used and that all motorists must come to a complete stop

CONSIDERATIONS:

- Should be located outside of the functional area of a signalized intersection and outside of any turn lanes or acceleration lanes

RECTANGULAR RAPID FLASHING BEACON
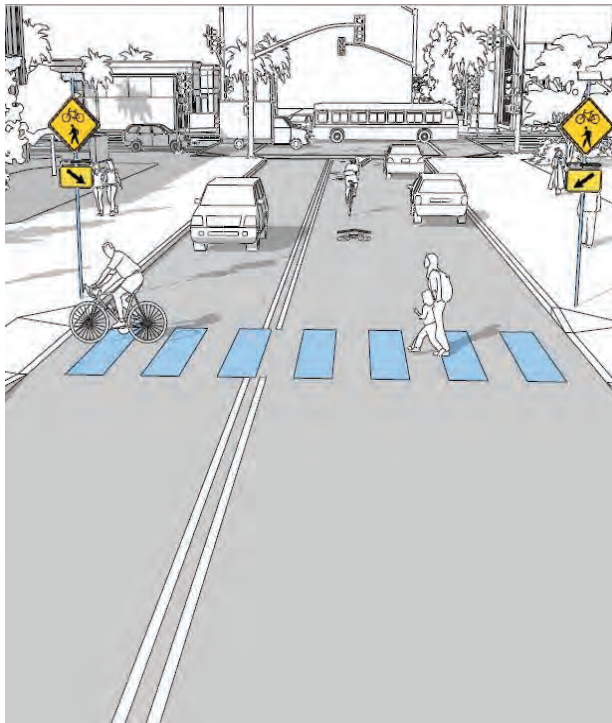
A Rectangular Rapid Flashing Beacon (RRFB) is a type of active warning beacon that combines a pedestrian warning sign with user-activated light emitting diodes (LEDs). The device flashes amber when activated through a pedestrian push button or by pedestrian detection.

BENEFITS:

- Increases motorists' yield behavior at crossings because they use an irregular flash pattern similar to emergency flashers on police vehicles

CONSIDERATIONS:

- Use in combination with a crosswalk, wheelchair ramps, advance warning signs or pavement markings, and overheard lighting
- Usually implemented at high volume pedestrian crossings

SPEED FEEDBACK SIGN
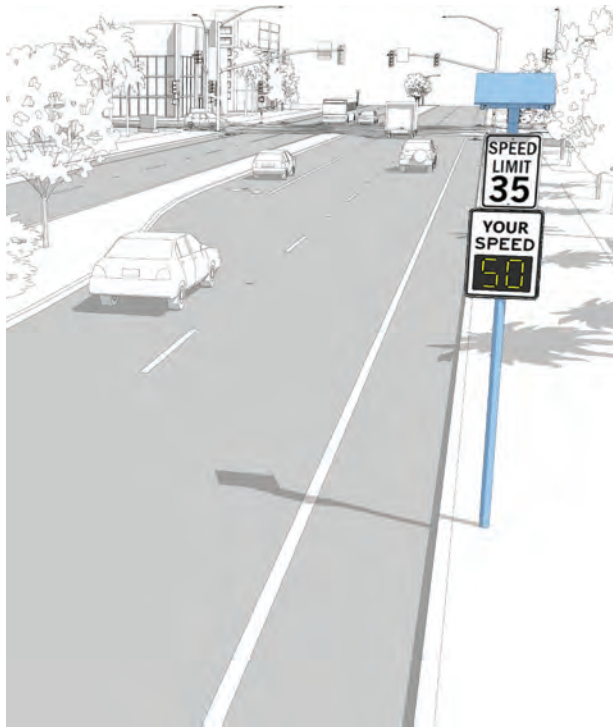
A speed feedback sign is a type of dynamic traffic calming device that alerts approaching motorists of their travel speeds. If motorists are speeding, the feedback sign will flash exceed speed along with "SLOW DOWN" or "YOUR SPEED".

BENEFITS:

- Generally activates when motorists exceed a speed limit by five miles per hour
- Can be effective in reducing motorist speeds on wide roadways

CONSIDERATIONS:

- Static and dynamic text, sign color, and sight distance are dependent on the existing conditions of the roadway and area, and the type of roadway

SCHOOL ZONE SIGNAGE
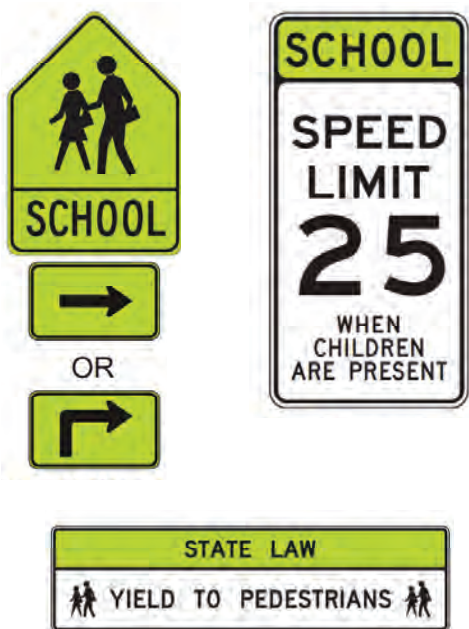
School zone signage includes a series of signs that can be placed in school zones to convey messages to influence traffic behavior near schools.

BENEFITS:

- Can bring more awareness about crossings near schools
- Low cost compared to infrastructure treatments

CONSIDERATIONS:

- Context and placement of the signs

SCHOOL ZONE WORD, SYMBOL, AND ARROW MARKINGS

The markings are text on the roadway that help convey messages to motorists about a school zone.Example of text include "SCHOOL XING" and "SLOW SCHOOL XING".

BENEFITS:

- Compliment other traffic control devices such as traffic signs and signals
- Convey information without diverting motorists' attention from the road

CONSIDERATIONS:

- Context and placement of the word, symbol, and arrow markings

Figure 7B.1. School Area Signs
(2014 California MUTCD Chapter 7C)

TRANSIT-ORIENTED TREATMENTS
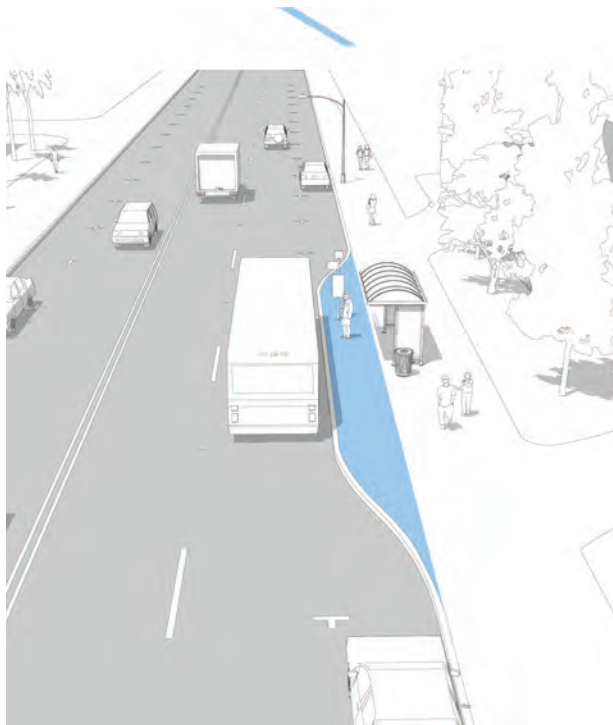
Treatments such as transit signal priority lanes, bus stop amenities, bus bulbs, and floating bus pads can create a more comfortable and convenient transit-riding experience. Transit agencies including Omnitrans offers design guidelines for treatments at transit stops and hubs.

BENEFITS:

- May encourage more community members to walk and bike to transit facilities
- Can create a safer environment for pedestrians and bicyclists to access transit facilities

CONSIDERATIONS:

- Treatments each have their own unique set of considerations

4.6 PRIORITY CORRIDOR FACTSHEETS

The following section provides a project overview for four corridors identified in the Montclair Active Transportation Network. The corridors were selected based on the prioritized projects list, and they aimed to reflect the two types of roadway corridors (local and regional corridors) in each direction (North/South and East/West).

For each corridor, the factsheet includes the following information:

- General corridor description and roadway characteristics
- Overview of recommendations
- Existing and proposed typical cross-section(s)
- Concept plan of a selected intersection
- Detailed recommendation for selected segments and intersections

Recommendations were derived from planning-level analyses combined with high-level engineering judgment. Certain recommendations were also adopted from other planning documents to ensure continuity across the plans.

The context surrounding the corridors may change over time (e.g. new development, changes in land uses, volumes, etc.) As such, it is important to continually evaluate these conditions to determine the appropriate treatments.

Furthermore, additional studies would be needed to determine the actual feasibility of the recommendations. These studies include but not limited to the following:

- Drainage Study - Applicable to recommendations such as protected intersections and curb extensions.
- Warrant Study and Volume Review - Applicable to recommendations such as areas that would require roadway reconfiguration, right turn lanes removal, and signal phasing modification.
- In-Depth Collision Analysis - Applicable to recommendations that seek to improve pedestrian and bicycle safety and other related goals.
- Pedestrian and Bike Activity/ Volume Review - Applicable to recommendations that seek to improve pedestrian and bicycle accessibility, connectivity, and other related goals.
- Truck Turning Templates - Applicable to recommendations such as protected intersections or curb extensions impact bus stops/routes.

Assumptions for Cost Estimates

The ATP team made the following assumptions to attain the cost estimates for each corridor:

- Roadways would not be widened to provide additional right-of-way space for the proposed recommendations, hence the majority of improvements would involve signing and striping.
- For Class II Buffered Bike Lanes, the cost assumed that there would be a pavement legend and bike route sign at 200' spacing.
- For the Class IV Separated Bike Lanes, the cost included flex posts that were added to the striping costs.
- The majority of the segments reflected the improvements shown on the report cross sections.
- For intersection improvements, assumptions were made about utility/service locations.

MONTE VISTA AVENUE
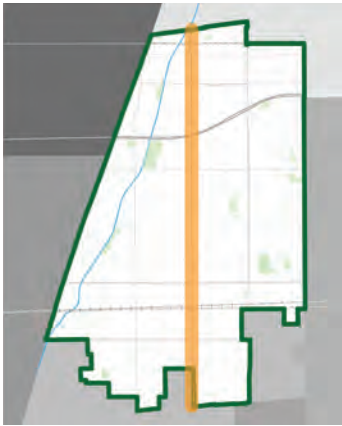
The Monte Vista Avenue Corridor is a regional corridor in the Montclair Active Transportation Network, and it runs along the entirety of the city in the North-South direction. The corridor provides access to a wide mixture of local and regional destinations which includes the Montclair Place Mall, Montclair Hospital Medical Center, and multiple schools. It also connects community members to the Montclair TransCenter and Montclair Metrolink Station which offer opportunities for regional travel.

Traffic calming, bicycle, and pedestrian treatments are proposed for the Monte Vista Corridor. Traffic calming and bicycle treatments are recommended for the entirety of the corridor to improve accessibility and provide connectivity to local and regional destinations, including transit hubs.

Corridor Length: 3.35

Extents: Pacific Electric Trail to Phillips Blvd

Primary Land Use: Commercial, Residential, Industrial

Functional Classification: Major

Truck Route: Partially

# of Transit Stops: 14

# of Pedestrian & Bicycle Collisions: 17

Connectivity To: Montclair Place, Montclair Hospital Medical Center, Montclair Transcenter/ Montclair Metrolink, Pacific Electric Trail, and multiple schools.

Planned Effort: General Plan, North Montclair Downtown Specific Plan, Holt Blvd Specific Plan, Systemic Safety Analysis Report, Chino Plans: Planned Class IV Separated Bikeway

Crossing guard assisting students at the intersection of Monte Vista Ave & Bandera Ave

OVERVIEW OF RECOMMENDATIONS

The Plan envisions a reduction in travel lanes to calm vehicular traffic and provide sufficient width to accommodate a Class II Buffered Bike Lane in the short-term and a Class IV Separated Bikeway in the long-term for the segments of the corridor where it's feasible. The facility would provide the critically-missing infrastructure for bicyclists to bike in the North/South direction and reach destinations in Upland, Chino, and beyond.

Along the entire corridor, all street lighting is recommended be upgraded to LED safety lighting and pedestrian signal heads should include countdown functionality.

Additionally, specific pedestrian treatments are proposed at 14 intersections that were selected to address traffic safety concerns and access to transit, schools, and nearby destinations. Proposed pedestrian treatments include protected intersections, curb extensions (bulb-outs), crosswalks, ADA curb ramps, Pedestrian Hybrid Beacons, and traffic signal modifications.

Given the complexity of the proposed treatments, the City is recommended to conduct additional studies to further evaluate the feasibility of the proposed treatments modifications.

ROADWAY CHARACTERISTICS

Roadway width: 30' to 85'

Lane geometry: Alternates between multiple travel lanes, two travel lanes, and one travel lane in each direction with some segments that have a center median and/or two-way left turn lane

On-street parking: Available but has various restrictions along some segments

ESTIMATED COST

Short term: $6,708,327
Long term: $7,379,650

Pedestrian crossings at the intersection of Monte Vista Ave & Bandera Ave

Existing

Proposed Improvement

Existing

Proposed Improvement

REMOVE EXISTING PAVEMENT LEGEND

REMOVE EXISTING ASSEMBLY D (CA) SIGN

INSTALL LIMIT LINE (TYP)

INSTALL R10-6

REMOVE EXISTING IN GROUND FLASHERS

INSTALL PAINTED BULB OUT WITH FLEX POST

INSTALL HIGH VISIBILITY X-WALK

INSTALL RED CURB PAINT

FURNISH AND INSTALL COUNTDOWN LED PED HEAD(TYP)

REMOVE EXISTING SIGNS AND POST

INSTALL R10-23 SIGN

INSTALL HIGH VISIBILITY X-WALK

INSTALL RED CURB PAINT

Bandera St

CONSTRUCT 6' WIDE PCC CROSS GUTTER, SPANDREL, AND 1' AC SLOT PATCH

REMOVE EXISTING SIGNS AND POST

INSTALL PED. HYBRID BEACON (TYP)

INSTALL R10-11 SIGN

INSTALL R10-23 SIGN

CONSTRUCT BULB OUT WITH COVERED TRENCH DRAINS

INSTALL RED CURB PAINT

REMOVE EXISTING PAVEMENT LEGEND

Monte Vista Ave

SIGN LEGEND:

CROSSWALK
STOP ON RED
●

R10-23

NO TURN ON RED
●

R10-11

STOP HERE ON RED
↙

R10-6

100'   50'   0   50'   100'

1"=100'   GRAPHIC SCALE

DETAILED PROPOSED IMPROVEMENTS: BY SEGMENT

Segment	Width	Existing Conditions	Recommendation	Comment
Richton St to Arrow Hwy	85'	• 2 Travel lanes in the northbound Direction with a Class II Buffered Bike Lane • 3 Lanes in the southbound Direction with a Class II Bike Lane	Short-term: Install a Class II Buffered Bike Lane in the southbound direction Long-term: Install a Class IV Separated Bike Lane in each direction	The segment currently has a Class II Bike Lane in the southbound direction and a Class II Buffered Bike Lane in the northbound direction. In the short-term, a Class II Buffered Bike Lane in the southbound direction would complement the existing bike facility in the northbound direction. In the long-term, Class IV Separated Bike Lanes would provide for a safer and more comfortable biking experience to and from the Pacific Electric Trail and other regional destinations. The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove a travel lane in each direction, reduce the size of the center median, or explore a combination of strategies to provide adequate space to accommodate the treatments.
Arrow Hwy to Moreno St	65'	• 2 Travel lanes in each direction • Two Way Left Turn Lane • On-street parking on the west side • No-parking on the east side	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, remove the center median, or explore a combination of strategies to provide adequate space to accommodate the treatments.
Moreno St to I-10 Fwy north ramps	80'	• 2 Travel lanes in each direction • Two Way Left Turn Lane • On-street parking on the west side • No-parking on the east side	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, remove the center median, reduce the width of the travel lanes, or explore a combination of strategies to provide adequate space to accommodate the treatments.
I-10 Fwy north ramps to I-10 Fwy south ramps	50'	• 2 Travel lanes in each direction	Install a Class III Bike Route in each direction	The existing curb-to-curb width is insufficient to accommodate any bicycle facilities other than a Class III Bike Route. As of the development of this Plan, Caltrans does not have plans to expand the I-10 Overpass.

Segment	Width	Existing Conditions	Recommendation	Comment
I-10 Fwy south ramps to San Bernardino St	70'	• 2 Travel lanes in each direction • Two Way Left Turn Lane • On-street parking on the west side on some segments • No-parking on the east side	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, remove the center median, reduce the width of the travel lanes, or explore a combination of strategies to provide adequate space to accommodate the treatments.
San Bernardino St to Benito St	45'	• 1 Travel lane in each direction • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove on-street parking on one side of the roadway to provide adequate space to accommodate the treatments or provide a Class II Bike Route in each direction.
Benito St to Kingsley St	60'	• 2 Travel lanes in each direction • On-street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, or explore a combination of strategies to provide adequate space to accommodate the treatments.
Kingsley St to Bandera St	50'	• 2 Travel lanes in each direction • No street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, or provide a Class III Bike Route in each direction.
Bandera St to Holt Blvd	60'	• 2 Travel lanes in each direction • On-street parking on west side • No street parking on the east side	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, or explore a combination of strategies to provide adequate space to accommodate the treatments.

Segment	Width	Existing Conditions	Recommendation	Comment
Holt Blvd to State St	60'	• 2 Travel lanes in each direction • Two Way Left Turn Lane • On-street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, or provide a Class III Bike Route in each direction.
State St to Mission Blvd	60'	• 2 Travel lanes in each direction • On-street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove on-street parking in each direction.
Mission Blvd to Howard St	60'	• 2 Travel lanes in each direction • On-street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to reduce a travel lane in each direction, remove on-street parking, or explore a combination of strategies to provide adequate space to accommodate the treatments.
Howard St to Grand Ave	40'	• 1 Travel lane in each direction • Two Way Left Turn Lane • On-street parking on the both sides	Short-term: Install a Class II Buffered Bike Lane Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to explore acquiring the right-of-way for the dirt shoulder on the west side of the roadway, or reduce the two-way left-turn lane to provide adequate space to accommodate the treatments.
Grand Ave to Phillips St	30'	• 1 Travel lane in each direction	Install a Class III Bike Route in each direction	The existing curb-to-curb width is insufficient to accommodate any bicycle facilities other than a Class III Bike Route. The land use is mainly comprised of residential uses and traffic volume is lower than other segments; these characteristics support having a Class III Bike Route.

DETAILED PROPOSED IMPROVEMENTS: BY INTERSECTIONS

Intersection	Recommendation	Comment
Monte Vista Ave & Arrow Hwy	• Install curb extensions at all four corners • Provide ADA rurb ramps at each curb extension • Install a center median and center refuge island on Arrow Hwy • Reduce one left turn lane and one right turn lane in each direction on Arrow Hwy	Recommendations are consistent with the Arrow Highway Streetscape Improvement Plans
Monte Vista Ave & Moreno St	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	A protected intersection would compliment the proposed recommendations for both Monte Vista Avenue and Moreno Street Corridors which calls for Class II Buffered Bike Lanes in the short term.
Monte Vista Ave & San Jose St	• Install raised curb extensions at all four corners to complement the reduction in travel lanes and installation of bicycle facilities • Upgrade existing pedestrian push buttons with accessible pedestrian signals • Upgrade signal timing to include Leading Pedestrian Interval	
Monte Vista Ave & I-10 Fwy north ramps	• Reduce the corner radii at the on and off freeway ramps • Improve curb ramps to be ADA-compliant	May require coordination with Caltrans
Monte Vista Ave & I-10 Fwy South ramps/ Palo Verde St	• Improve curb ramps to be ADA-compliant • Improve new crosswalks at all legs • Upgrade traffic signal to provide protected left-turns on southbound approach and clearance timing	Recommendations are consistent with the Systemic Safety Analysis Report
Monte Vista Ave & San Bernardino St	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	Recommendations are consistent with the Systemic Safety Analysis Report
Monte Vista Ave & Benito Ave	• Install high visibility yellow ladder style school crosswalks at all legs • Upgrade existing pedestrian push buttons with accessible pedestrian signals • Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing, as well as a Leading Pedestrian Phase on all approaches for pedestrian crossings • Improve curb ramps to be ADA-compliant	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report
Monte Vista Ave & Orchard St	• Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing, as well as a Leading Pedestrian Phase on all approaches for pedestrian crossings • Upgrade existing pedestrian push buttons with accessible pedestrian signals • Improve curb ramps to be ADA-compliant • Install conflict zone markings through intersection for the bike lanes on Orchard St • Establish a right turn lane on Orchard St and re-stripe the bike lanes	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report

Intersection	Recommendation	Comment
Monte Vista Ave & Kingsley St	• Install new high visibility yellow ladder style school crosswalk at all legs • Improve all four existing curb ramps to be ADA-compliant • Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing, as well as a Leading Pedestrian Phase on all approaches for pedestrian crossings • Replace all existing pedestrian push buttons with accessible pedestrian signals	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report
Monte Vista Ave & Canoga St	• Install new high visibility yellow ladder style school crosswalks on the east and west legs • Improve and/or reconstruct all four existing curb ramps to be ADA-compliant • Install speed feedback sign on Monte Vista Ave	Recommendations are consistent with the Montclair Safe Routes to School Plan
Monte Vista Ave & Bandera St	• Install pedestrian hybrid beacon on Monte Vista Ave • Install raised curb extension on the SE corner to shorten the crossing distance on Monte Vista Ave • Install painted curb extensions on the NW corner to shorten the crossing distance on Bandera St • Install new high visibility yellow ladder style school crosswalks at the east, west, and south legs • Provide red curb paint along Bandera St	Recommendations are consistent with the Montclair Safe Routes to School Plan
Monte Vista Ave & Holt Blvd	• Upgrade traffic signal to provide protected left-turns on southbound and northbound approaches and clearance timing, as well as a Leading Pedestrian Phase on all approaches for pedestrian crossings • Install raised curb extensions at all four corners to complement the reduction in travel lanes and installation of bicycle facilities • Improve all existing curb ramps to be ADA-compliant • Replace existing pedestrian push buttons with accessible pedestrian signals	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report
Monte Vista Ave & Mission Blvd	• Install raised curb extensions at all four corners to complement the reduction in travel lanes and installation of bicycle facilities • Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing. • Improve all existing curb ramps to be ADA-compliant • Replace existing pedestrian push buttons with accessible pedestrian signals	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report
Monte Vista Ave & Howard St	• Install high visibility ladder style school crosswalks pavement markings at all legs • Install curb extensions at the SW, SE, NW, and NE corners • Upgrade existing Stop signs embedded LEDs that flash during school hours at each corner on Monte Vista Ave • Put red curb paint at the NE, SE, and SW corners	Recommendations are consistent with the Montclair Safe Routes to School Plan

CENTRAL AVENUE

Central Avenue is classified as a regional corridor in the Montclair Active Transportation Network. It is one of the two corridors in Montclair that provides access to destinations along the entirety of the city in the North-South direction. It provides access to commercial and civic institutions such as the Montclair Place Mall, Montclair City Hall, and Montclair Public Library, residential neighborhoods, industrial areas, and transit hubs.

Traffic calming, bicycle, and pedestrian treatments are proposed for the Central Avenue Corridor. Traffic calming and bicycle treatments are recommended for the entirety of the corridor to improve accessibility and provide connectivity to local and regional destinations, including transit hubs.

Corridor Length: 3.08

Extents: Pacific Electric Trail to Phillips Blvd

Primary Land Use: Commercial

Functional Classification: Major

Truck Route: Yes

# of Transit Stops: 16

# of Pedestrian & Bicycle Collisions: 26

Connectivity To: MacArthur Park, Montclair City Hall, Montclair Public Library, Montclair Civic Center, Alma Hofman Park, Saratoga Park, Commercial areas, Montclair Place, Kaiser Permanente Montclair Mental Health Offices

Planned Effort: General Plan, North Montclair Downtown Specific Plan, Holt Blvd Specific Plan, Systemic Safety Analysis Report

Intersection of Central Ave at Benito St

Google Maps

OVERVIEW OF RECOMMENDATIONS

The City is recommended to reduce one or more travel lanes in each direction, reduce parking, or explore a combination of strategies to calm vehicular traffic and provide sufficient width to accommodate a Class II Buffered Bike Lane in the short-term and a Class IV Separated Bikeway in the long-term. The treatments would provide for a safer and more comfortable walking and biking experience for users along one of the City's main thoroughfares in the North/South direction and connect them to both local and regional destinations.

Along the entire corridor, all street lighting is recommended to be upgraded to LED safety lighting and pedestrian signal heads should include countdown functionality.

Additionally, specific pedestrian treatments are recommended at 14 intersections. The intersections represent areas where pedestrian and bicycle collisions had occurred, police citations were issued, and they provide access to transit hubs, schools, and other destinations. Proposed pedestrian treatments include protected intersections, curb extensions (bulb-outs), crosswalks, ADA curb ramps, Pedestrian Hybrid Beacons, and traffic signal modifications.

The proposed treatments would involve many roadway modifications. The City is recommended to conduct additional studies to further evaluate the feasibility of proposed treatments.

ROADWAY CHARACTERISTICS

Roadway width: 85' to 150'

Lane geometry: Two travel lanes to multiple travel lanes in each direction with a center median

On-street parking: Available on various segments

ESTIMATED COST

Short term: $6,607,675
Long term: $7,303,628

Intersection of Central Ave at Arrow Hwy

Google Maps

Existing

Proposed Improvement

CROSS SECTION - CENTRAL AVE BETWEEN MORENO ST AND ARROW HWY

| 7' Sidewalk | 14' Travel Lane | 11' Travel Lane | 11' Travel Lane | 16' Median | 11' Travel Lane | 11' Travel Lane | 14' Travel Lane | 7' Sidewalk |

Existing

| 7' Sidewalk | 7' Bike Lane | 5' Buffer | 12' Travel Lane | 12' Travel Lane | 16' Median | 12' Travel Lane | 12' Travel Lane | 5' Buffer | 7' Bike Lane | 7' Sidewalk |

Proposed Improvement

Central Ave.

Orchard St.

5' 10' 11' 10' 11' 11' 10' 10' 5'

CONSTRUCT BUS ISLAND AT
EXISTING BUS STOP

BIKE LANE
CONFLICT STRIPING (TYP.)

RE-OPTIMIZE TRAFFIC
SIGNAL TIMING OPERATIONS

6' 6'

8'

12' 10'

6' 10'

6' 10' 10'

12' 10'

6' 10'

CONSTRUCT ADA
CURB RAMPS (TYP.)

CONSTRUCT PROTECTED INTERSECTION
IMPROVEMENTS WITH HIGH-VISIBILITY CROSSWALKS
AND GREEN BIKEWAY CROSSINGS

6' 5' 12' 12' 12' 13' 12' 5' 6'

50' 25' 0 25' 50'

1"=50'   GRAPHIC SCALE

S   SIGNALIZED INTERSECTION

DETAILED PROPOSED IMPROVEMENTS: BY SEGMENT

Segment	Width	Existing Conditions	Recommendation	Comment
P.E Trail to I-10 Fwy north ramps	95'	• Multiple lanes in each direction • Center median • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. However, given the high speed and traffic volume along the segment, a Class II Buffered Bike Lane or Class IV Separated Bike Lanes in each direction is needed to provide bicyclists with a safe and comfortable environment to travel along. The City is recommended to remove a travel lane in each direction, reduce the size of the center median, or explore a combination of strategies to provide adequate space to accommodate the bicycle facility.
I-10 Fwy north ramps to I-10 Fwy south ramps	150'	• Multiple lanes in each direction	Install a Class III Bike Route in each direction	The existing curb-to-curb width is insufficient to accommodate any bicycle facilities other than a Class III Bike Route. As of the development of this Plan, Caltrans' plans for the I-10 overpass do not provide space to accommodate bicycle facilities.
I-10 Fwy south ramps to San Bernardino St	85'	• Multiple lanes in each direction • Center median • On-street parking on the west side	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove a travel lane in each direction or explore a combination of strategies to provide adequate space to accommodate the bicycle facility.
San Bernardino St to Bandera St	85'	• 2 Travel lanes in each direction • Center median • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove a travel lane in each direction, reduce the size of the center median, or explore a combination of strategies to provide adequate space to accommodate the bicycle facility.

| Segment	Width	Existing Conditions	Recommendation	Comment
Bandera St to Holt Blvd	100'	• Multiple lanes in each direction • Center median • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The existing curb-to-curb width is insufficient to accommodate neither short-term nor long-term recommendations. The City is recommended to remove a travel lane in each direction, reduce the size of the center median, or explore a combination of strategies to provide adequate space to accommodate the bicycle facility.
Holt Blvd to Howard St	Varies	• 2 Travel lanes in each direction • Center median • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The curb-to-curb width varies significantly along this segment, thus compared to other segments, some small portions of the segment have sufficient width to accommodate the recommended bike facility in each direction. For portions where there is insufficient width to accommodate the bike facilities, the City is recommended to remove a travel lane in each direction, reduce the size of the center median, or explore a combination of strategies.
Howard St to Phillips Blvd	100'	• 2 Travel lanes in each direction • Center median • On-street parking on both sides	Short-term: Install a Class II Buffered Bike Lane in each direction Long-term: Install a Class IV Separated Bike Lane in each direction	The segment has sufficient width to accommodate the recommended bike facilities pending the removal of on-street parking on both sides. Currently, there are no restrictions on on-street parking; however, the roadway is separated from the residential neighborhood with a wall. Removal of on-street parking is unlikely to have an impact on the residents.

DETAILED PROPOSED IMPROVEMENTS: BY INTERSECTIONS

Intersection	Recommendation	Comment
Central Ave & Richton St	• Install raised curb extensions at all four corners to complement the reduction in travel lanes and installation of bicycle facilities	
Central Ave & Arrow Hwy	• Install curb extensions at NW and SW corners • Provide ADA curb ramps at each curb extension • Install a center median and center refuge island on Arrow Hwy • Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing	Recommendations are consistent with the Arrow Highway Streetscape Improvement Plans up to the centerline of Central Ave and Systemic Safety Analysis Report
Central Ave & Moreno St	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	A protected intersection would help facilitate safer crossings for pedestrians and bicyclists. The facility would also compliment the proposed bikeway recommendations for both Central Avenue and Moreno Street Corridors
Central Ave & I-10 Fwy north ramps	• Reduce the corner radii at the on and off freeway ramps • Improve curb ramps to be ADA-compliant • Re-stripe crosswalks	May require coordination with Caltrans
Central Ave & I-10 Fwy south ramp	• Reduce the corner radii at the on and off freeway ramps • Improve curb ramps to be ADA-compliant • Re-stripe crosswalks	May require coordination with Caltrans
Central Ave & Palo Verde St	• Install raised curb extensions on the NW and SW corners to shorten the crossing distance on Palo Verde St and realign the crosswalk on the south leg	
Central Ave & San Bernardino St	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	Recommendations are consistent with the Systemic Safety Analysis Report
Central Ave & Benito St	• Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing	Recommendations are consistent with the Systemic Safety Analysis Report

Intersection	Recommendation	Comment
Central Ave & Orchard St	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	Recommendations are consistent with the Systemic Safety Analysis Report
Central Ave & Kingsley St	• Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing, as well as signal timing for pedestrians • Repaint existing crosswalks • Improve curb ramps to be ADA-compliant	Recommendations are consistent with the Systemic Safety Analysis Report
Central Ave & Bandera St	• Install raised curb extensions on the NW and SW corners to shorten the crossing distance on Bandera St	Recommendations are consistent with the Systemic Safety Analysis Report
Central Ave & Holt Blvd	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	Recommendations are consistent with the Systemic Safety Analysis Report The facility would also compliment the proposed segment recommendations for both Central Ave and Holt Blvd Corridors which calls for Class II Buffered Bike Lane in the short term The intersection currently has decorated crosswalks; the proposed treatments would require changes to the existing infrastructure
Central Ave & Mission Blvd	• Install raised curb extensions on the all corners to shorten the crossing distance on Mission Blvd • Improve curb ramps to be ADA-compliant • Re-stripe crosswalks	One corner of the intersection has existing edge line striping The intersection currently has decorated crosswalks; the proposed treatments would require changes to the existing infrastructure
Central Ave & Howard St	• Re-stripe existing crosswalks on the east, north, and west legs • Widen the center median andprovide center refuge island on Central Ave	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report

SAN BERNARDINO STREET
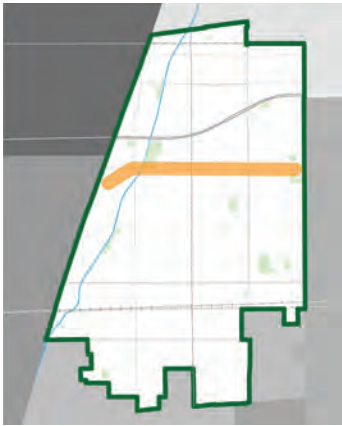
The San Bernardino Street Corridor is classified as a regional corridor in the Montclair Active Transportation Network, and it offers access to destinations along the entirety of the city in the East-West direction. The corridor connects to existing and planned bicycle facilities in Pomona to the west and Ontario to the east, allowing users to travel to destinations beyond the city. The corridor provides access to residential neighborhoods, and local and regional destinations such as Montclair High School, Vernon Middle School, Buena-Vista Arts Integrated Magnet school, Waterwise Community Center, and Montclair Hospital Medical Center.

Traffic calming, bicycle, and pedestrian treatments are proposed for the San Bernardino Street Corridor. Traffic calming and bicycle treatments are recommended for the entirety of the corridor to improve accessibility and provide connectivity to local and regional destinations, including transit hubs.

Corridor Length: 1.87

Extents: Mills Ave to Benson Ave

Primary Land Use: Residential

Functional Classification: Major

Truck Route: No

# of Transit Stops: 10

# of Pedestrian & Bicycle Collisions: 10

Connectivity To: Waterwise Community Center & Chino Basin Water Conservation District, Montclair Hospital Medical Center, Kaiser Permanete Montclair Mental Health Services, Commercial Areas, Vernon Middle School, Buena Vista Arts-Integrated Magnet, Montclair High School, Class II Bike Lanes in Pomona

Planned Effort: General Plan, Systemic Safety Analysis Report, San Bernardino Non-Motorized Transportation Plan: Proposed Class II Bike Lanes

Vehicles stopped at an all way stop at San Bernardino St and Benson Ave

OVERVIEW OF RECOMMENDATIONS

The Plan envisions a reduction in travel lanes to calm vehicular traffic and provide sufficient width to accommodate a Class II Buffered Bike Lane in the short-term and a Class IV Separated Bikeway in the long-term for the corridor segments where it's feasible and appropriate to do so. The bicycle facility would bridge a critical gap between the Class II Bike Lane west of Kimberly Avenue and proposed bicycle facilities east of Benson Ave in the City of Ontario to facilitate regional travels in the East-West direction.

Along the entire corridor, all street lighting is recommended to be upgraded to LED safety lighting and pedestrian signal heads should include countdown functionality.

Additionally, specific pedestrian treatments are recommended for 7 intersections that were selected to address traffic safety concerns and access to transit, schools, and nearby destinations. Proposed pedestrian treatments include protected intersections, curb extensions (bulb-outs), crosswalks, ADA curb ramps, Pedestrian Hybrid Beacons, and traffic signal modifications.

The City is recommended to conduct additional studies to further evaluate the feasibility of the recommendations.

ROADWAY CHARACTERISTICS

Roadway width: 64'

Lane geometry: Two travel lanes in each direction

On-street parking: Available on both sides

ESTIMATED COST

$2,722,724

Roadway conditions on San Bernardino St in front of Vernon Middle School

| 5'
Sidewalk | 7'
Planting
Strip | (P)
8'
Parking | ↓
12'
Travel Lane | ↓
12'
Travel Lane | ↑
12'
Travel Lane | ↑
12'
Travel Lane | (P)
8'
Parking | 7'
Planting
Strip | 5'
Sidewalk |

Existing

| 5'
Sidewalk | 7'
Planting
Strip | (P)
8'
Parking | 7'
Bike
Lane | 5'
Buf-
fer | ↓
12'
Travel Lane | ↑
12'
Travel Lane | 5'
Buf-
fer | 7'
Bike
Lane | (P)
8'
Parking | 7'
Planting
Strip | 5'
Sidewalk |

Proposed Improvement

INSTALL NEW STREET LIGHT AND FOUNDATION(TYP.)

EX. POWER POLE TO PROVIDE POWER*

INSTALL INTERSECTION CONTROL BEACON

CONSTRUCT CURB EXTENSION

INSTALL HIGH VISIBILITY YELLOW X-WALK

INSTALL RED CURB PAINT (TYP.)

INSTALL INTERSECTION CONTROL BEACON

RELOCATE STREET LIGHT

CONSTRUCT CURB EXTENSION

INSTALL DOUBLE-YELLOW CENTERLINE PER CALTRANS STD. PLAN A20A, DETAIL 22

San Bernardino St.

Vernon Ave.

STOP

25'

50' 25' 0 25' 50'

1"=50'   GRAPHIC SCALE

LEGEND

→▶ PROPOSED INTERSECTION CONTROL BEACON

○—¤ PROPOSED STREET LIGHT

◿ PROPOSED SERVICE CABINET

Ⓢ SIGNALIZED INTERSECTION

*NOTE: THE PROPOSED SERVICE POWER SOURCE IS A GENERAL EXAMPLE OF A TYPICAL POWER SOURCE, COORDINATE WITH UTILITY SERVICE COMPANY AND VERIFY LOCATION.

DETAILED PROPOSED IMPROVEMENTS: BY SEGMENT

Segment	Width	Existing Conditions	Recommendation	Comment
Kimberly Ave to Benson Ave	64''	• Two travel lanes per direction • On-street parking on both sides	Class II Buffered Bike Lane	The existing curb-to-curb width is insufficient to accommodate the bicycle facility. However, given the high speed, poor ranking on the Bicycle Level of Traffic Stress, high citation rate, and high collision rate, a Class II Buffered Bike Lane is needed to provide bicyclists with a safe and comfortable environment to travel along. The City is recommended to reduce a travel lane in each direction, remove on-street parking, or explore a combination of strategies to provide adequate space to accommodate the treatments.

DETAILED PROPOSED IMPROVEMENTS: BY INTERSECTIONS

Intersection	Recommendation	Comment
San Bernardino St & Ramona Ave	• Install an intersection control beacon on new lighting fixtures • Install painted curb extensions bulb-outs with bollards at the SW and NE corners • Install red curb paint along San Bernardino St in both directions • Install new standard white crosswalks at the north, east, and south legs	Recommendations are consistent with the Montclair Safe Routes to School Plan
San Bernardino St & Helena Ave	• Install an intersection control beacon on new lighting fixtures at minimum two corners • Install red curb paint along San Bernardino St	Recommendations are consistent with the Montclair Safe Routes to School Plan
San Bernardino St & Monte Vista Ave	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	A protected intersection would help facilitate safer crossings for pedestrians and bicyclists. The facility would also compliment the proposed Class II Buffered Bike Lanes/ Class IV Separated Bikeway Lanes for both San Bernardino St and Monte Vista Ave Corridors

Intersection	Recommendation	Comment
San Bernardino St & Central Ave	• Install a protected intersection with high visibility crosswalk and ADA-compliant curb ramps • Upgrade existing traffic signals to provide pedestrian signal heads with countdown functionality and modify accordingly to accommodate the protected intersection	Recommendations are consistent with the Systemic Safety Analysis Report
San Bernardino St & Vernon Ave	• Install curb extensions on NE, SE, and SW corners to reduce the crossing distance on San Bernardino St • Install red curb paint along San Bernardino St on the SW corner • Install intersection control beacon along San Bernardino • Install high visibility yellow ladder style school crosswalk at south and east legs	Recommendations are consistent with the Montclair Safe Routes to School Plan
San Bernardino St & Benson Ave	• Install curb extensions on NW, SW, and SE corners to reduce the crossing distance on Benson Ave • Install red curb paint along San Bernardino St on the SW corner • Install intersection control beacon along Benson Ave • Install high visibility yellow ladder style school crosswalk at south, west, and east legs	Recommendations are consistent with the Montclair Safe Routes to School Plan

KINGSLEY STREET
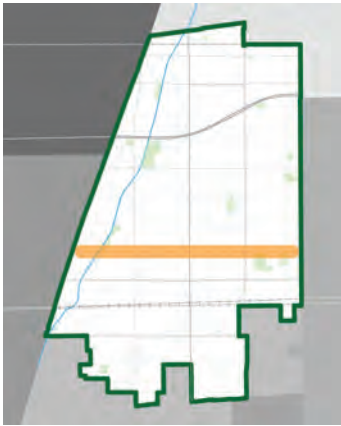
The Kingsley Street Corridor is classified as a local corridor in the Active Transportation Network, and it runs along the entirety of the city in the East-West direction. It provides access to residential neighborhoods and local destinations such as Lehigh Elementary School, Kingsley Elementary School, Sunset Park, and Saratoga Park.

Traffic calming, bicycle, and pedestrian treatments are proposed for the Kingsley Street Corridor. Traffic calming and bicycle treatments are recommended for the entirety of the corridor to improve accessibility and provide connectivity to local and regional destinations, including transit hubs.

Corridor Length: 2.05

Extents: Mills Ave to Benson Ave

Primary Land Use: Residential

Functional Classification: Collector

Truck Route: No

# of Transit Stops: 3

# of Pedestrian & Bicycle Collisions: 11

Connectivity To: Lehigh Elementary School, Sunset Park, Saratoga Park, Kingsley Park, Kingsley Elementary School, and existing Class III Bike Route in Pomona

Planned Effort: General Plan, Systemic Safety Analysis Report

Intersection of Kingsley St and Mill Ave

OVERVIEW OF RECOMMENDATIONS

A Class III Bike Boulevard is recommended for the corridor. The corridor has Average Daily Traffic volumes between 4,000 to 6,000 vehicles which correspond to low traffic volumes. It also has low Level of Traffic Stress ranking which is an indicator for a safe and comfortable environment for biking. The bicycle facility would calm traffic and create a safe and more comfortable experience for bicyclists and other users to reach their destinations.

Along the entire corridor, all street lighting is recommended to be upgraded to LED safety lighting and pedestrian signal heads should include countdown functionality.

Additionally, specific pedestrian treatments are proposed at 8 intersections that were selected to address traffic safety concerns and access to transit, schools, and nearby destinations. Proposed pedestrian treatments include installing Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, curb extensions (bulb-outs), crosswalks, and ADA curb ramps.

A bike boulevard is typically consisted of a combination of traffic calming, bicycle, and pedestrian treatments. The City is recommended to conduct additional studies to identify the most appropriate treatments for the Kingsley Street Corridor.

ROADWAY CHARACTERISTICS

Roadway width: 45'

Lane geometry: One unmarked travel lane in each direction

On-street parking: Available on both sides

ESTIMATED COST

$1,805,992

Pedestrian crossings at the intersection of Kingsley St and Benson Ave in front of Kingsley Elementary
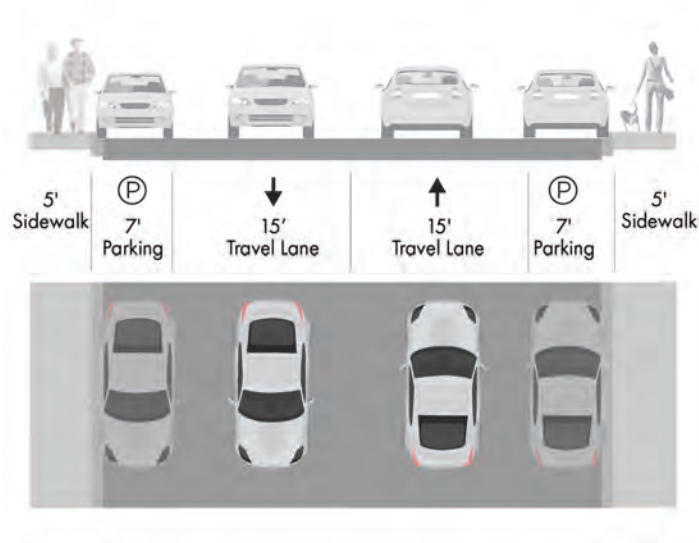
Existing

Proposed Improvement

−FURNISH AND INSTALL NEW POLES
TO PROVIDE PROTECTED
LEFT−TURNS ON ALL APPROACHES*
−RE−OPTIMIZE TRAFFIC SIGNAL TIMING

Kingsley St.

Central Ave.

DETAIL "A" (TYP.)

FURNISH AND INSTALL
APS PUSH BUTTON
ON PROPOSED POLE (TYP.)

REPAINT EXISTING
X−WALK

FURNISH AND INSTALL
APS PUSH BUTTON
ON EXISTING POLE(TYP.)

RECONSTRUCT EXISTING CURB
RAMPS WITH ADA−COMPLIANT
CURB RAMPS WITH CAST−IN−PLACE
DETECTABLE WARNING SURFACES

40'   20'   0   20'   40'

1"=40'   GRAPHIC SCALE

DETAIL "A"
ALL 12" LENSES
(PROTECTED LEFT TURN)

RA
YA
GA
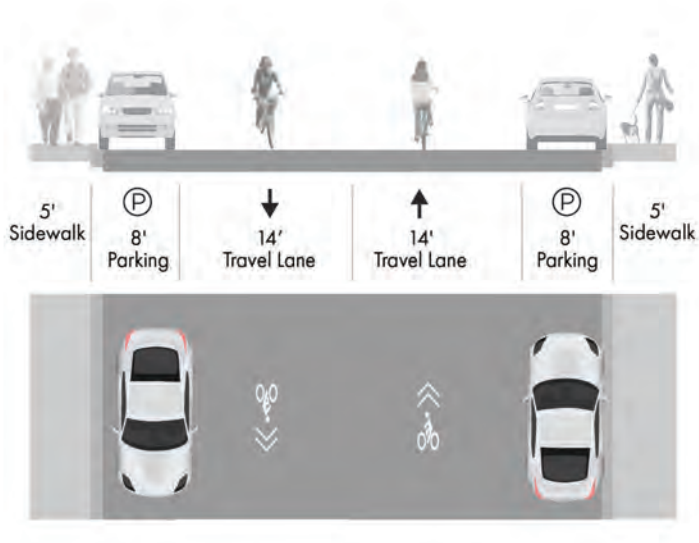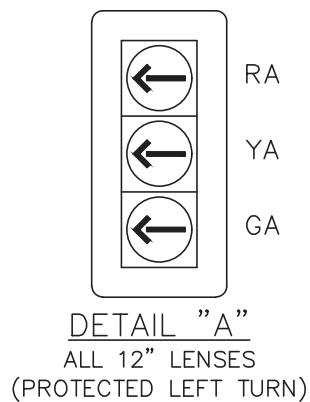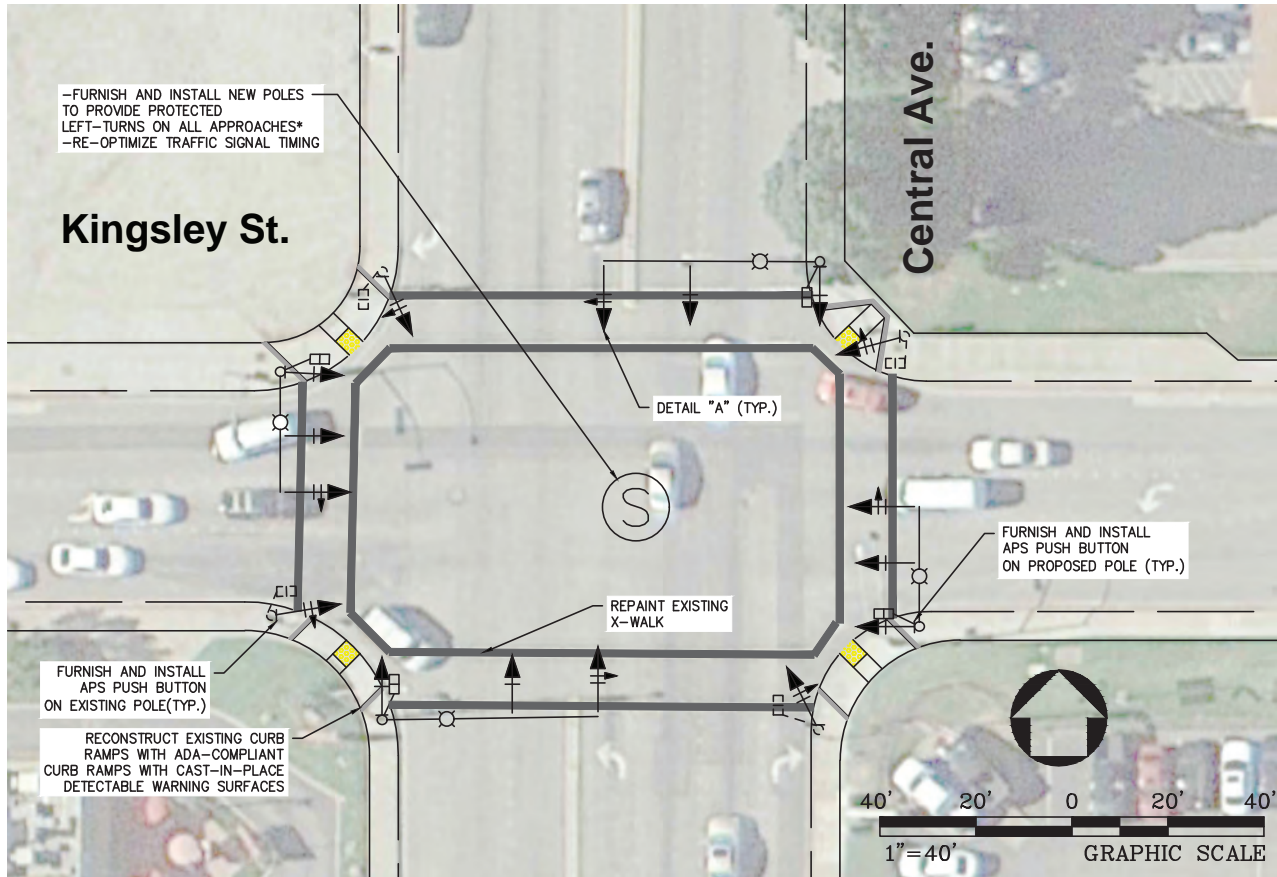
LEGEND

EXISTING VEHICLE HEAD

EXISTING LUMINAIRE

EXISTING PEDESTRIAN SIGNAL HEAD

EXISTING POLE

PROPOSED 12" TRAFFIC SIGNAL HEAD

PROPOSED 3−12" TRAFFIC SIGNAL HEAD WITH LT ARROW

PROPOSED PEDESTRIAN SIGNAL HEAD

PROPOSED APS PUSH BUTTON

S   SIGNALIZED INTERSECTION

*NOTE: IMPLEMENTATION OF PROTECTED−ONLY LEFT TURN SIGNAL
PHASE SHALL BE SUPPORTED BY AN APPROVED/CERTIFIED
ENGINEERING STUDY INCLUDING, BUT NOT LIMITED TO, A LEFT−TURN
SIGNAL PHASE WARRANT ASSESSMENT IN ACCORDANCE WITH THE
STANDARD PRACTICES AND GUIDANCE OF THE LATEST CALIFORNIA
MUTCD.

DETAILED PROPOSED IMPROVEMENTS: BY SEGMENT

Segment	Width	Existing Conditions	Recommendation	Comment
Mills Ave to Benson Ave	45'	• Unmarked travel lane per direction • On-street parking on both sides	Class III Bike Boulevard	The segment has low Pedestrian Level of Comfort and low Bicycle Level of Traffic Stress rankings. The low rankings are indicators of a good environment for active transportation activities to take place. A Class III Bike Boulevard would leverage this opportunity, and provide users with an enhanced infrastructure that would further facilitate active transportation activities.

DETAILED PROPOSED IMPROVEMENTS: BY INTERSECTIONS

Intersection	Recommendation	Comment
Kingsley St & Lehigh Ave	• Install Rectangular Rapid Flash Beacons at the existing crosswalk to cross Kingsley St • Install raised curb extensions at the NE and SW corners • Install painted curb extensions with bollards at the NE corner of the intersection and the western corner of the unnamed alleyway • Install red curb paint on the south side of Kingsley St and west side of Lehigh Ave • Install a Stop sign and high visibility ladder style school crosswalk at the unnamed alleyway for vehicles in the northbound direction • Install a high visibility ladder style school crosswalk at the north leg	Recommendations are consistent with the Montclair Safe Routes to School Plan
Kingsley St & Ramona Ave	• Install painted curb extensions at all corners • Install a high visibility ladder style school crosswalk at the west leg • Upgrade existing Stop signs with embedded LEDs that flash during school hours at the northbound and southbound approaches • Repaint red curbs leading into and out of the intersection	Recommendations are consistent with the Montclair Safe Routes to School Plan
Kingsley St & Helena Ave	• Install a new white ladder style crosswalk at the west leg • Install Rectangular Rapid Flash Beacons to facilitate crossings across Kingsley St • Install raised curb extensions to shorten the crossing distance on Kingsley St	Recommendations are consistent with the Montclair Safe Routes to School Plan

DETAILED PROPOSED IMPROVEMENTS: BY INTERSECTIONS (Cont.)

Intersection	Recommendation	Comment
Kingsley St & Monte Vista Ave	• Install new high visibility yellow ladder style school crosswalk at all legs • Improve all four existing curb ramps to be ADA-compliant • Replace all existing pedestrian push buttons with accessible pedestrian signal	Recommendations are consistent with the Montclair Safe Routes to School Plan
Kingsley St & Fremont Ave	• Install new white ladder style crosswalks at the west leg • Install raised curb extensions to shorten the crossing distance on Kingsley St • Upgrade existing Stop signs with embedded LED lights on Kingsley St	Recommendations are consistent with the Montclair Safe Routes to School Plan
Kingsley St & Central Ave	• Upgrade traffic signal to provide protected left-turns on all approaches and clearance timing • Repaint existing crosswalks • Replace pedestrian push buttons with accessible pedestrian signals • Improve curb ramps to be ADA-compliant	Recommendations are consistent with the Montclair Safe Routes to School Plan and Systemic Safety Analysis Report Less costly options for traffic signal modifications could be explored in lieu of the proposed improvement; however, they might not be as effective.
Kingsley St & Del Mar Ave	• Install pedestrian hybrid beacons along Kingsley St • Repaint the existing high visibility yellow ladder style school crosswalk at the west leg • Repaint the existing yellow standard school crosswalk at the north leg to a high visibility yellow ladder style school crosswalk • Install a raised curb extension at the NW corner	Recommendations are consistent with the Montclair Safe Routes to School Plan
Kingsley St & Benson Ave	• Install new high visibility yellow ladder style school crosswalks at all legs • Install raised bulb-outs at each corner • Upgrade existing Stop signs with embedded LEDs that flash during school hours at each corner	Recommendations are consistent with the Montclair Safe Routes to School Plan

Chapter 5

IMPLEMENTATION STRATEGY

5.1 INTRODUCTION

Implementation of the recommendations identified in Chapter 4 can take many forms. This chapter discusses the cost estimates along with two sets of strategies that the City can use to build the Active Transportation Network and Bicycle Network: Project Phasing and Project Funding Opportunities. The Project Phasing strategy uses a structured approach to implement the recommendations, and it highlights the anticipated amount of time it will take to implement them.

Meanwhile, the Project Funding Opportunities strategy implements recommendations based on funding opportunities that are available. Funding sources come in many forms that can be loosely categorized into federal, state, and local programs, and they may have dissimilar goals and requirements. As such, proposed treatments may qualify for funding from different programs.

These strategies – used either alone or in combination with each other- offer the City greater flexibility in identifying projects from the recommendations for implementation.

Together, these tools equip the City with actions to fulfill the vision of this plan: A City of Montclair that is healthier and more equitable due to safer and more connected roadways through the provision of active transportation options.

5.2 COST ESTIMATES

The recommendations identified in Chapter 4: Recommendation has an estimated cost of $XX,XXX. Planning-level cost assumptions are derived from similar projects across Southern California. Key cost assumption factors include design, environmental, construction management, mobilization, construction, and other contingencies to ensure cost reflects as accurately as possible implementation financial expectations. Table 5-1: Summary of Cost Estimates provides a summary of the total estimated cost to construct the Active Transportation Network and Bicycle Network. Appendix G: Cost Estimates offers a breakdown of the cost estimates by corridor.
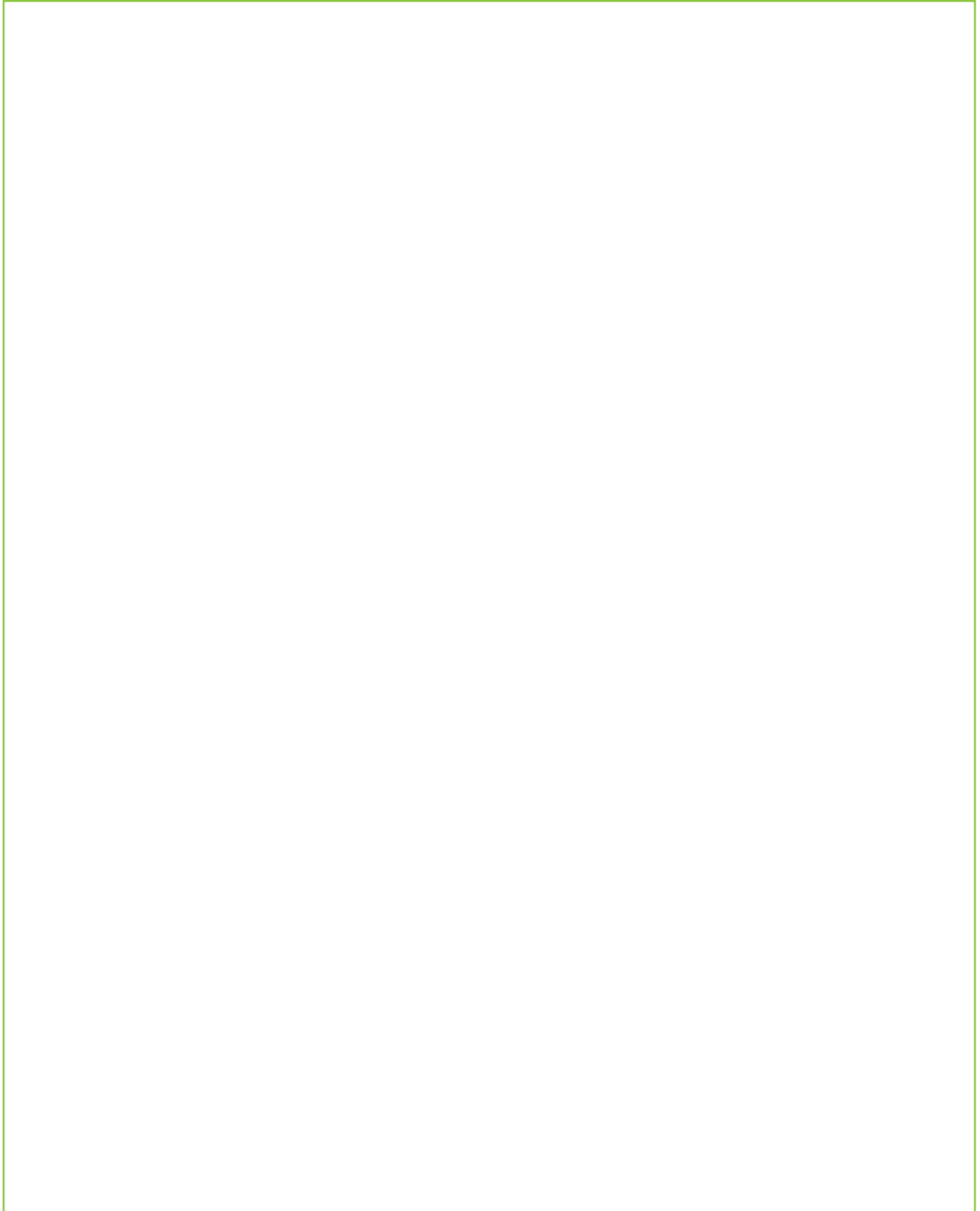
Table 5-1: Summary of Cost Estimates

Figure 5-1: Intersections with Cost Estimates

5.3 PROJECT PHASING

The Project Phasing approach allows the City to construct projects according to different phases of time and levels of complexity. The strategy offers the City greater flexibility in selecting projects that are most suitable for the level of commitment and resources available. The categories below group projects by different time frames and levels of difficulty for implementation.

SHORT TERM (0-2 YEARS)

Projects that are phased as "short-term" present opportunities for more rapid implementation, reflect strong community support, and has an impactful effect on the community.

Types of Improvements

ADA curb ramps, high visibility crosswalks, pavement markings, signage, rectangular rapid flashing beacons (RRFBs), pedestrian intersection enhancements, new Class II bike lane, and conversion of existing bike lane to buffered bike lane.

MID TERM (2-5 YEARS)

Mid-term projects require additional research or are ready for implementation, but impacts on vehicular right-of-way, utility easements, and/or other constraints must be considered.

Types of Improvements

Off-street shared use path, sidewalk (with curb and gutter), curb extensions / bulbouts, bike lane with buffer, restriping existing bike lanes and buffered bike lanes, and off street bike path or shared use path.

LONG TERM (5+ YEARS)

These projects can be considered as forecasted projects and require added resources prior to implementation. These projects require more attention in the engineering and design phases or include the need for coordination with adjacent agencies or county governing bodies.

Types of Improvements

Grade separated freeway or roadway crossing for shared use path or bike path, traffic signals, roundabouts, and any project that requires the City to modify/add hard wiring infrastructure.

5.4 FUNDING OPPORTUNITIES

Many sources of funding are available for the City to pursue to plan, design, and construct the Active Transportation Network. Funding sources are available at the federal, state, and local levels. Programs could fund a variety of infrastructure projects that target areas such as active transportation, air quality, and safety education.

The funding sources are showcased in Table 5.2: Federal Funding Sources, Table 5.3: State Funding Sources, and Table 5.4: Local Funding Sources. This list is subject to change.

Program Source	Administering Agency	Matching Requirement	Comment
Congestion Mitigation and Air Quality (CMAQ) Program via FAST Act	United States Dept. of Transportation through SBCTA	Established by SBCTA	The program funds transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and transportation improvement program.
Highway Safety Improvement Program (HSIP)	United States Dept. of Transportation through Caltrans	10% Match	HSIP funds projects that improve safety for any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must show safety improvement and cost benefits. In addition to infrastructure improvements, the program also funds SRTS education and encouragement programs.
Surface Transportation Block Grant Program (STBG)	United States Dept. of Transportation through SBCTA	Not Stated	The Surface Transportation Block Grant Program (STBG), formerly the Surface Transportation Program (STP), provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Better Utilizing Investments to Leverage Development (BUILD)	United States Dept. of Transportation	20%	Formerly the TIGER grant, the BUILD focuses on projects with significant regional or local impacts. While biking and walking projects are eligible, the emphasis is on larger transportation projects.
Community Development Block Grant (CDBG)	Housing and Urban Development	Not Stated	The CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. On the local level, these funds are administered by the San Bernardino County Community Development and Housing Department. The program can fund a range of projects including building community facilities, parks, and roads; providing new and increased public services; and supporting initiatives that create new jobs.
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	Has funding commitment requirements	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions.

Table 5-2: Federal Funding Sources

Program Source	Administering Agency	Matching Requirement	Comment
Active Transportation Program (ATP)	Caltrans	Not Required	The program funds active transportation-related infrastructure projects, plans, and education/encouragement/enforcement activities. It consolidated previous programs (Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to Schools) into one program.
Sustainable Communities Grant (a part of the Sustainable Transportation Planning Grant Program)	Caltrans	11.47% minimum	The effort provides funding for infrastructure and non-infrastructure projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning. This includes: SRTS, ATP, trail master plans, pedestrian master plans, bicycle master plans, Vision Zero, bike parking facilities planning, educational outreach, traffic calming, health equity studies, first mile/last mile, station area planning, etc.
Environmental Enhancement and Mitigation (EEM) Grant Program	CA Natural Resources Agency	Not Required	The program funds projects that enhance or mitigate environmental impacts caused by future transportation projects.
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	Not required	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.
Community-Based Transportation Planning Grant (CBTP) Program	Caltrans	Not Stated	The Community-Based Transportation Planning grant program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as provide transportation and land use benefits to communities.
State Highway Operation and Protection Program (SHOPP)	Caltrans	Not Stated	SHOPP offers funding for capital improvement projects that relate to the state highway system. Projects focus on reducing collisions, enhancing mobility, restoring damage to roadways, and preserving bridges and roadways. This can include pedestrian and bicycle facility projects.
Rubberized Pavement Grant Program	CA Dept. of Resources Recycling and Recovery	$350,000 maximum per application; $7,750,000 for FY 18-19	The program offers funding for on-street bikeway and roadway projects that use 100% California waste tires. The grant program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Hot-Mix and Chip Seal.
Urban Greening Grant Program	CA Natural Resources Agency		Funding for the Urban Greening Program comes from revenue generated from the state's Cap and Trade program. Projects that qualify for grants from the program are required to show net GHG benefits along with other benefits; additionally, they must include one of three project activities: sequester and store carbon by planting trees, reduce building energy use by strategically planting trees to shade buildings; and/or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Table 5-3: State Funding Sources

Transformative Climate Communities	Strategic Growth Council and Department of Conservation	Not Stated	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.
Sustainable Transportation Equity Program	Air Resources Board	Not Stated	STEP is a new program that began in 2020 that aims to address community residents' transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions with grant funding to support clean transportation.
Local Partnership Program (LPP)	California Transportation Commission	One-to-one match with some exceptions	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits
Local Streets and Roads (LSR) Program	California Transportation Commission	Not Stated	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
Solutions for Congested Corridors (SCCP)	California Transportation Commission	Not required	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

Table 5-3: State Funding Sources (Cont.)

Program Source	Administering Agency	Matching Requirement	Comment
Development Impact Fees	City	N/A	Funds sourced from Developer Impact Fees can help pay for SRTS improvements.
Sustainable Communities Program	Southern California Association of Governments (SCAG)	None	The program offers grants that can be used toward planning and policy efforts that allow for the implementation of the regional RTP/SCS. Grants in the program fall into three categories: Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration; Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans; Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.
Transportation Development Act: Local Transportation Fund (LTF) and State Transit Assistance (STA)	SBCTA		The Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund were created from the Transportation Development Act. These funds support a variety of transportation projects across the state. A portion of the LTF is set-aside for pedestrian and bicycle projects.
Measure I	SBCTA	N/A	Under Measure I, San Bernardino County collects a half-cent sales tax for transportation improvements. The revenue collected from each of the six subarea could only be used within that subarea. The City of Montclair is located in the Valley Subarea, south of the mountains.

Table 5-4: Local Funding Sources

appendix **A**

PLANNING CONTEXT

A.1 MUNICIPAL PLANS

Montclair General Plan (forthcoming 2020/2021)

The General Plan presents a new vision to reimagine the City of Montclair. Eight Guiding Principles collectively form the vision. Extracted from the General Plan, the Guiding Principles are:

- *Our Natural Community*: Promote and ensure equitable access to clean air and water, parks and open space, and develop an integrated green infrastructure.
- *Our Prosperous Community:* Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the city's fiscal capacity.
- *Our Well Planned Community:* Conserve and enhance stable areas, promote contextual infill, and direct new growth to downtown, Arrow Highway Mixed-Use District, and corridors.
- *Our Accessible Community:* Transportation networks support and encourage mobility and broader community goals of safety, health, economic development, and environmental sustainability.
- *Our Healthy Community:* Promote health and well-being for all through inclusive approaches where healthy habits are encouraged.
- *Our Safe Community:* Promote a safer community by minimizing threats to life from natural and man-caused hazards.
- *Our Active Community:* Promote and ensure inclusive and equitable access to a range of opportunities for physical activities including parks, open space, and recreation.
- *Our Creative Community:* Enhance our creative community through strengthening partnerships, integrating public art, creating and enhancing venues; and leveraging our creative economy.

The vision rests upon several key ideas that are important to the development of the Montclair Active Transportation Plan. These ideas include:

- Organization of the city into a green network consists of creek, trails, green streets, open spaces, and parks.
- Reimagine four main streets: Central Avenue, Holt Avenue, Arrow Highway, and Mission Boulevard.
- Identification of catalytic projects, many of which are streetscape enhancement and streetscape improvement projects
- Proposal of new urban form structure and land use classifications.

Montclair Systemic Safety Analysis Report (2020)

The Systemic Safety Analysis Report provides a framework that aims to reduce the number and

severity of collisions in the City of Montclair. The collisions identified in the report include vehicle, pedestrian, and bicycle collisions. The Report lists ten priority locations and provides countermeasures for these locations, many of which would benefit pedestrians and bicyclists.

Priority locations include a mixture of systemic locations, segments locations, and spot locations, and include the following:

- Monte Vista Avenue Intersections with Permissive Lefts
- Central Avenue Intersections with Permissive Lefts
- Ramona Avenue & Mission Boulevard
- Ramona Avenue Multi-Lane Stop-Controlled Intersections
- Mills Avenue Stop-Controlled and Offset Intersections
- Orchard Street Stop-Controlled Intersections
- Bandera Street, between Ramona Avenue and Central Avenue
- Holt Boulevard, East of Monte Vista Avenue to Central Avenue
- Central Avenue, North of Benito Street to San Bernardino Street
- Kingsley Street, between Amherst Avenue and Helena Avenue

North Montclair Specific Plan (1998)

The North Montclair Specific Plan provides guidance on the development/ redevelopment of an approximately 640-acreage area in the northern portion of Montclair. The area lies within the City's northern boundary to the north, Palo Verde Street and the I-10 San Bernardino Freeway to the south, and Benson Avenue to the east. The Specific Plan offers three main goals:

- Develop the area into a shopping and employment center where the Montclair TransCenter would play an important role in the area's long-term development effort.
- Improve the image (visual character) of the area through a combination of urban design techniques.
- Provide for safe and convenient movement of people and goods throughout the area.

According to the Specific Plan, retail and commercial uses are concentrated mainly along Central Avenue, Monte Vista Avenue, Arrow Highway, and Moreno Street.

North Montclair Downtown Specific Plan (2006), Updated 2017

The North Montclair Downtown Specific Plan builds upon the vision developed in the 1998 North Montclair Specific Plan. It proposes Transit-Oriented Development around the Montclair TransCenter, transformation of the Montclair Place area, and the use of a new street typology, which

include the following:

- Mixed-use/ Retail Main Street (Parallel Parking)
- Mixed-use/ Retail Main Street (Mixed Parking)
- Residential Street (Free-flow)
- Slow Residential Street
- Yield Residential Street

The Plan also provides proposed recommendations to transform Arrow Highway, Fremont Ave, and Richton Street into more pedestrian-friendly roadways.

Arrow Highway Mixed-Use District (AHMUD) Specific Plan (forthcoming-2020)

The forthcoming AHMUD Plan uses form-based code to plan for an area in the northeast corner of Montclair. The Plan is anticipated to be completed in late 2020.

Holt Blvd Specific Plan (1991), Updated 2007

The Holt Boulevard Specific Plan offers guidance on the land use and community design along the Holt Boulevard Corridor. The Plan seeks to stimulate economic activity in the southern portion of Montclair. The corridor encompasses the entirety of Holt Boulevard within the city's jurisdiction, and is approximately 2.2 miles extending from Mills Avenue to Benson Avenue.

The Plan identifies many opportunities pertinent to active transportation along the corridor including:

- Designation of Mills Avenue at Holt Boulevard, Central Avenue at Holt Boulevard, and Benson Avenue at Holt Boulevard as Gateways. Through the designations, the City hopes that it can encourage the construction and

improvement of those intersections and reduce the rate of collisions.
- Provision of a wide, landscape raised/center median on Holt Boulevard. Through this design, the corridor would have a singular consistent urban design element.

Montclair Programs and Policies

Healthy Montclair
Established in 2010, Healthy Montclair is a community program that aims to improve the quality of life of its residents. Healthy Montclair uses three key approaches to achieve its goals:

- Encourage active living through easier access to physical activities
- Improve food choices by providing more healthy food options
- Improve health services through increasing the number of health services and facilities available

These programs consist of making city improvements, providing services to residents, and providing recreational centers/parks for residents.

Municipal Code 8.28.020 (A)
In 2018, the City passed an ordinance codified in the City of Montclair Municipal Code 8.28.020 (A) which states, "No pedestrian shall cross a street or highway while engaged in a phone call, viewing a mobile electronic device or with both ears covered or obstructed by personal audio equipment." The law allows enforcement officers to fine pedestrians who perform these activities while crossing the City's roadways.

Other Municipal Programs
The City of Montclair has many community programs and policies that are relevant to active transportation planning efforts. Programs such as the Montclair Mini School, Montclair After School

Program (MAP), and Montclair Walkers provide opportunities for community members to be engaged in active transportation-related activities. Meanwhile, the Por La Vida program which trains women to become local health ambassadors frequently hosts classes in elementary schools to promote healthy behaviors.

A.2 REGIONAL PLANS

Connect SoCal –The 2020-2045 Regional Transportation Plan/Sustainable Community Strategies (2020), SCAG

Adopted in 2020 by the Southern California Association of Governments, Connect SoCal is Southern California's long-range strategy to improve the region's mobility, economy, and sustainability. Active Transportation efforts are integral components of achieving the goals identified in the planning document. Its significance is highlighted in a stand-alone technical report on the impact of Active Transportation. The report also discusses many strategies for increasing active transportation options in Southern California.

Non-Motorized Transportation Plan (Updated 2018), SBCTA

In 2018, the San Bernardino County Transit Authority (SBCTA) adopted the Non-motorized Transportation Plan (NMTP). The NMTP has four key goals:

- Increased bicycle and pedestrian access
- Increased travel by cycling and biking
- Routinely consider bicyclists and pedestrians in planning efforts
- Improved bicycle and pedestrian safety

For the City of Montclair, the NMTP calls for Class II Bikeways along the following corridors:

- Richton Street (East-West direction)
- San Bernardino Street (East-West direction)
- Orchard Street (East-West direction)
- Mission Boulevard (East-West direction)
- Benson Avenue (North-South direction)

Points of Interest Pedestrian Plan (SBCTA)

The Points of Interest Pedestrian Plan (PIPP) identifies key destinations at each municipality that are in need of active transportation improvements. According to the Plan, the following three destinations/ areas in Montclair had the highest needs:

- Alma Hofman Park, Montclair Library, and Civic Center
- Kingsley Park and Saratoga Park
- Wilderness Basin Park, Serrano Middle School, and Hospital Medical Center

Additionally, the Plan also proposes two other possible locations:

- Moreno Elementary School and Montclair Plaza
- Lehigh Elementary School and Sunset Park

The Plan provides specific planning recommendations for the Alma Hofman Park, Montclair Library, and Civic Center area.

Safe Routes to School Plan: Phase I & II (2017), SBCTA

The Safe Routes to School (SRTS) Plan aims to address the active transportation needs of San Bernardino County students and school areas. It had two main goals:

- Promote walking and cycling to school
- Improving the overall health of the students

and community by providing safer and more accessible facilities for these modes of transportation.

Phase II, of this strategy prioritized site- specific SRTS infrastructure improvements. For the City of Montclair, the plan provided pedestrian and bicycle-related recommendations for Moreno Elementary School and Serrano Middle School.

Improvement To Transit Access For Cyclists And Pedestrians Study (2012)

The study identified barriers and opportunities for non-motorized transportation access to six Metrolink Stations located along the San Bernardino Gold Line and within San Bernardino County and four sbX Bus Rapid Transit (BSRT) Stations. For the Montclair Metrolink Station, the study proposed improvements such as sidewalk construction, crossing improvements for the Pacific Electric Trail, improved access to the station from Monte Vista Ave, and upgraded secure bicycle parking.

Comprehensive Pedestrian Sidewalk Inventory Plan (SBCTA)- Ongoing

The Comprehensive Pedestrian Sidewalk Inventory Plan effort aims to identify areas for potential sidewalk improvements across San Bernardino County. This effort is a joint collaboration between SBCTA and local jurisdictions, including the City of Montclair.

A.3 ADJACENT AGENCY PLANNING EFFORTS

City	Relevant Plans	Connectivity to Montclair
Upland	• General Plan • Non-Motorized Transportation Plan (NMTP), SBCTA	• **Pacific Electric Trail**: The Pacific Electric Trail is a Class I Bike Trail that runs in the east to west direction. It connects the most northern part of Montclair to Upland's southern region along the northern city boundary of Montclair. • **Benson Avenue**: A Class III Bike Route runs in the north- south direction where it continues through Montclair. The route intersects with the Pacific Electric Trail, which offers bicyclists with opportunities for more regional accessibility and connectivity. The NMTP shows that the existing bicycle facility will be upgraded to a Class II Bike Lane in the future. • **Monte Vista Avenue**: Monte Vista Avenue contains an existing Class II Bike Lane that runs through the western portion of Upland, dips into the northern part of Montclair, and ends at the intersection of Monte Vista Avenue and Arrow Highway. This route also intersects with the Pacific Electric Trail.
Chino	• General Plan • Bicycle and Pedestrian Master Plan • Non-Motorized Transportation Plan (NMTP), SBCTA	• **Monte Vista Avenue**: The Bicycle and Pedestrian Master Plan calls for a Class IV Cycle Track along Monte Vista Avenue. While the bicycle facility will provide bicycle connectivity to the northern boundaries of Chino, it will not provide direct access to Montclair since there are unincorporated areas of San Bernardino County in between the two cities.
Ontario	• The Ontario Plan (General Plan) • Non-Motorized Transportation Plan (NMTP), SBCTA	• **G Street**: An existing Class II Bike Route is available on G Street. • The forthcoming Ontario Active Transportation Master Plan is anticipated to have more proposed connectivity to Montclair.
Pomona	• General Plan • Active Transportation Master Plan • Active Transportation Strategic Plan (LA Metro)	• **San Bernardino Avenue**: San Bernardino Avenue has a Class II Bike Lane that runs in the east to west direction and ends at San Bernardino Avenue in Montclair. It intersects with the Class II Bike Lane on Mills Avenue, which provides connections to other bike facilities in Pomona, Montclair, and Upland. • **Kingsley Avenue**: Kingsley Avenue contains a Class III Bike Route that runs from east to west and stops at the intersection of Mills Avenue and Kingsley Avenue. Like the Class II Bike Lane on San Bernardino Avenue, this connectivity gives riders access to bike facilities in Pomona, Montclair, and Upland. • **Mission Boulevard**: According to the ATSP, Mission Boulevard is a planned on-street bicycle facility.
Claremont	• General Plan • Active Transportation Strategic Plan (LA Metro)	• **Mills Avenue**: Mills Avenue has a Class II Bike Lane that runs along the shared city boundaries of both Claremont and Montclair. It intersects with the Pacific Electric Trail as well as two other Class II Bike Lanes located in the City of Claremont: San Jose Avenue and Huntington Drive. • According to the ATSP, both **Bonita Avenue** and **Foothill Boulevard** have planned on-street bicycle facilities.

Table A-1: List Of Adjacent Agency Planning Efforts Reviewed

appendix **B**

OUTREACH &
ENGAGEMENT
PLAN

MONTCLAIR ACTIVE TRANSPORTATION PLAN OUTREACH AND ENGAGEMENT PLAN

As a planning effort that had the potential to touch upon the lives of all Montclair residents, visitors, and businesses, the outreach efforts for the Montclair Active Transportation Plan provided multiple opportunities for and leverage available communication tools to engage with the Montclair community. The Outreach and Engagement Plan (OEP) served as a road-map that provided guidance and direction towards meeting the goal of meeting the Montclair community's active transportation needs.

The Plan was updated on an as-needed basis to reflect new opportunities and challenges. One of the most important changes to the outreach effort occurred due to the COVID-19 pandemic. In response to the pandemic, the ATP Team switched to Online engagement opportunities to reach Montclair community members.

The Consulting team used a variety of community engagement strategies to involve Montclair's community. The primary engagement elements included:

1. Stakeholders Engagement
2. Community workshops and Walking Safety Assessments
3. Communication branding and material
4. Communication campaign and channels
5. Feedback tools
6. Coordination with neighboring jurisdictions

1. STAKEHOLDER ENGAGEMENT

The Montclair Active Transportation Plan stakeholders included a Technical Advisory Committee (TAC) as well as members of the community. The Consultant Team established a 9-15 member Technical Advisory Committee (TAC). The Technical Advisory Committee's primary responsibility included providing community insights about the Montclair ATP. Members were made up of City, County, and SCAG Staff, Healthy Montclair, Omnitrans, and other key stakeholders. The ATP Team leveraged the TAC member's community knowledge to include additional project stakeholders.

The Technical Advisory Committee met on a quarterly basis throughout the course of the project where members reviewed event milestones and provided input on deliverables. The TAC was also invited to participate in Montclair ATP workshops.

Community stakeholders contributed a unique perspective to the Montclair ATP based on their experience of living and working in the City. These members included residents, employees/employers, students, or advocates. Stakeholders were encouraged to participate in community workshops, Walking Safety Assessments, and other outreach activities.

2. COMMUNITY WORKSHOP AND WALKING SAFETY ASSESSMENTS

The outreach efforts included two types of opportunities to interact face to face with the Montclair community: workshops and Walking Safety Assessments. A Tactical Urbanism demonstration was planned; however, due to the COVID-19 pandemic, the ATP Team did not install the demonstration.

Workshops and Walk/Bike Safety Assessments Chart				
Meeting Type	# Meetings	Format	Activity	Location
Workshops	2	Workshop	Plan Introduction, Information Gathering, Draft Recommendations, and Final Plan	City Hall
Walking Safety Assessment	5	Walking/Biking; Group Discussion	Walk/Bike/ Bus Safety Assessments	Various Locations
Demonstration	1	Tactical Demonstration	Mini Temporary Installations	Planned but not installed

The community workshops were conducted using a community-based planning style. At the workshops, community members:

1. Were introduced to the Montclair Active Transportation Plan
2. Provided comments and ideas on active transportation improvements
3. Gave feedback on preliminary recommendations

The ATP Team hosted five Walking Safety Assessments at various locations throughout the City. Two of the assessments were held at schools, while the remaining three were held at major attractors within the community.

3. COMMUNICATION BRANDING AND MATERIAL

The ATP Team developed a project logo and project style templates to be used for all communications materials. The logo took inspiration from existing logos to tie the Montclair ATP with similar efforts such as the Montclair Safe Routes to School Plan and Healthy Montclair Initiative.

The ATP Team also created a package of communication materials that were used to publicize the workshops and Walking Safety Assessments. Information was provided in both English and Spanish. These materials included:

- Project fact sheet
- Flyer
- Social media postings
- Press release

4. COMMUNICATION CAMPAIGN AND CHANNELS

Project communications and outreach content distributed through a variety of channels, as deemed appropriate. These communication channels included:

Social Media – Social media platforms such as Instagram, Facebook, Twitter, Instagram, and Nextdoor were used to generate interest with the general public. The ATP Team worked with the City to develop templates for social media platforms.

Email Blasts - The ATP Team coordinated with the City to use the existing email listservs and communication tools to disseminate information about the Montclair ATP to interested stakeholders and the general public.

Physical Flyer Distribution- Hard copy notification material will be posted throughout the City at key

locations.

The Consultant Team also worked with the Technical Advisory Committee and Public Stakeholders to help get the word out about the outreach activities.

5. FEEDBACK TOOLS

In addition to workshops and Walking Safety Assessments, the ATP Team also provided a variety of feedback tools to capture the public's sentiment. These technology-based tools included:

Project Email/Phone - A unique project email address and phone number were created for public inquiries.

Online Platform - The ATP Team developed an Online Platform to educate community members about the ATP effort and gather community input on draft recommendations.

Online and Paper Surveys – The ATP Team worked with the City to develop Online and paper surveys for the Montclair community to give their feedback. Paper surveys were distributed at key locations as well as community events. The ATP Team also hosted the survey on the Online Platform to gain a broader audience.

6. COORDINATION WITH NEIGHBORING JURISDICTION

Interagency coordination ensured that the Montclair ATP provides for regional connectivity. The City of Montclair shares a border with the cities of Ontario, Upland, Claremont, Chino, and Pomona. As part of the outreach effort, the ATP Team worked with neighboring agencies to discuss proposed recommendations.

appendix **C**

OUTREACH EVENT SUMMARY REPORTS

Montclair
Active Transportation Plan

OVERVIEW

The Montclair Active Transportation Plan (ATP) team presented to more than **15** elected officials and community members at the Community Kick-off Workshop. The workshop was co-hosted with the Initial Public Engagement Workshop for the Montclair Safe Routes to School Plan since both projects have similiar goals. The goal of the event was to introduce the Montclair Active Transportation Plan effort to the Montclair community and identify concerns and potential improvements.

ACTIVITIES

Presentation: The project team gave a project overview to introduce workshop partcipants to the Montclair ATP effort. The presentation included topics such as community outreach strategies and efforts, data collection and preliminary analyses, and upcoming events.

Display Boards: The project team engaged with participants through series of display boards. Comments received from the activity will help inform project recommendations.

Handouts: Workshop participants received a project factsheet and upcoming events flyer. They were encouraged to participate in upcoming Walking Safety Assessments and other outreach events.

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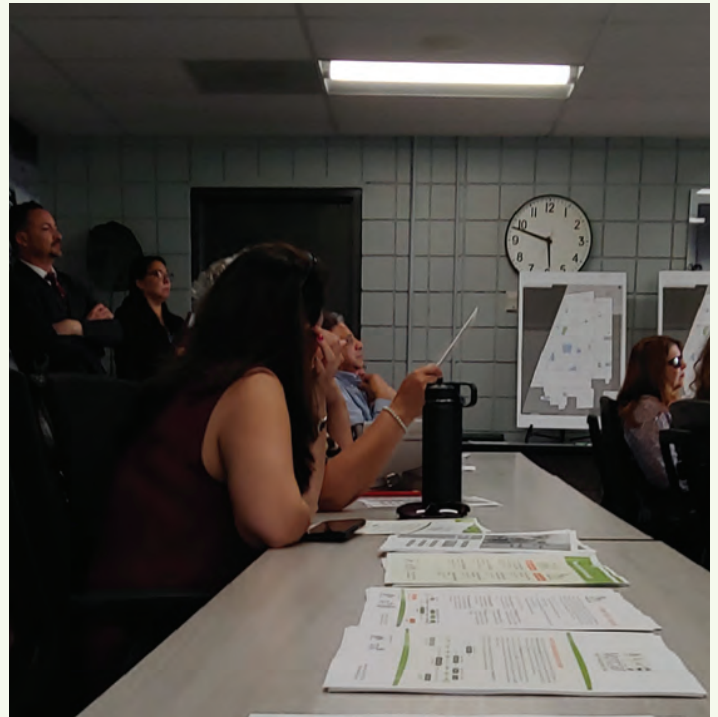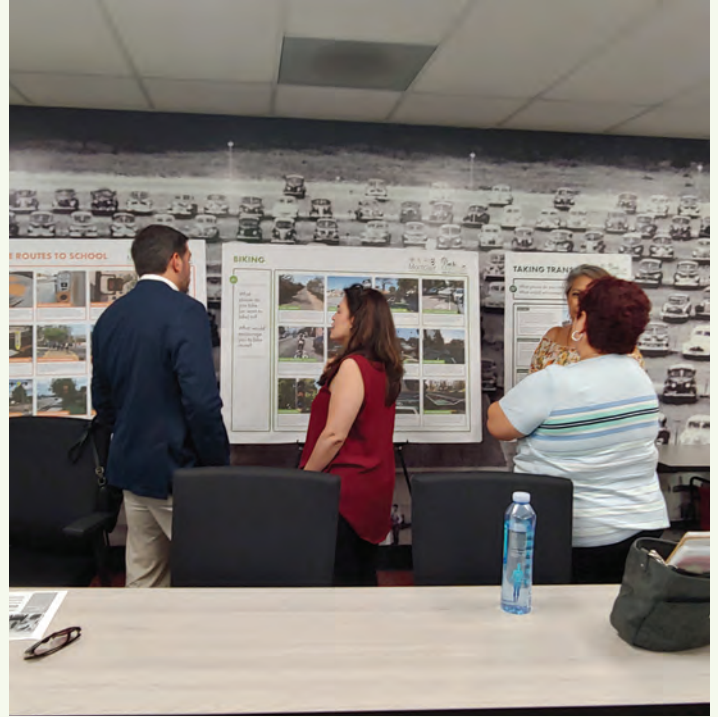
MONTCLAIR

SCAG
INNOVATING FOR A BETTER TOMORROW

Questions? Call us at (909) 295-2475
or email MontclairATP@gmail.com.

Montclair
Active Transportation Plan

In partnership with:

Questions? Call us at (909) 295-2475
or email MontclairATP@gmail.com.

SUMMARY

On Wednesday, October 16th, 2019, the Montclair Active Transportation Plan (ATP) Team hosted a Walking Safety Assessment Workshop for seniors at the Montclair Senior Center. The Safety Assessment was conducted through a virtual walk, using Google Earth, where the facilitator guided the participants along different streets in Montclair. Some seniors shared photos of neighborhood streets and intersections where issues currently exist. Input received from the event will be used to inform recommendations.

PARTICIPANTS

12 Seniors

2 City Staff

SENIOR INPUT ISSUES

The seniors discussed the following concerns that help inform their transportation decisions:

- Traffic conditions
- Cost
- General health
- Safety
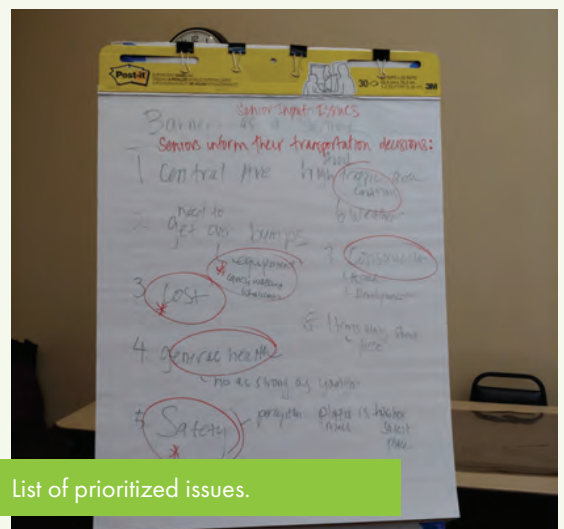- Use of assistive devices (canes, walkers, and wheelchairs)

Discussion at the display boards.

Project overview presentation

Discussion of key concerns.

List of prioritized issues.

In partnership with:

MONTCLAIR

SCAG
INNOVATING FOR A BETTER TOMORROW

Questions? Call us at (909) 295-2475 or email MontclairATP@gmail.com.

TRAVEL BEHAVIOR

Most seniors arrived at the event either by driving alone (50%) or carpool (40%).

On a typical day, most seniors get around town using multiple modes of transportation. The most popular modes include: by foot (90%), and car, either by driving alone (80%) or with a friend (70%).

LOCAL DESTINATIONS

Event participants identified the following places as local destinations:

- Montclair Community Center: The center offers seniors a wide variety of activities and amenities. Seniors can enjoy food with each other, socialize, volunteer, and exercise.
- Montclair transit center: Public transit gives seniors the freedom to go to places. It offers them access to local and regional destinations.
- Montclair Place Mall: It is a local retail mall for shopping. Montclair Walkers group also uses the mall for exercise.
- Parks: Parks are recreational destinations for exercise and relaxing. They are places that encourage healthy living activities.
- Hospitals/ doctors' office: A major activity for some seniors is visiting the hospital or doctor's office to maintain health.
- Local businesses: Restaurants and breweries are places seniors enjoy going to for food and socializing.

LOCATION SPECIFIC ISSUES

Event participants discussed many location-specific comments. Comments received will help inform recommendations for the Montclair Active Transportation Plan.

Montclair Golden Express picking up seniors from the Montclair Senior Center

Senior entering the Montclair Senior Center using a walker

Montclair
Active Transportation Plan

SUMMARY

On Thursday, November 21, 2019, the Montclair Active Transportation Plan (ATP) Team hosted a Walking Safety Assessment Workshop at the Montclair Youth Center. At the workshop, attendees participated in a lively round table discussion, using Google Earth and ArcGIS maps to look at the San Antonio Creek Channel. They were able to take a virtual walk around the channel and adjacent streets. Input received from the event will be used to inform recommendations.

PARTICIPANTS

14 Participants

4 City Staff

THE VISION FOR A MULTI-USE TRAIL

Event participants brainstormed a vision for a multi-use trail along the San Antonio Creek Channel. They envisioned the trail to be used by pedestrians, bicyclists, and other micro-mobility devices. Participants identified the following types of users that may use the trail:

- Seniors and community members with disability
- Families, children, and pets
- Elementary, high school, and college students
- Commuters

USER-SPECIFIC NEEDS

As part of the discussion, participants delved into the specific needs of each user group.

Seniors and community members with disability
- Separated facilities for fast and slow users
- Accessible parking
- ADA-compliant ramps for rolling walkers and other assistive devices
- Cameras and other technologies to create a safe space

Families, children, and pets
- Trailhead entry points spaced wide enough for strollers
- Informational signs in English and Spanish
- Pet stations with pet waste bags and other amenities

Elementary, high school, and college students
- Connectivity to the Pacific Electric Trail
- Physical activity exercise stations
- Community murals

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USER-SPECIFIC NEEDS (CONT.)

Commuters

- First/last mile connections to the trail and local commuter shuttle
- Minimum stops and crossings
- Smooth trail
- Bike parking

LOCATIONS OF INTEREST

At the breakout session, event participants expressed their thoughts about the following specific crossings at intersections:

- Arrow Highway
- Interstate 10 underpass
- San Bernardino Street
- Ramona Avenue
- Mission Boulevard
- Benito Street

LOCATION SPECIFIC ISSUES

Participants discussed many infrastructural considerations and opportunities for a multi-use trail along the creek channel. Comments received will be incorporated into the Montclair Active Transportation Plan.

OTHER DISCUSSION TOPICS

In addition to infrastructural considerations, participants also discussed topics related to programming and social issues. They explored activities such as after school clinics and bike safety education that can be incorporated into the programming effort for the trail.

Round table discussion

Breakout session

Event attendees

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SUMMARY

On Wednesday, February 26, 2020, the Montclair Active Transportation Plan (ATP) Team hosted a Pop-up Workshop at the Montclair Transcenter and Metrolink Station. The purpose of the pop-up workshop was to engage with transit riders to discuss barriers to taking active modes of transportation to and from the Transcenter and Metrolink Station, as well as throughout the City. Over the course of the event, the ATP team engaged with 35 participants and gathered many valuable pieces of comments.

ACTIVITIES

Montclair ATP Display Boards: The ATP team set up display boards at the booth to introduce participants to the project and seek input. One poster board provided a map of key destinations in Montclair while the other board invited transit users to share their input. Transit users gave many insightful comments about their traveling behavior to and from the Transcenter and Metrolink Station, as well as observations they made about the location.

Survey Collection: The Active transportation team collected 21 surveys at the event. Data collected from the surveys will be integrated into the wider data collection effort and used to inform recommendations.

Handouts: The project team utilized small vicinity maps to converse with transit riders about possible improvements they would like to see in both the Transcenter and Metrolink Station, as well as throughout the City of Montclair. Project team members took notes and recorded locations of possible barriers on the vicinity maps for later reference. They filled out 13 vicinity maps at this event.
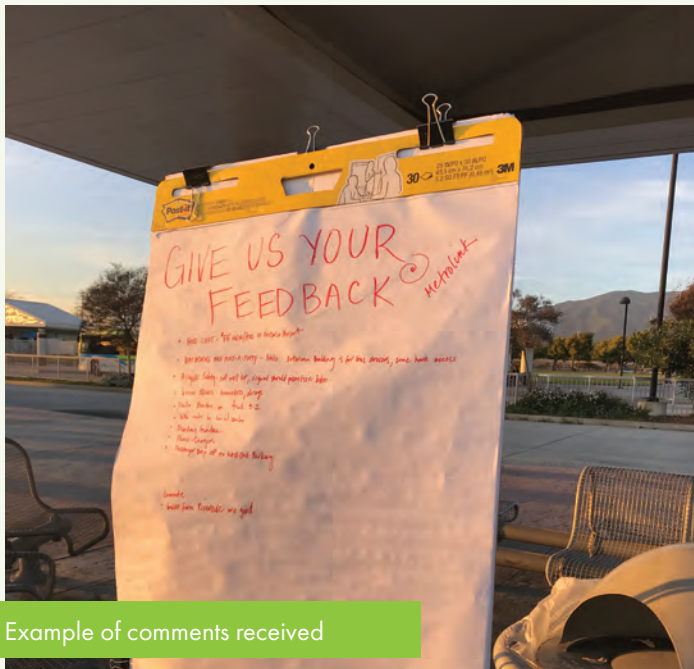
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Questions? Call us at (909) 295-2475 or email MontclairATP@gmail.com.

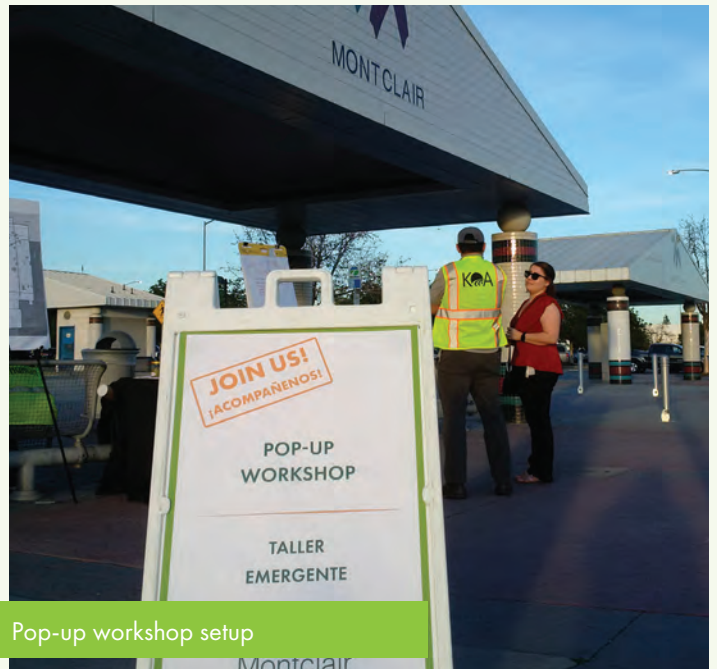**Montclair** Active Transportation Plan

Project team

Participant engagement

Example of comments received

Pop-up workshop setup

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WALKING SAFETY ASSESSMENT (WSA) EVENT SUMMARY

Thursday, September 12th, 2019 | 1:00 PM - 2:30 PM

SUMMARY

Project team staff met with school staff and parents to identify barriers and challenges that students face while walking and biking to and from Buena Vista Arts Integrated Magnet School. The event was held jointly with Vernon Middle School's Walking Safety Assessment. During the workshop, project team staff documented participants' concerns and discussed potential solutions.

PARTICIPANTS

12 Parents/ Community Members

3 School Staff Members

The comments documented in this event summary are not the final recommendations of the Safe Routes to School plan; however, they will be considered along with other data collected for the final recommendations.

GENERAL FEEDBACK AND OBSERVATIONS

Behavior-related and infrastructure-related comments:
Participants reported concerns with motorists speeding, double parking, and not yielding to pedestrians along corridors adjacent to the school. They also mentioned pedestrians cross mid-block to reach the school or vehicles.

Programming-related comments:
Participants would like to see more enforcement and educational programs regarding overall safety for both students and adults.

WSA discussion.

The walk-about.

The walk-about.
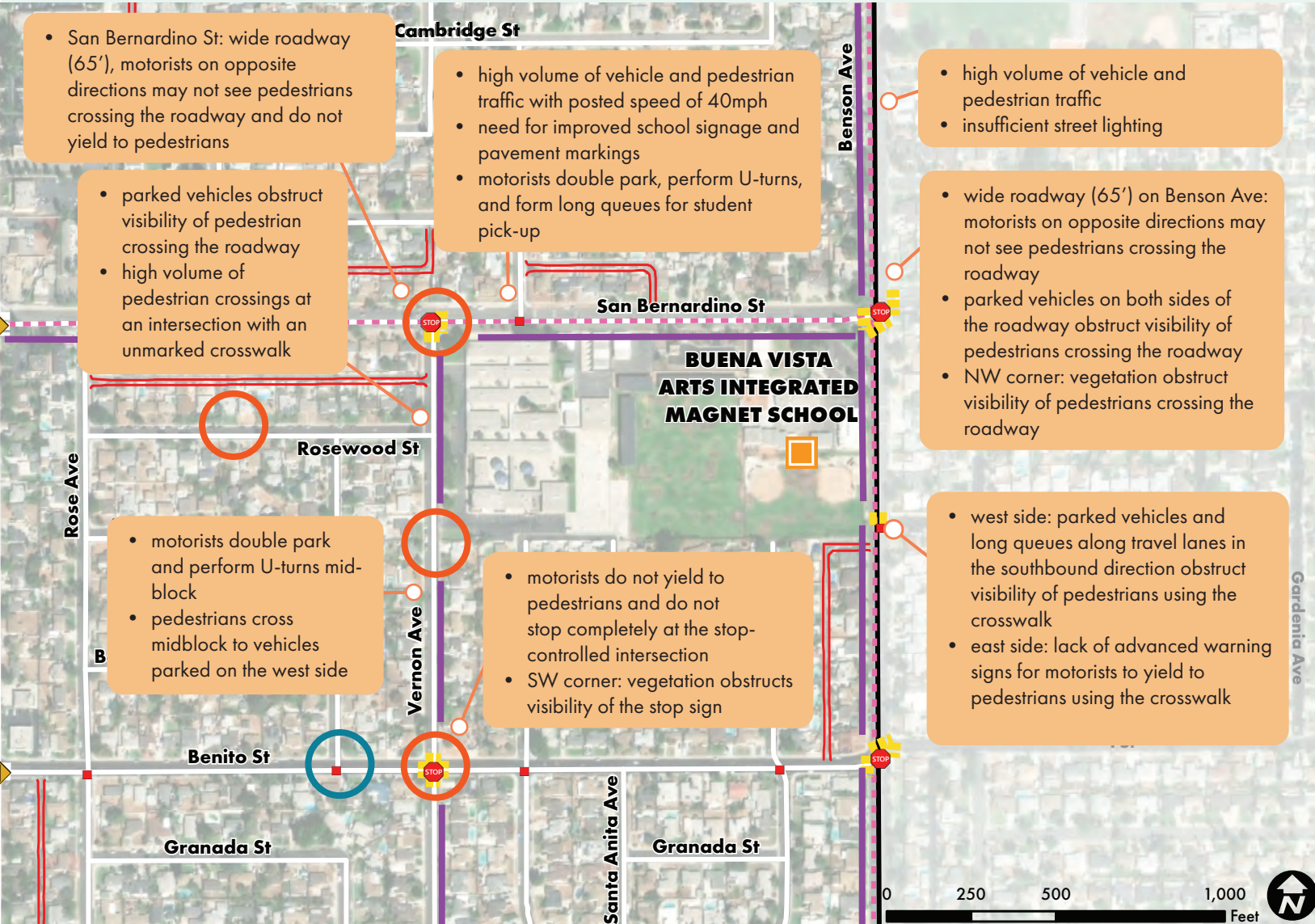

WSA discussion.

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WALKING SAFETY ASSESSMENT (WSA) EVENT SUMMARY

Thursday, September 12th, 2019 | 1:00 PM - 2:30 PM

The map below documents comments received and observations made by event participants.

Cambridge St

- San Bernardino St: wide roadway (65'), motorists on opposite directions may not see pedestrians crossing the roadway and do not yield to pedestrians

- parked vehicles obstruct visibility of pedestrian crossing the roadway
- high volume of pedestrian crossings at an intersection with an unmarked crosswalk

- high volume of vehicle and pedestrian traffic with posted speed of 40mph
- need for improved school signage and pavement markings
- motorists double park, perform U-turns, and form long queues for student pick-up

- high volume of vehicle and pedestrian traffic
- insufficient street lighting

Benson Ave

San Bernardino St

- wide roadway (65') on Benson Ave: motorists on opposite directions may not see pedestrians crossing the roadway
- parked vehicles on both sides of the roadway obstruct visibility of pedestrians crossing the roadway
- NW corner: vegetation obstruct visibility of pedestrians crossing the roadway

BUENA VISTA ARTS INTEGRATED MAGNET SCHOOL

Rosewood St

Rose Ave

- motorists double park and perform U-turns mid-block
- pedestrians cross midblock to vehicles parked on the west side

Vernon Ave

- motorists do not yield to pedestrians and do not stop completely at the stop-controlled intersection
- SW corner: vegetation obstructs visibility of the stop sign

- west side: parked vehicles and long queues along travel lanes in the southbound direction obstruct visibility of pedestrians using the crosswalk
- east side: lack of advanced warning signs for motorists to yield to pedestrians using the crosswalk

Gardenia Ave

Benito St

Santa Anita Ave

Granada St

Granada St

0   250   500   1,000 Feet

Existing Conditions

- ▦ School Crosswalk
- ▦ Regular Crosswalk
- 🛑 All-Way Stop
- ■ Two-Way Stop
- ◆ Traffic Signal
- — Missing Sidewalk
- ▪▪▪ Proposed Bike Facility

Key Concerns

- — Vehicle Speeding: Street segments where vehicles are perceived to travel faster than the posted speed limit.
- ◯ At least 1 Ped-Involved Collision
- ◯ At least 1 Bike-Involved Collision

WALKING SAFETY ASSESSMENT (WSA) EVENT SUMMARY

Tuesday, September 10th, 2019 | 11:40 AM - 1:00 PM

🍃 SUMMARY

On Tuesday, June 10th, 2019, the Montclair Active Transportation Plan (ATP) Team presented a Safe Routes to School seminar for students at Montclair High School. The goals of the seminar included providing opportunities for student to identify barriers and challenges that they face while walking and biking to school and offering a forum to help them develop their leadership skills.

🍃 PARTICIPANTS

35 Students

3 School Staff Members

The comments documented in this event summary are not the final recommendations of the Safe Routes to School plan; however, they will be considered along with other data collected for the final recommendations.

🍃 GENERAL FEEDBACK AND OBSERVATIONS

Behavior-related and Infrastructure-related comments:
Students reported concerns with motorists speeding, double parking, and not yielding to pedestrians walking on roadways adjacent to the school. They also noted a lack of crosswalks, mid-block crossings, and visibility concerns due to parking and foliage.

Programming-related comments:
Students would like to see more enforcement and education regarding overall safety around the school neighborhood.

WSA discussion.

Group Presentation.

Group Presentation.

WSA discussion.

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WALKING SAFETY ASSESSMENT (WSA) EVENT SUMMARY

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The comments documented in this event summary are not the final recommendations of the Safe Routes to School plan; however, they will be considered along with other data collected for the final recommendations.

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Programming-related comments:
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WSA discussion.

Group Presentation.

Group Presentation.

WSA discussion.

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Montclair
Active Transportation Plan

MEETING PURPOSE

The purpose of Technical Advisory Committee is to serve as a guiding task force to the Montclair Active Transportation Plan (ATP) project team throughout the course of the project. The goals of the first TAC Meeting were to:

1. Introduce the TAC to the Montclair ATP project team and the project
2. Inform the TAC of their project involvement
3. Update the ATAC with past and upcoming efforts
4. Gather preliminary feedback regarding active transportation in Montclair

EVENT ATTENDEES

A total of 8 individuals participated in the meeting. Participants included regional agencies representatives, community advocates, and City Staff.

EVENT STRUCTURE

Presentation: Following the introductions, the project team gave a presentation to inform the TAC about past and upcoming efforts, along with their involvement in the project.

Breakout Session 1- ATP Visioning: After the presentation, the project team led two activities. For the first activity, the project team led a visioning exercise to brainstorm project priorities. Among many, the group discussed topics such as public health, safety, accessibility, mobility, and public health. With the input provided, the project team will develop a vision statement that will guide the Montclair Active Transportation Plan.

Breakout Session 2 - Question & Answer: In the second activity, participants had an opportunity to engage with the project team through different exhibits available. Some exhibits were informative, while others were aimed at generating conversations and gathering ideas.

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MEETING SUMMARY

On Monday, February 10, 2020, the Technical Advisory Committee had its second meeting. The primary goals of the meeting were twofold:

- to educate the TAC on potential transportation solutions that could address barriers and concerns to walking, biking, and taking transit in the City of Montclair
- to brainstorm potential active transportation improvements in the city

To achieve the meeting goals, the Montclair ATP team gave a presentation to guide the discussion about various transportation elements that the TAC could consider installing in the city.

After the presentation, the TAC broke out into small groups. Within their groups, TAC members discussed specific locations that could be areas of focus for future pedestrian improvements, brainstormed corridors that could be benefit from bicycle facilities or address barriers to connectivity, and identify potential treatments to improve accessibility to transit.

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appendix **D**

COMMUNITY NEEDS ASSESSMENT: FULL REPORT

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

The Montclair ATP team analyzed an array of data to understand the Montclair community's active transportation needs. Data analyzed fall along four categories:

- demographic statistics
- travel characteristics
- health and safety
- environment and infrastructure conditions

Table D-1 illustrates the data collected and analyzed by category.

Category	Description	Source
Demographic Statistics	Demographic characteristics such as race, median household income, age, and language capabilities give a snapshot of the characteristics of the Montclair Community.	• 2017 American Community Survey
Travel Characteristics	An understanding of travel characteristics allows the Montclair ATP Team to better develop recommendations that can lead to lasting change.	• 2017 American Community Survey • Montclair ATP Survey
Health and Safety	Analysis of health and safety indicators provide an understanding of the community's need for active transportation facilities and programs.	• Transportation Injury Mapping System (TIMS) (2014-2018) • Montclair Police Citations (2013-2017) • CalEnviroScreen 3.0
Land Use and Infrastructure	Analyses of the environment and existing infrastructure show physical locations that can benefit from engineering improvements.	• Existing Planning Documents • Field Observations • Comprehensive Pedestrian Sidewalk Inventory Plan (San Bernardino County Transportation Authority)

Table D-1: Data Collected And Analyzed By Category

Median Household Income

The median household income (MHHI) in the City of Montclair is $55,200. This is slightly below the countywide median of $57,156. There is a high concentration of households with a low Median Household Income south of Kingsley Street between Mills Avenue and Central Avenue.

Median Household Income	Percent
< $25,000	18.9%
$25,000 - $49,999	28.5%
$50,000 - $74,999	20.7%
$75,000 - $99,999	13.5%
$100,000 - $149,999	12.9%
$150,000 or More	5.5%

Table D-2: Median Household Income

Age

Montclair has a mostly young population with the majority of the City's residents being younger than 35. This presents opportunities to encourage active modes of transportation.

Age	Percent
18 or younger	26.0%
18 - 34	27.6%
35 - 49	19.9%
50 - 64	7.9%
65 or older	10.5%

Table D-3: Age OF Residents

Households with Limited English Capabilities

With 70.69% of Montclair's population being Hispanic or Latino, there are many households in the City with limited English capabilities. Areas that contain the highest concentration of households with limited English capabilities are mostly found along the western border of the City.

Language Capabilities	Percent
English Only Speaking Households	33.1%
Spanish Speaking Household	54.7%
Spanish Speaking Households w/ Limited English	12.0%
Limited English Households	6.2%

Table D-4: Language Capabilities Of Residents

Median Household Income

$20,000 - $40,000
$40,000 - $60,000
$60,000 - $80,000

San Antonio Creek Channel
City Boundary
Parks

KOA

Data acquired from ACS 2016 5-Year Estimates
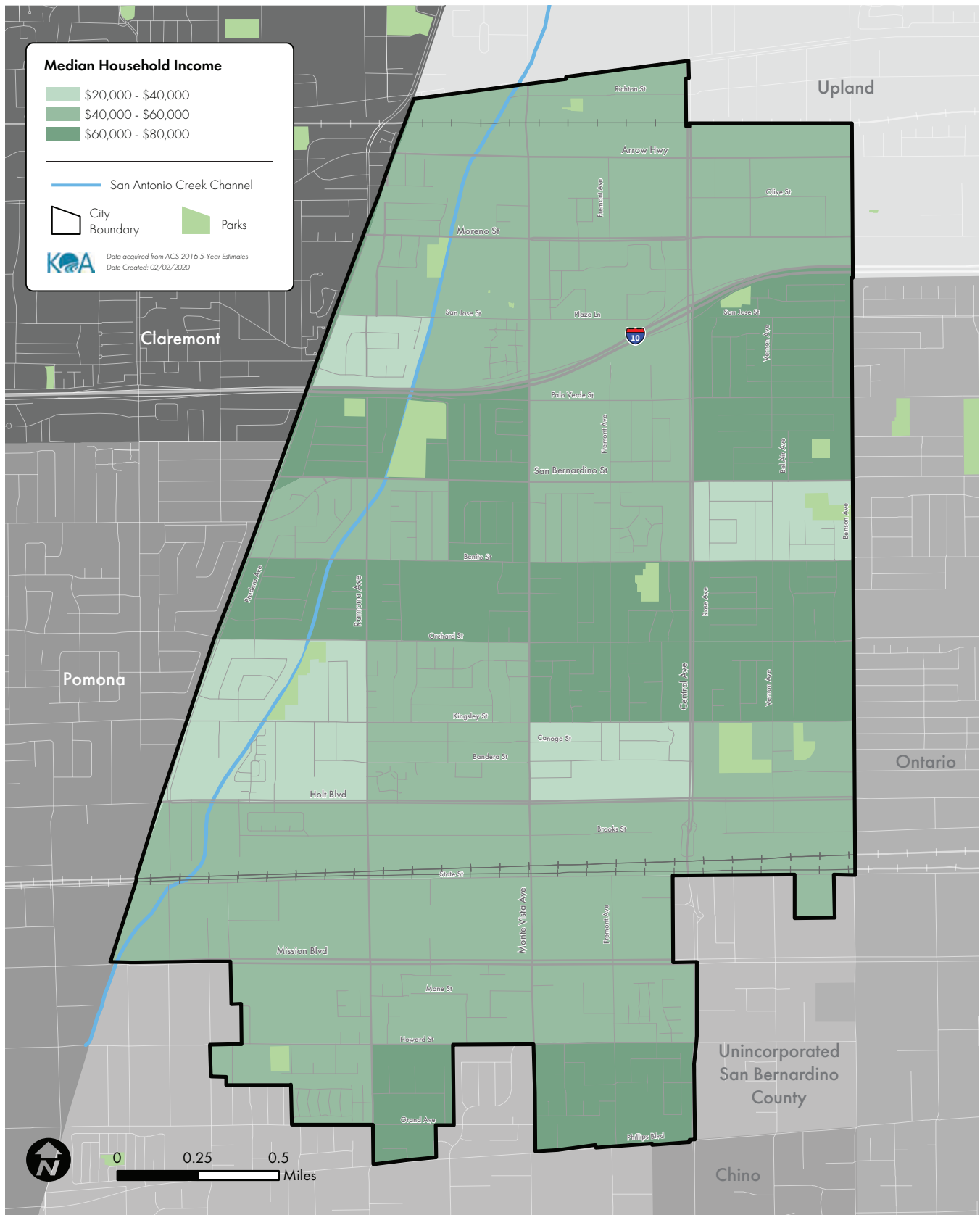Date Created: 02/02/2020

Figure D-1: Median Household Income In Montclair

Commute Patterns

Montclair is an auto-oriented city. The majority of residents (77.7%) prefer the use of motor vehicles to commute to work. Additionally, approximately 14.4% of commuters prefer to carpool. However, a small percentage of residents (5.2%) does use an active or public mode of transportation to get to and from work.

Commute Time

A review of commute time characteristics shows the importance of providing access and connectivity to nearby municipalities, San Bernardino County, and the broader Southern California. Approximately half (44.6%) of Montclair residents have a commute time that is longer than 30 minutes. This suggests that a large share of resident's commute to work locations outside of the City. Comparatively, only 1.5% of resident's have a commute time that is less than 15 minutes and 34.6% of residents have a commute time between 15 and 30 minutes.

Low Vehicle Access

Low vehicle access, which is measured from a combination of households with no vehicles and households with one vehicle, accounts for approximately 40% of households. The average household size is 3.62 while 46.3% of households have one or more members younger than 18 years old. This suggests that there are many members that don't have access to a vehicle.

Commute Mode	Percent
Walk	1.4%
Bike	1.6%
Carpool	14.4%
Public transportation	2.2%
Work from Home	1.9%
Personal Vehicle	77.7%

Table D-5: Commuting Modes Of Residents

Time	Percent
< 15 Minutes	1.5%
15 - 29 Minutes	34.6%
30 - 44 Minutes	22.5%
45 Minutes or More	23.1%

Table D-6: Commute Time Of Residents

# Of Vehicles	Percent
No Vehicle Households	6.2%
1 Vehicle Households	32.6%
Low Vehicle Household*	38.8%

Table D-7: Low Vehicle Ownership By Household

Low Vehicle Household is defined as households with one or fewer vehicles.

Low Vehicle Access Households

- Less than 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- More than 50%

San Antonio Creek Channel

City Boundary

Parks

KOA

Data acquired from ACS 2016 5-Year Estimates
Date Created: 02/02/2020

Upland

Claremont

Pomona

Ontario

Unincorporated San Bernardino County

Chino

Richton St
Arrow Hwy
Fremont Ave
Olive St
Moreno St
San Jose St
Plaza Ln
San Jose St
Vernon Ave
Palo Verde St
Fremont Ave
Bel Air Ave
San Bernardino St
Benito St
Benson Ave
Pradera Ave
Ramona Ave
Orchard St
Rose Ave
Central Ave
Vernon Ave
Kingsley St
Cucnga St
Bandera St
Holt Blvd
Brooks St
State St
Monte Vista Ave
Fremont Ave
Mission Blvd
Mane St
Howard St
Grand Ave
Phillips Blvd

N

0   0.25   0.5
Miles

Figure D-2: Limited Vehicle Households In Montclair

Appendix D: Community Needs Assessment - Full Report   **D9**

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Analysis of pedestrian and bicycle collisions shows the need for better pedestrian and bicycle facilities to protect Montclair community members who walk and bike. In the five-year period between 2014-2018, a total of 168 pedestrian and bicycle-related collisions occurred in Montclair. Of these collisions, 89 involved a pedestrian and 79 involved a bicyclist. These collisions account for approximately 12% of all collisions. Since 2015, the total number of bicyclist and pedestrian-involved collisions per year has gradually declined. During the study period, bicyclist-involved collisions in Montclair saw a dramatic decrease while pedestrian-involved collisions saw a slight increase over the same timeframe. Based on the collision data within the timeframe, pedestrians are 1.12 times more likely to be involved in a collision than bicyclists.

	# of Collisions	Percent
Pedestrian	84	7.2%
Bicycle	79	6.7%
Total Collisions	1174	100.0%
Total Ped & Bike Collisions	168	13.9%

Table D-8: Summary Of Total Pedestrian And Bicycle Collisions

	# of Collisions	Percent
Fatal	2	2.4%
Severely Injured	11	13.1%
Visible Injury	33	39.3%
Complaint of Pain	38	45.2%
Total Injured or Killed	84	100.0%

Table D-9: Injury Status Of Victims That Were Involved In Pedestrian Collisions

	# of Collisions	Percent
Fatal	1	1.3%
Severely Injured	7	8.9%
Visible Injury	40	50.6%
Complaint of Pain	31	39.2%
Total Injured or Killed	79	100.0%

Table D-10: Injury Status Of Victims That Were Involved In Bicycle Collisions

TOP COLLISION CORRIDORS

Of the 89 pedestrian-involved collisions, 65% occurred on ten different corridors. The top five pedestrian-involved collision corridors (with number of collisions) were:

1. Central Avenue – 12
2. Monte Vista Avenue – 9
3. Ramona Avenue – 9
4. Orchard Street – 5
5. Mills Avenue – 4

Of the 79 bicyclist-involved collisions, 67% occurred on ten different corridors. The top five bicyclist-involved collision corridors (with number of collisions) were:

1. Holt Boulevard – 12
2. Central Avenue – 9
3. Orchard Street – 6
4. Ramona Avenue – 5
5. Monte Vista Avenue – 4

PRIMARY COLLISION FACTOR

The top two most frequent collision factors for pedestrian-involved collisions were:

1. Pedestrian right-of-way[1]
2. Pedestrian violation[2]

[1.] The pedestrian right-of-way collision factor is a violation committed by the non-pedestrian party.

[2.] The pedestrian violation collision factor is a violation committed by the pedestrian party in which the pedestrian violates the right-of-way of the motorist or bicyclist.

Meanwhile, the top two most frequent collision factors for bicyclist-involved collisions were:

1. Automobile Right-of-Way[3]
2. Traffic Signals & Signs[4]

[3.] The automobile right-of-way collision factor is a violation committed by the bicyclist party.

[4.] The traffic signals & signs collision factor illustrates sign and signal violation or notes faulty or confusing signage and signals.
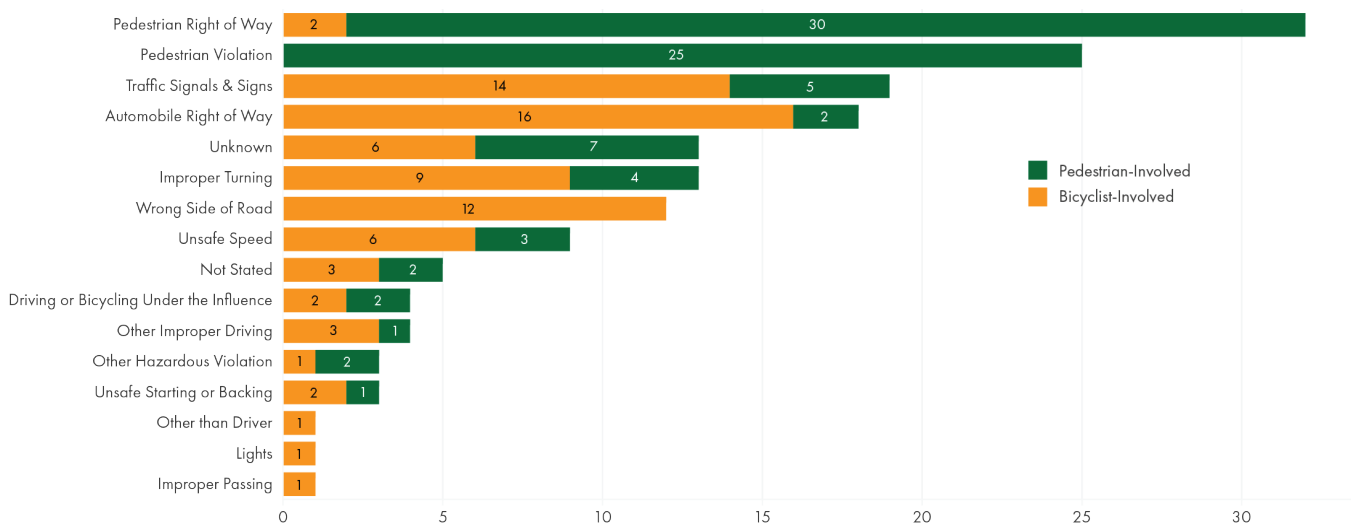

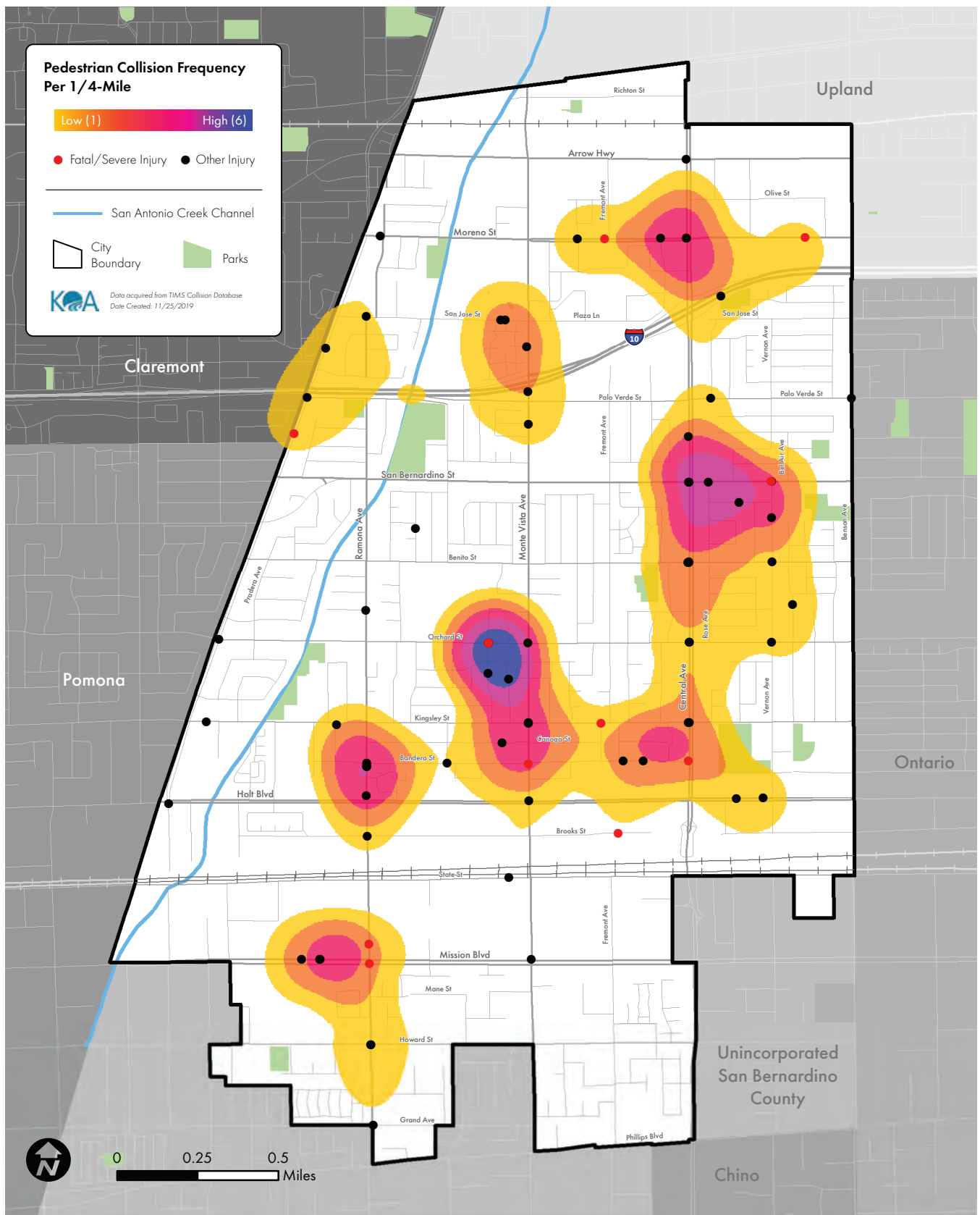*Figure D-3: Violation Categories Of Primary Collision Factors*

Figure D-4: Pedestrian-Involved Collision Hotspots in Montclair
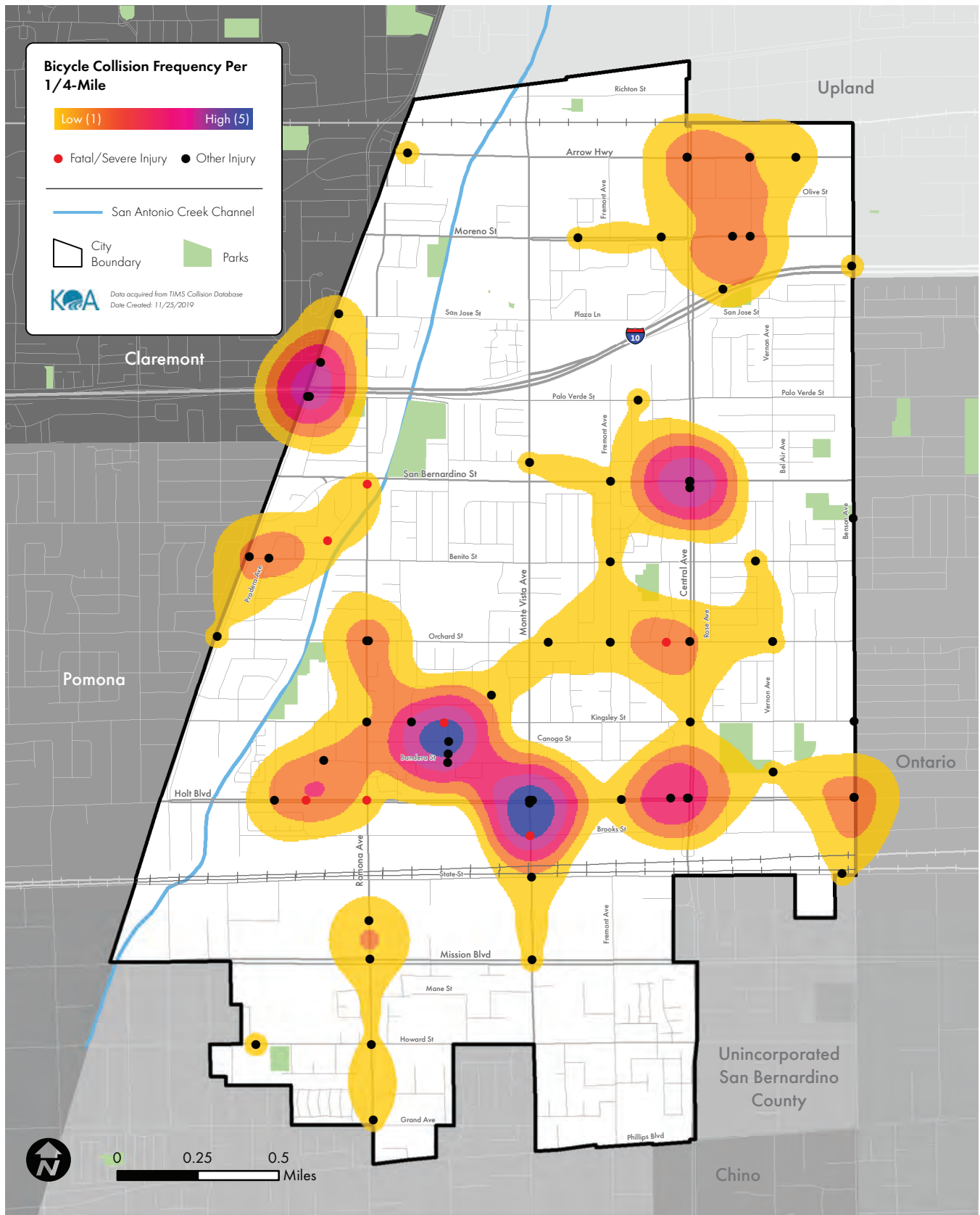
Figure D-5: Bicycle-Involved Collision Hotspots in Montclair

COLLISION BY CRASH TYPE

Approximately 80% of pedestrian-involved collisions were classified as the Vehicle/Pedestrian crash type. This indicates that the collision was directly between a motorist and a pedestrian. Approximately 60% of bicyclist-involved collisions were classified as a Broadside crash; this shows that the motorists or bicyclists collided at a "T", also known as a "T-Bone" collision.

Figure D-6: Pedestrian And Bicycle Collisions By Crash Type

PEDESTRIAN-INVOLVED COLLISIONS BY PEDESTRIAN ACTION

The largest portion of pedestrian-involved collisions occurred when a pedestrian was crossing at an intersection (42.9%). This was followed by collisions where a pedestrian was not crossing at a crosswalk (28.6%) and where pedestrians were walking in the road, using the available shoulder. Collisions where a pedestrian was using the vehicle right-of-way accounts for more than half (61.5%) of all fatalities or collisions that involved severe injuries. This suggests that there is a lack of pedestrian facilities where they are needed.

Pedestrian Action	#	Percent	Fatal/Severe Injury (#)	Fatal/Severe Injury (%)*
Using Intersection Crosswalk	36	42.9%	4	11.1%
Using Mid-Block Crosswalk	3	3.6%	0	0.0%
Crossing Not at Crosswalk	24	28.6%	4	16.7%
In Road, Using Shoulder	12	14.3%	4	33.3%
Not in Road	5	6.0%	1	20.0%

Table D-11: Pedestrian-Involved Collisions By Pedestrian Action And Severity

*Fatal/ sever injury percentages are based on the total for each category, not total pedestrian collisions

COLLISIONS BY TIME OF DAY, DAY OF THE WEEK, AND LIGHTING CONDITIONS

Pedestrian-involved collisions were most prevalent during morning and afternoon peak hours on weekdays while bicyclist-involved collisions saw similar trends with a slight surge of collisions occurring during midday hours on weekdays.

Pedestrian-and bicyclist-involved collisions occurred under similar lighting conditions. Approximately 67% of collisions occurred during the daylight hours and 25% occurred during the night hours where streetlights were present.

Lighting Conditions	Bicyclist-Involved	Pedestrian-Involved	Total Collisions
Daylight	54	57	111
Dark (Street Lights)	19	22	41
Dusk - Dawn	4	2	6
Not Stated	2	1	3
Dark (No Street Lights)	0	1	1
Dark (Street Lights Not Functioning)	0	1	1
Total	79	84	163

Table D-12: Lighting Conditions Of Pedestrian- And Bicyclist-Involved Collisions

Montclair Police Citations

Analysis of citations given by enforcement officers in Montclair reveals additional hotspots and potential risks of walking and biking in the city. Between 2013 and 2017, the Montclair Police gave out 15,500 citations in the city. Of these, 10,100 were related to this study. Montclair Police gave an average of 5.67 citations per day. Their efforts could have prevented collisions if a pedestrian or bicyclist was present at that specific moment.

Of the collisions related to this study, 29.5% were cited as a result of motorists failing to stop at a stop sign limit, crosswalk, or entrance of intersection, and another 27.3% were due to motorists failing to obey MUTCD, regulatory sign, and signals. The most frequent time for the police citations were Tuesday mornings from 6:00AM-8:59AM.

The top three intersections and locations for citation frequency are Monte Vista Avenue and I-10 ramps, Central Avenue and Palo Verde Stree, and along Monte Vista Avenue. Other notable intersections and locations include along Ramona Avenue and Orchard Street.

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	2978	29.5%
Failure to obey MUTCD/regulatory sign/signal	2757	27.3%
Failure to stop at red traffic signal	1538	15.2%
Speeding (speed greater than in reasonable)	1534	15.2%
Turning against red arrow signal	493	4.9%
Failure to obey turning movement sign/signal	356	3.5%
Unsafe turning/lane change	197	2.0%

Table D-13: Citation Violations By Category

	# of Citations	Percent
12:00-2:59AM	405	4.0%
3:00 - 5:59AM	605	5.9%
6:00 - 8:59AM	2582	25.3%
9:00 - 11:59AM	1491	14.6%
12:00 - 2:59PM	1164	11.4%
3:00 - 5:59PM	1163	11.4%
6:00 - 8:59PM	1424	13.9%
9:00 - 11:59PM	1374	13.5%

Table D-14: Citations By Time Of Day

	# of Citations	Percent
Monday	1375	13.5%
Tuesday	1739	17.0%
Wednesday	1812	17.8%
Thursday	1801	17.6%
Friday	1431	14.0%
Saturday	1193	11.7%
Sunday	857	8.4%

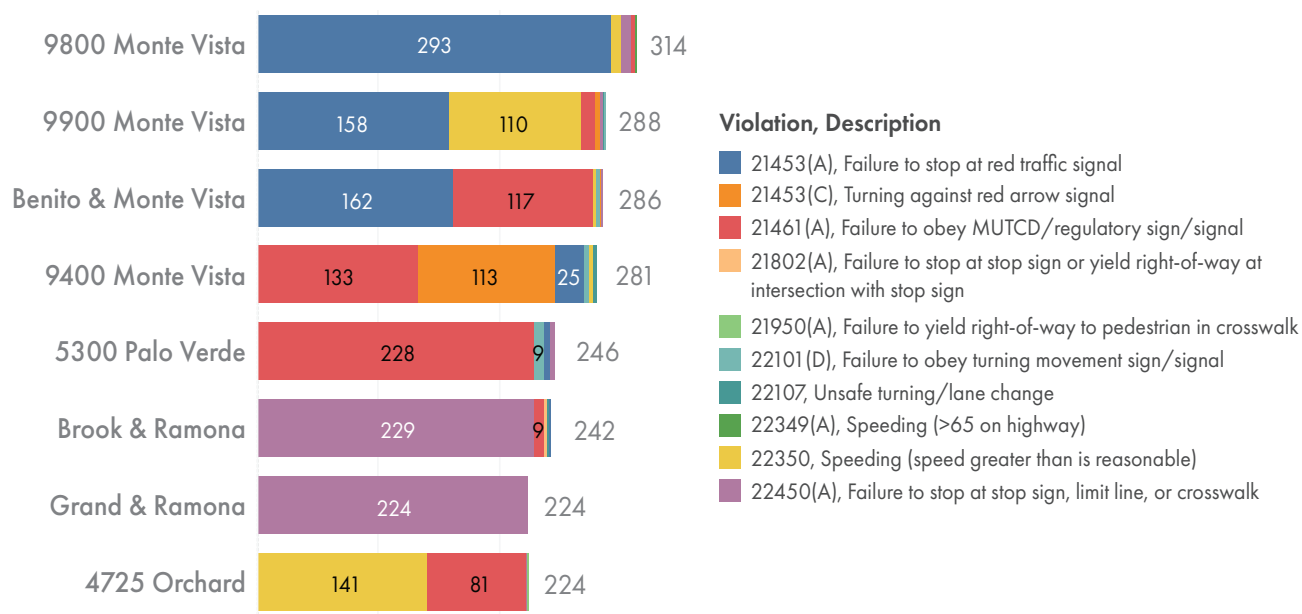*Table D-15: Citations By Day Of The Week*

Figure D-7: Citations By Violation Categories

	12:00 - 2:59 AM	3:00 - 5:59 AM	6:00 - 8:59 AM	9:00 - 11:59 AM	12:00 - 2:59 PM	3:00 - 5:59 PM	6:00 - 8:59 PM	9:00 - 11:59 PM
Monday	2.5%	3.9%	31.7%	16.1%	12.9%	11.0%	7.5%	14.4%
Tuesday	2.8%	7.1%	36.0%	14.2%	11.4%	10.4%	6.2%	11.8%
Wednesday	3.1%	8.3%	30.2%	13.7%	12.6%	10.9%	7.4%	13.7%
Thursday	2.4%	7.6%	31.3%	16.2%	13.8%	10.2%	6.7%	11.8%
Friday	3.6%	6.1%	15.4%	13.5%	10.1%	8.9%	25.9%	16.6%
Saturday	8.0%	2.6%	9.8%	13.9%	7.6%	16.0%	28.9%	13.2%
Sunday	8.8%	2.6%	8.3%	14.5%	8.8%	15.5%	28.2%	13.4%

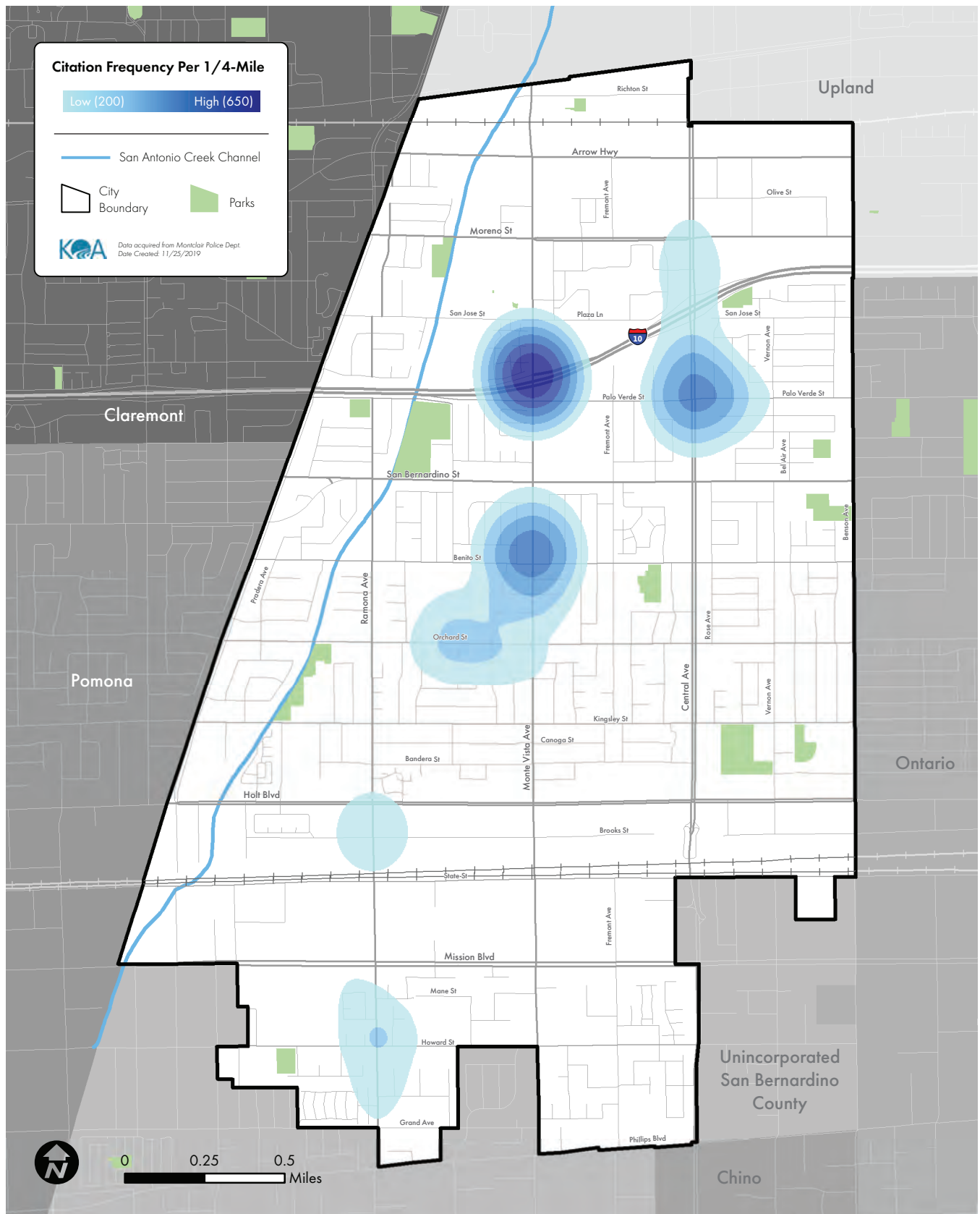Figure D-8: Citations Frequency By Time And Date Range

Figure D-9: Police Citations Hotspots in Montclair

Disadvantaged Communities

Montclair is home to approximately 40,000 residents, and yet many live in areas considered a "Disadvantaged Community". The disadvantaged communities designation is an important tool in advancing environmental justice in California. Census tracts are quantified as a disadvantaged through the CalEnvironScreen 3.0 tool. Developed by the California Environmental Protection Agency (CalEPA), CalEnviroScreen 3.0 is an index that utilizes environmental and socio-economic data to identify California communities that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Census tracts that score above the 75th percentile are designated as California's disadvantaged communities.

Montclair has eight census tracts that are fully within the City boundary. Of the eight census tracts, seven of them are considered disadvantaged, some of which with a score in the 90th percentile or greater. Together, the City ranks at the 84th percentile among all census tracts within California.

Diabetes and Heart Disease Rates

Through more active transportation facilities and programs, the City can enhance opportunities to physical activities and increase access to healthy food sources. This can help reduce the prevalence of diabetes and heart disease in Montclair. Diagnosed diabetes and heart disease scores measure the number of adults over the age of 18 who report having ever been told by a medical professional that they have diabetes or heart disease. Montclair has an adult diabetes rate of approximately 15%, which is higher than the County rate of 13% (SCAG 2019 Local Profiles – Montclair). Additionally, Montclair has an adult heart disease rate of 7.6%, almost double the County's rate of 4.5% (SCAG 2019 Local Profiles – Montclair).

Cardiovascular Disease and Asthma Rates

Opportunities for more active transportation activities to take place can help replace trips taken by vehicles which can help improve air quality conditions. This in turn can help reduce chronic diseases such as cardiovascular disease and asthma where poor air quality conditions are major causes of the diseases (U.S. EPA, Health and Environmental Effects of Particulate Matter (PM)). Poor air quality conditions resulting from vehicle emissions and toxic releases from facilities have a strong correlation with increased rates of asthma.

Montclair ranks at the 75th percentile among all census tracts for the average rate of hospital visits related to cardiovascular disease. It also ranks in the 71st percentile for asthma rates, slightly higher than San Bernardino County (64th percentile).
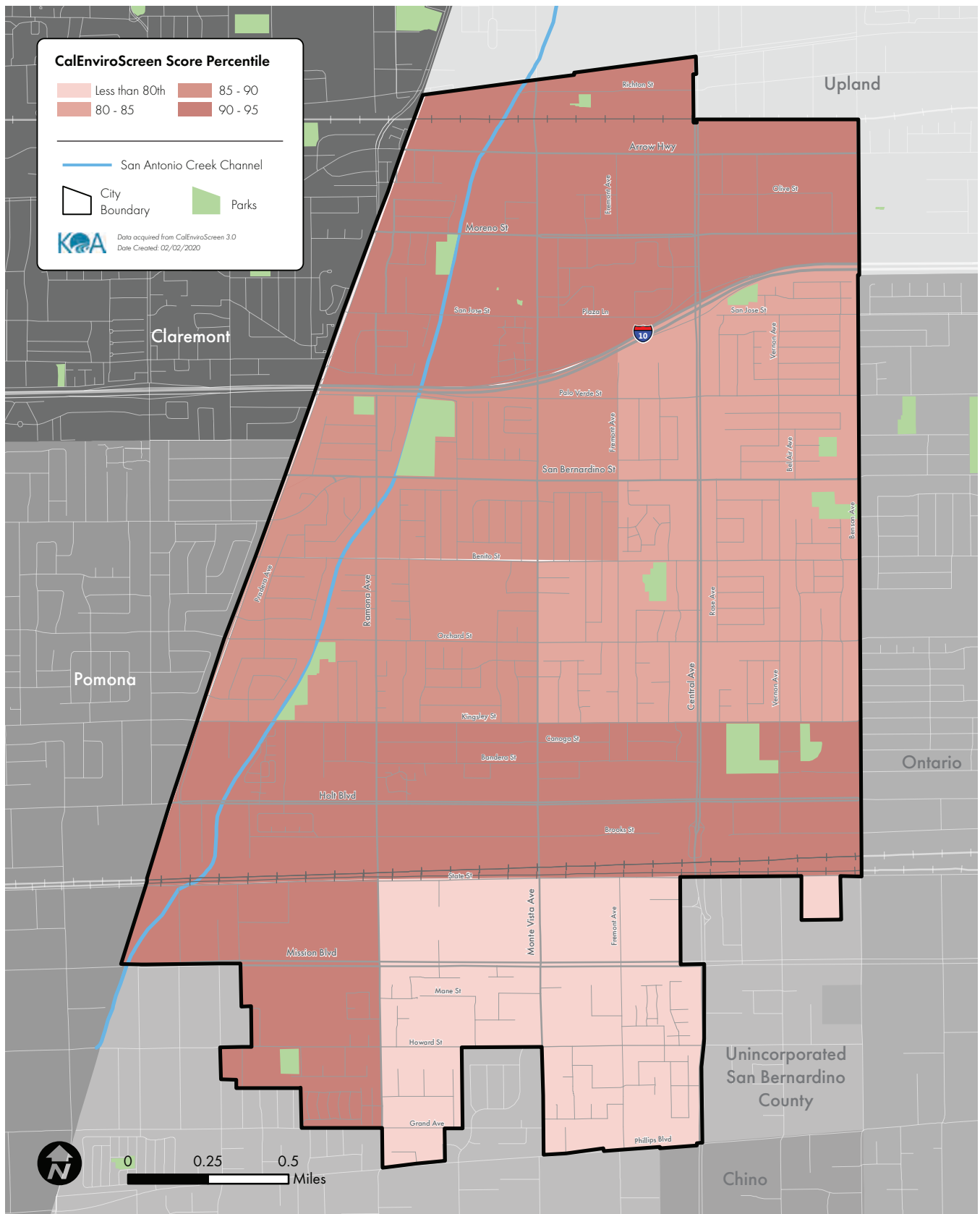
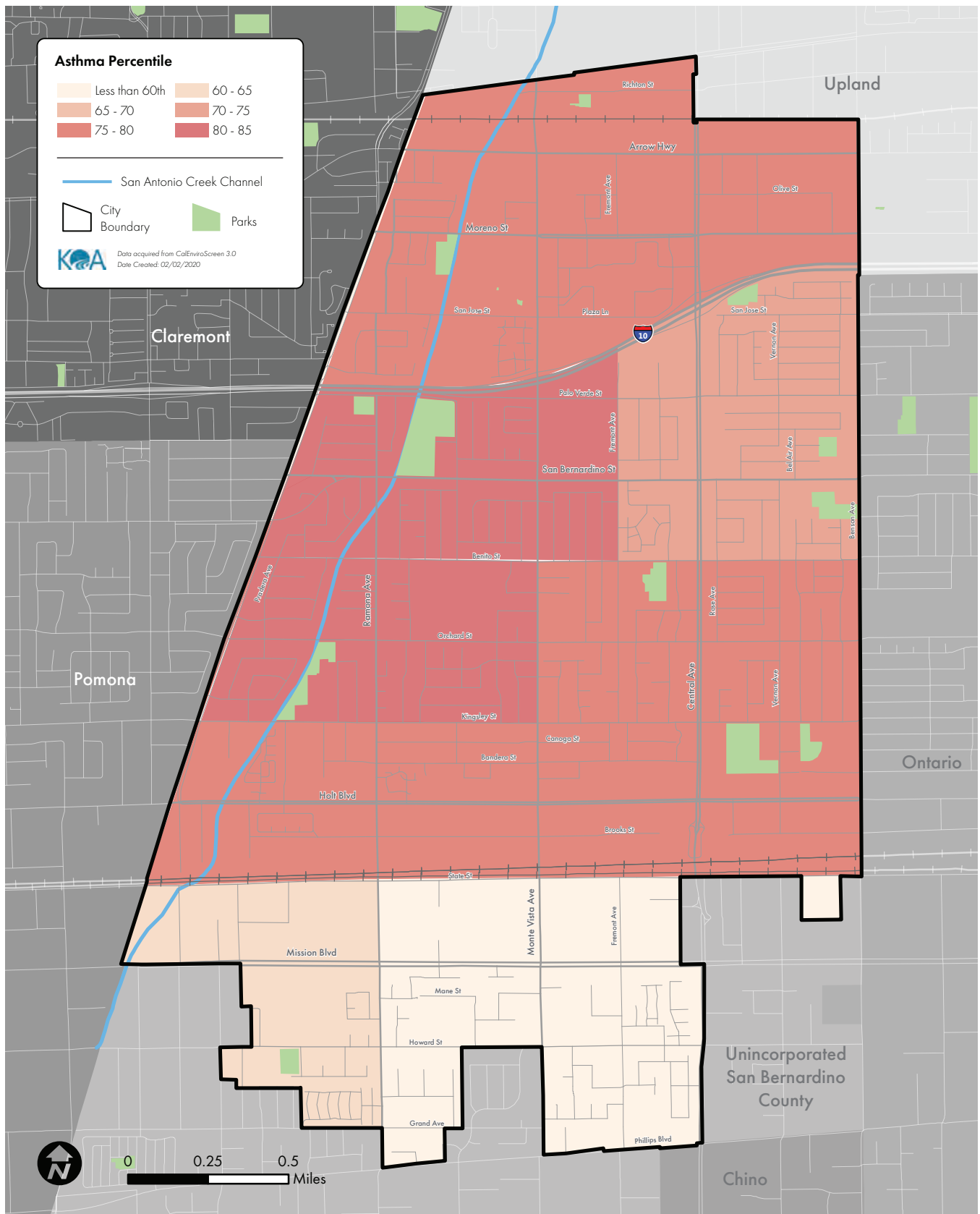*Figure D-10: Disadvantaged Communities in Montclair*
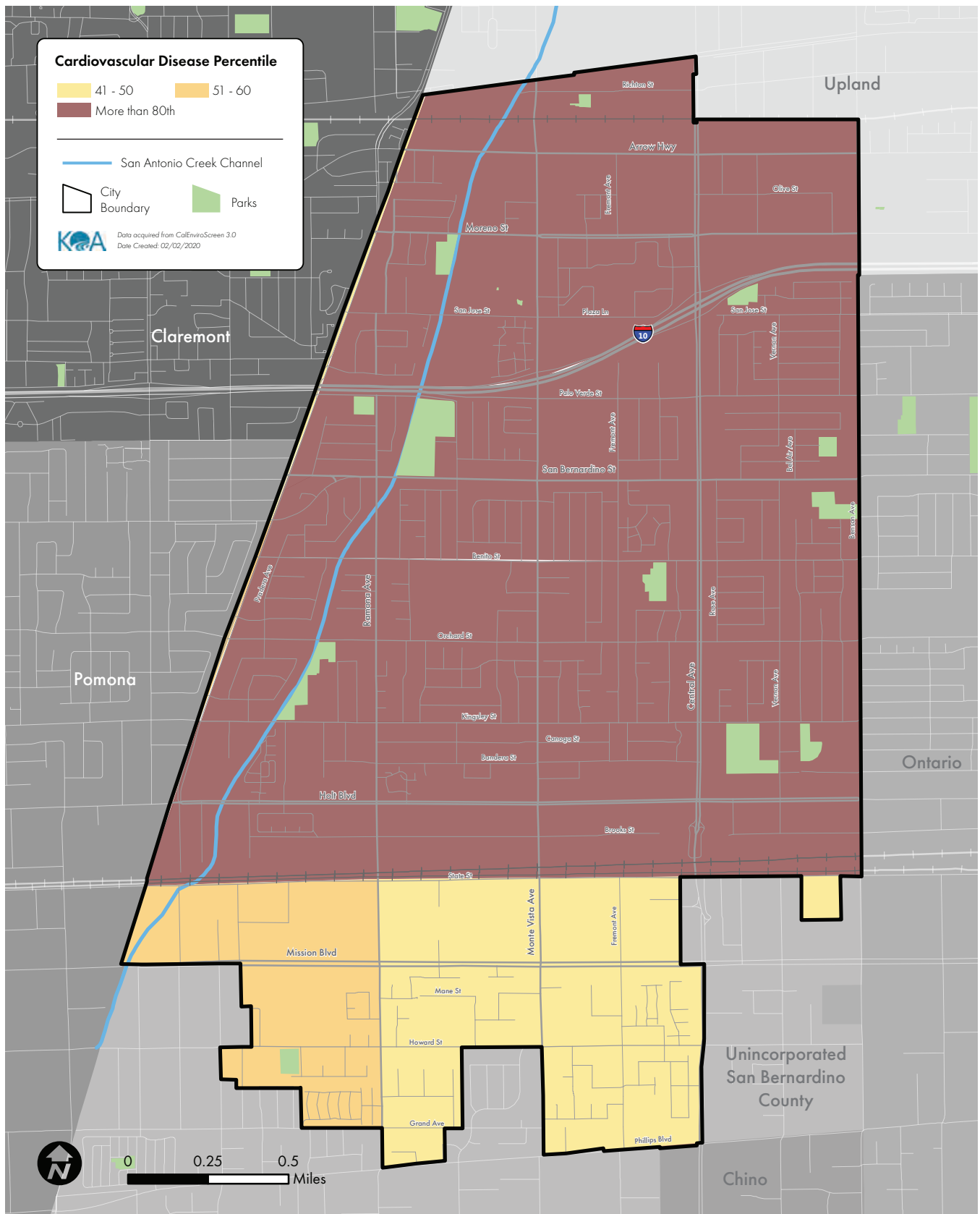
Figure D-11: Percentile Of Areas With Asthma

Figure D-12: Percentile Of Areas With Cardiovascular Disease

Urban Form and Land Use

Land use and urban form in Montclair is informed by the General Plan. The vision presented in the General Plan offered many opportunities for more active transportation activities to occur.

According to the General Plan, the basic organizing place types are neighborhoods, corridors, centers, and districts. Neighborhoods form the basic building block of the city, and are envisioned to have a mixture of social activities and functional use. Meanwhile, corridors would not only serve as transportation thoroughfares that connect neighborhoods, centers, and/ or districts, but also act as drainage channels or green parkways. The corridors that were identified in the General Plan include Central Avenue, Holt Boulevard, Mission Boulevard, and Arrow Highway.

Centers are mixed-use areas that may include a mixture of jobs, civic, and cultural uses. Example of centers include major intersections such as Central Avenue & Holt Boulevard and Ramona Avenue &

Holt Boulevard in the southern part of the City, as well as, the new downtown area in the northern portion of Montclair

Districts are areas that focus on specific types of activities; districts can be industrial or commercial. Industrial districts include the portion of Montclair bounded by Holt Boulevard to the north, Mission Boulevard to the south, Central Avenue to the east, and the western city boundary. Commercial districts include the downtown area to the north.

The bulk of residential land uses can be found in the middle of the city between the I-10 San Bernardino Freeway and Holt Boulevard. Among the residential land uses are small groupings of public/municipal facilities and a few centers along major intersections.
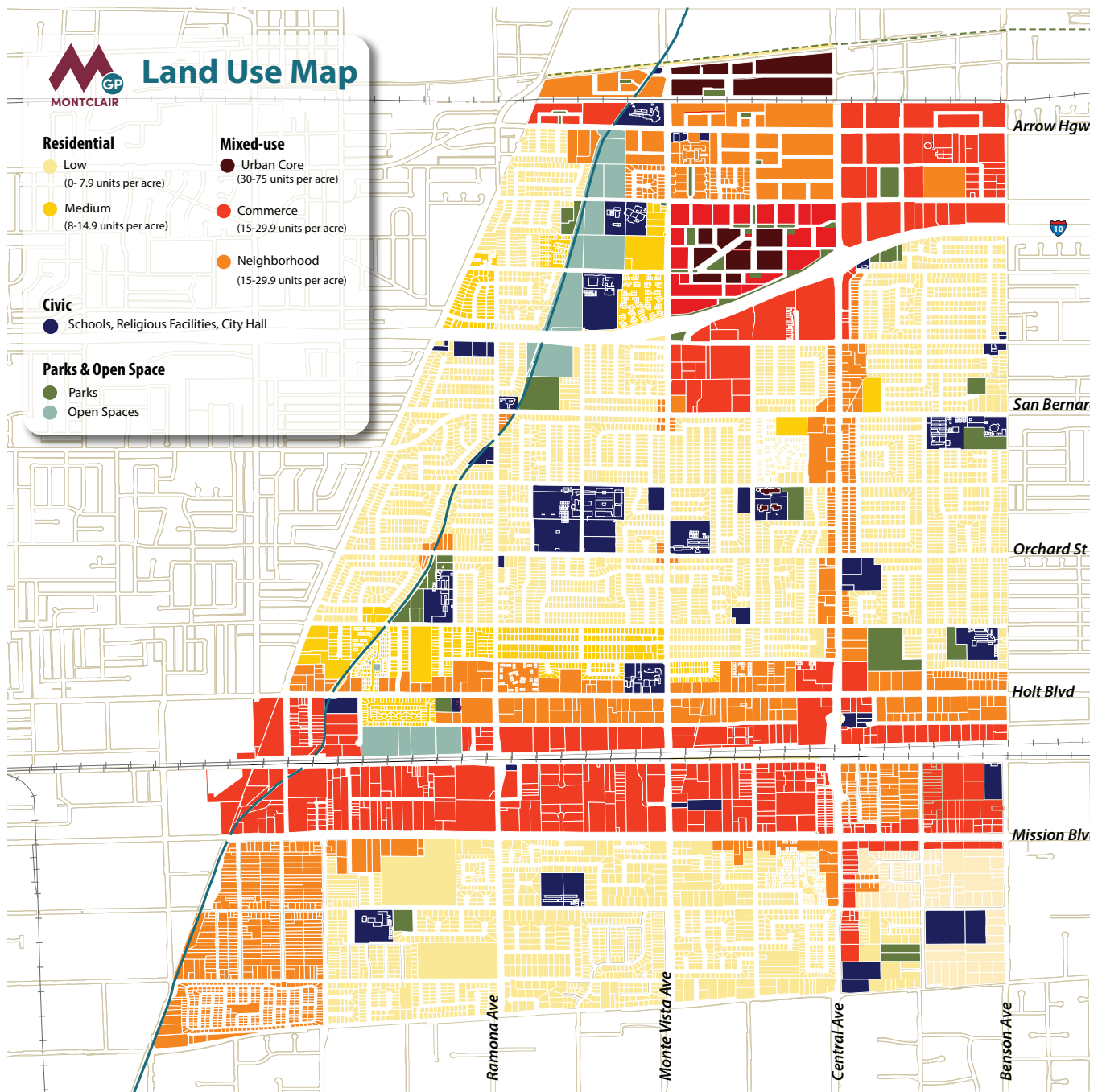
Land Use Map

MONTCLAIR GP

Residential
- Low
  (0- 7.9 units per acre)
- Medium
  (8-14.9 units per acre)

Mixed-use
- Urban Core
  (30-75 units per acre)
- Commerce
  (15-29.9 units per acre)
- Neighborhood
  (15-29.9 units per acre)

Civic
- Schools, Religious Facilities, City Hall

Parks & Open Space
- Parks
- Open Spaces

Arrow Hgw

San Bernar

Orchard St

Holt Blvd

Mission Blv

Ramona Ave

Monte Vista Ave

Central Ave

Benson Ave

Figure D-13: Land Use Map Of Montclair

Retrieved From The General Plan

Key Attractors

The City has many existing local destinations that community members can reach by active modes of transportation. The key attractors in the City of Montclair can be categorized into four groups: civic facilities, parks, schools, and shopping centers. Key attractors are generally dispersed across the city; however, there are three areas where there are larger clusters of attractors: North Montclair, South Montclair, and Central Avenue.

Key attractors in the northern portion of Montclair are predominately commercial areas. The area can be loosely defined as located between Arrow Highway to the north and Palo Verde Street to the south where the I-10 San Bernardino Freeway intersects with Central Avenue. This group consists of the Montclair Place Mall and several other retail shops and restaurants that surround the area. With the development of the North Montclair Downtown Specific Plan, the City is planning a mixed-use downtown in the area as well.

Local destinations in the southern Montclair are located along or in proximity to Holt Boulevard. The cluster is predominately consisted of small shopping centers. Development along Holt Boulevard is planned for in the Holt Boulevard Specific Plan which calls for a commercial area in south Montclair.

Central Avenue is one of the City's important thoroughfares that provides access and connectivity between north and south Montclair. Key attractors that are located along or near Central Avenue include the Montclair Civic Center, Alma Hofman Park, and several commercial areas.
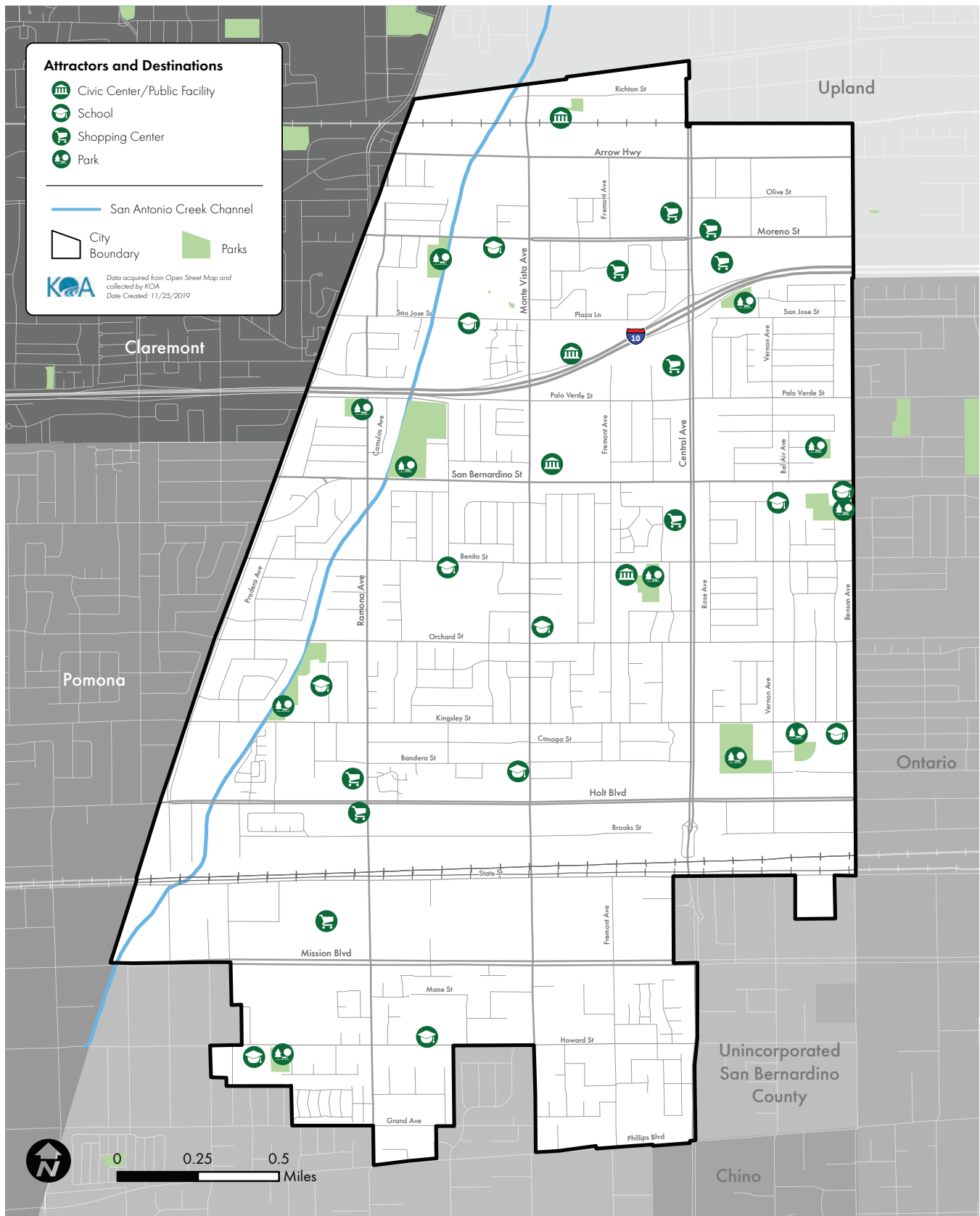
Figure D-14: Key Attractors In Montclair

Existing Bikeways

The City has several bicycle facilities which provide bicyclists with opportunities to reach destinations within the city and beyond. However, the bicycle network can be greatly enhanced to provide even more access and connectivity.

The City of Montclair's existing bicycle infrastructure is consisted of 0.75 miles of Class I Bike Trails and 4.4 miles of Class II Bike Lanes. The existing bicycle facilities within the City boundary are as followed:

- Class II Bike Lane on Orchard Street – 1.96 miles; from Mills Avenue to Benson Avenue
- Class II Bike Lane on Mills Avenue – 1.87 miles; from Holt Boulevard to Moreno Street
- Class II Bike Lane on San Bernardino Street – 0.32 miles; from Mills Avenue to Kimberly Avenue
- Class II Bike Lane on Monte Vista Avenue – 0.25 mile; from northern Montclair City Boundary and Arrow Highway
- Class I Bike Path (Pacific Electric Trail) – 0.75 miles; from northwest city boundary to Central Avenue

The two most prominent existing bicycle facilities are the Class II Bike Lanes on Orchard Street and Mills Avenue. Orchard Street provides intracity access from the eastern city boundary to the west, offering connectivity from the existing Class III Bike Route along Orchard Street in Ontario to the Class II Bike Lane on Mills Avenue. The Class II Bike Lane on Mills Avenue provides north/south access along the western portion of the city. It connects bicyclists to existing bicycle infrastructure in Pomona, Claremont, and the Pacific Electric Trail.
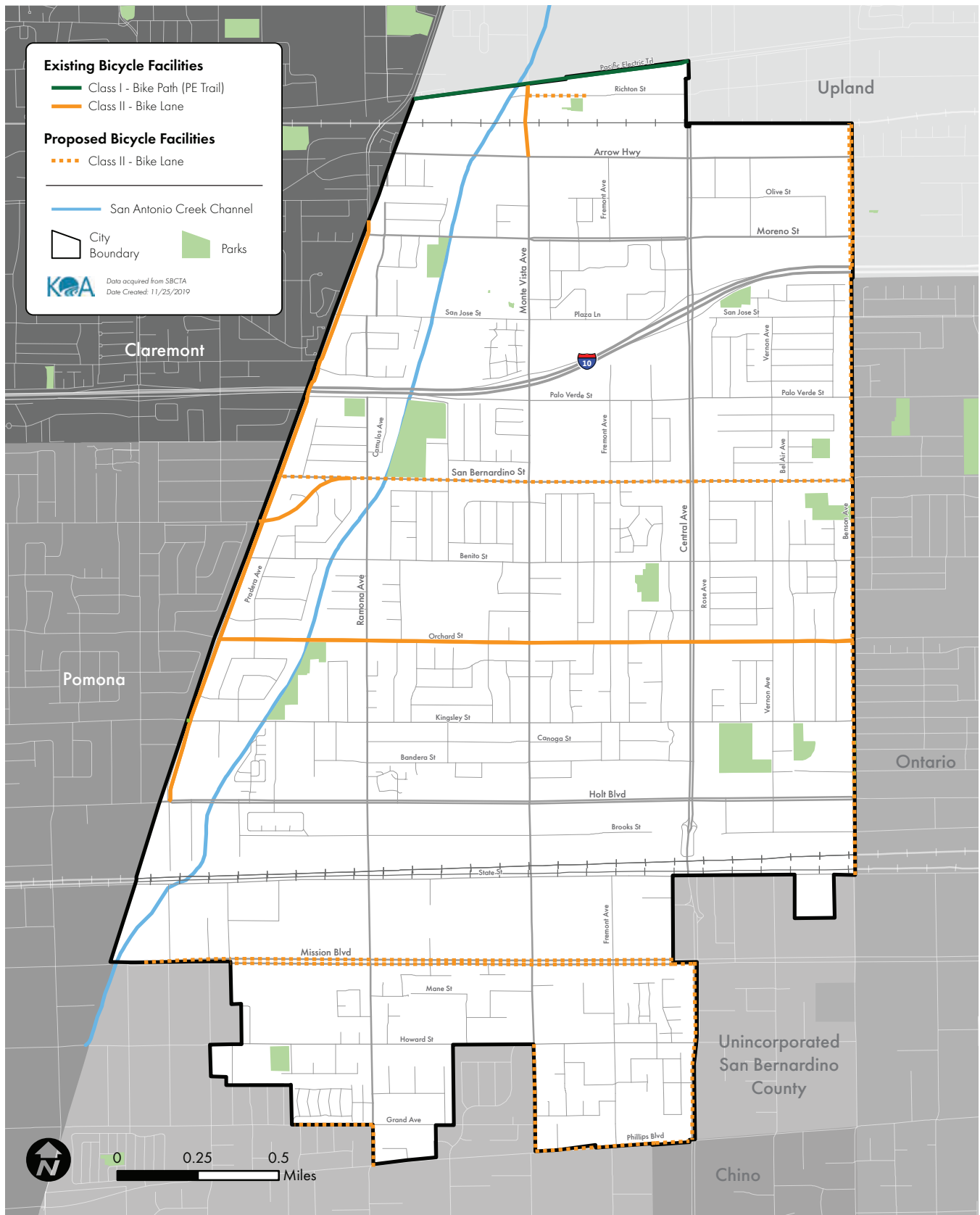
Figure D-15: Montclair Existing Bikeways

Existing Pedestrian Facilities - Sidewalks

The City of Montclair has a substantial amount of sidewalk coverage; however, much more can be added to improve the pedestrian experience. According to data collected from the Comprehensive Pedestrian Sidewalk Inventory Project from the San Bernardino County Transportation Authority (SBCTA), the City needs a total of 999,348 ft. of sidewalk. The City currently has 770,215 ft. of sidewalk, which represents 77.07% of the total amount needed. The City still needs 229,133 ft. of sidewalk (22.93%).

The City's existing and missing sidewalk infrastructure is evenly spread throughout the City. Most of the existing and missing sidewalk infrastructure is located in the residential areas between the I-10 San Bernardino Freeway and State Street. State Street, which has industrial land uses, lacks sidewalk infrastructure on many portions of the roadway segment.

Sidewalk (ft.)	No Sidewalk (ft.)	Grand Total (ft.)
770,215	229,133	999,348
77.07%	22.93%	100%

Table D-16: Amount Of Sidewalk And Missing Sidewalk In Montclair

Figure D-16: Montclair Existing And Missing Sidewalks

Existing Pedestrian Facilities - Signalized Intersection Inventory

The City has many signalized intersections, yet many lack the Accessible Pedestrian Signals (APS) that are useful for pedestrians with disability to cross the roadway. APS, through vibro-tactile and auditory feedback, convey directives to pedestrians with disabilities as they trigger and wait for pedestrian walk phasing. Full APS designations imply that all corners and pedestrian push buttons offer an audible and tactile push button, as well as, a visual pedestrian count down display.

Through the Comprehensive Pedestrian Sidewalk Inventory Project by SBCTA, a citywide inventory of signalized intersections was collected to better understand and assess the infrastructure by which the motorized and non-motorized users are controlled by. In total, 49 signalized intersections were studied to establish existing locations and inventoried for existing Accessible Pedestrian Signals (APS).

According to the data collected, four intersections offer full APS coverage (8.1%), while two intersections offer a mixture of both APS and non-APS pedestrian push buttons (4%). The majority of signalized intersections do not offer APS pedestrian push buttons or count down displays. Of the 49 signalized intersections, 43 (87.8%) do not have APS pedestrian push buttons or countdown displays.
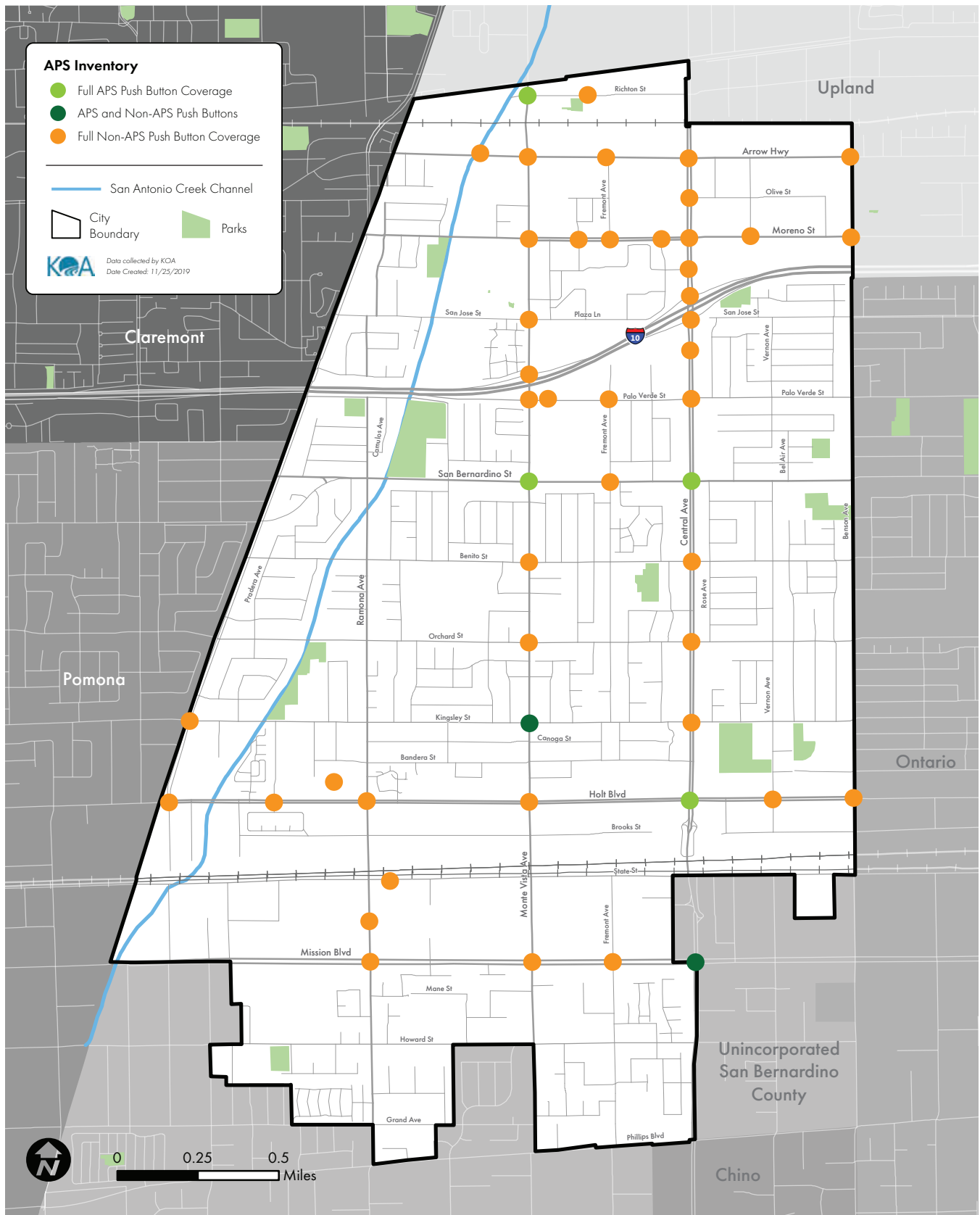
Figure D-17: Location Of Accessible Pedestrian Signals (APS)

Level of Traffic Stress (LTS) / Level of Comfort

Level of Traffic Stress (LTS), or sometimes to referred to as Level of Comfort (LOC), is one of the transportation industry's best practices for analyzing the comfort and connectivity bicycle and pedestrian networks.

A traditional Bicycle LTS analysis ranks roadways segments based on the "Four Types of Cyclists", originally structured by Roger Geller at the City of Portland:

1.   No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place
2.   Interested but Concerned: People willing to bicycle if high-quality bicycle infrastructure is in place
3.   Enthused and Confident: People willing to bicycle if some bicycle-specific infrastructure is in place
4.   Strong and Fearless: People willing to bicycle with limited or no bicycle-specific infrastructure

The Pedestrian LOC analysis complements the Bicycle LTS by providing insights for pedestrian comfort and connectivity. Table D-17: Bicycle LTS Ranking Scheme and Table D-18: Pedestrian LOC Ranking Scheme offer a description of each ranking. The lower the ranking is, the more comfortable and connected a roadway is.

Bicycle Level of Traffic Stress	Description
LTS 1	Suitable for almost all ages and bicycling abilities
LTS 2	Suitable for most adults
LTS 3	Suitable for more skilled and confident bicyclists
LTS 4	Not suitable for most bicyclists

Table D-17: Bicycle LTS Ranking Scheme

Level of Traffic Stress	Description
LOC 1	Suitable for almost all pedestrians, including children that are trained to safely cross the intersection
LOC 2	Suitable for most adults pedestrians, but demand more attention for children
LOC 3	Suitable for most adult pedestrians and older children with little or no supervision
LOC 4	Suitable for adults and children with parental supervision

Table D-18: Pedestrian LOC Ranking Scheme

Bicycle Level of Traffic Stress (LTS)

A significant portion of the City's roadways received a LTS score of 1 or 2. Non-interstate citywide segments had a total of 96 centerline miles. Of these, roughly 68 miles (71%) of all centerline miles received a LTS 1 or LTS 2 score.

Table D-19: Bicycle LTS Segment Coverage defines the total linear coverage for each LTS score.

This suggests that the majority of the roadways are either suitable for bicyclists of all ages or suitable for all adults.

Segments that received a LTS 1 score include:

- Mills Avenue (South of Benito Street)
- Orchard Street
- Pacific Electric Trail located on the northern city boundary

Mills Avenue and Orchard Street received LTS 1 scores due to the presence of an existing on-street bicycle facility and low vehicle ADT volumes. The Pacific Electric Trail is an off-street bicycle facility, and as such is automatically classified as a LTS 1. Other segments with LTS 1 or LTS 2 scores received the ranking due to low ADT volumes. High vehicle

volumes can increase the stress level of bicyclists due to their direct interactions on the roadway.

Examples of corridors that are more stressful for bicyclists include:

- Arrow Highway
- Moreno Street (East of Monte Vista Avenue)
- San Bernardino Street (East of Ramona Avenue)
- Holt Boulevard
- Monte Vista Avenue
- Central Avenue
- Mission Boulevard
- Brooks Street
- Ramona Avenue (South of State Street).

These corridors received high LTS scores due to a lack of existing bicycle facilities, high vehicle Average Daily Traffic (ADT) volumes, high-posted speed limits, or a combination of these factors.

A significant portion of roadways were LTS 4 or LTS 3 vs. LTS 2 or LTS 1. More specifically, 62% of non-Interstate, non-local, and non-private roads received a LTS 3 or LTS 4 score whereas, 38% received a LTS 1 or LTS 2 score.

Bicycle LTS Score	Segment Miles	Percentage Shares
LTS 1	4.04	4.22%
LTS 2	64.15	67.03%
LTS 3	8.81	9.21%
LTS 4	18.70	19.54%

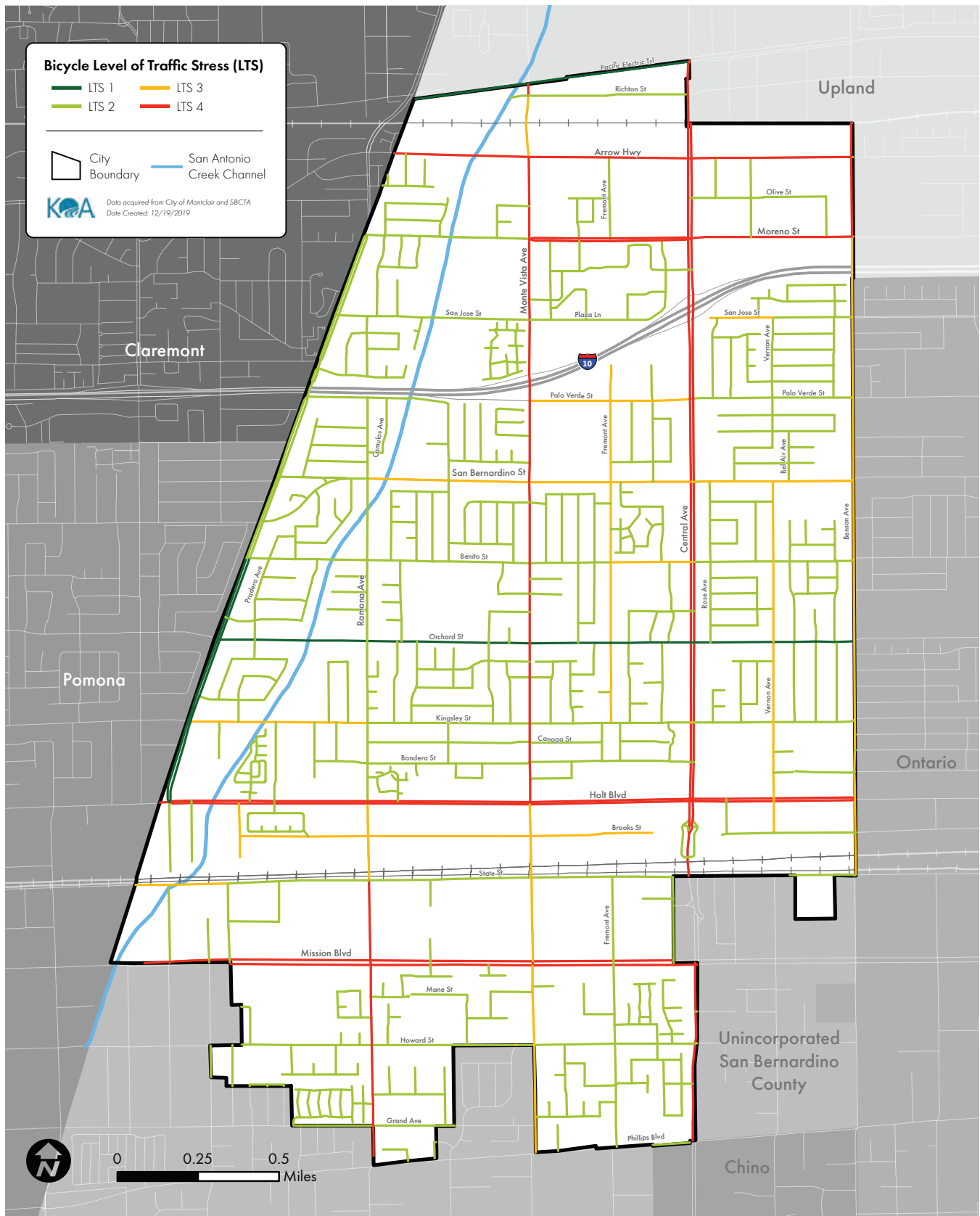*Table D-19: Bicycle LTS Segment Coverage*

Figure D-18: Bicycle Level Of Traffic Stress In Montclair

Pedestrian Level of Comfort (LOC)

A large majority of the City's roadways are comfortable for pedestrians to walk along. Non-interstate citywide segments had a total of 96 centerline miles. Of these, approximately 68 miles (82%) of all centerline miles received a LTS 1 or LTS 2 score. Table D-20: Pedestrian LOC Segment Coverage defines the total linear coverage for each LTS score.

Examples of less comfortable segments for pedestrians, which are mostly limited to local or private roads, include: segments within the neighborhood bound by Orchard Street, Monte Vista Avenue, Kingsley Street, and Ramona Avenue, and the neighborhood that resides to the east of Montclair Town Center.

All but one LOC 4 segment had missing sidewalk coverage. Central Avenue between Mission Boulevard and Maitland Street had partial sidewalk coverage but had high vehicle volumes, high speeds and no sidewalk separation.

All other segments of Central Avenue received a LOC 2 or LOC 3 score due to full sidewalk coverage.

The presence of sidewalk and sidewalk width are the driving factors for a high comfort pedestrian network. Missing sidewalk gaps can significantly influence the overall functionality and comfort of the pedestrian network.

Pedestrian LOC Score	Segment Miles	Percentage Shares
LOC 1	57.60	59.33%
LOC 2	21.35	21.99%
LOC 3	11.85	12.21%
LOC 4	6.29	6.48%

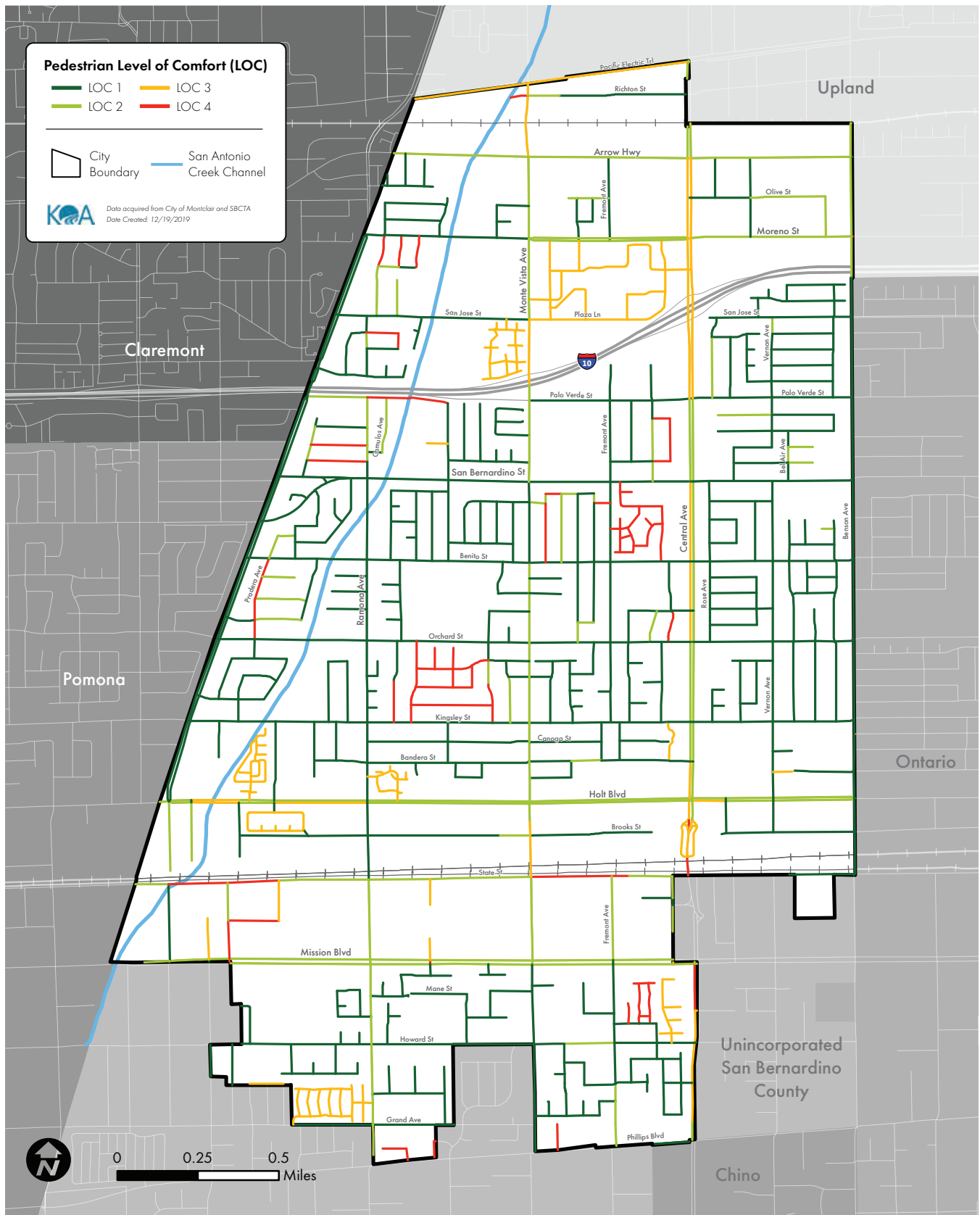*Table D-20: Pedestrian LOC Segment Coverage*

Figure D-19: Pedestrian Level Of Comfort In Montclair

Intersection Pedestrian Level of Comfort (LOC)

A large proportion of the City's intersections are comfortable for pedestrians to cross. The Pedestrian Level of Comfort (LOC) Analysis analyzed 37 hotspot intersections in the city to understand the comfortable level for pedestrians to cross. Pedestrians are most exposed at controlled and uncontrolled pedestrian crossings, making them vulnerable to all modes of travel. Of the intersections analyzed, 17 were signalized, 16 were controlled unsignalized, and 4 were uncontrolled unsignalized.

Of the intersections studied, 25 received a LOC 2 or 3, while none of the intersections received a LOC 1 score. The criteria to receive a LOC 1 is more restricted than for LOC 2 or 3. For unsignalized intersections, a LOC 1 intersection would involved having a crossing distance less than 60 feet and a speed limit less than or equal to 25 mph. For signalized intersections, a LOC 1 intersection would need a crossing distance less than 80 feet, greater than or equal to 50% APS coverage, and a speed limit less than or equal to 25 mph.

A total of 12 hotspot intersections, 10 signalized and 2 uncontrolled unsignalized, received a LOC 4 score. All LOC 4 intersections were intersected by either a Major or Secondary Arterial, which typically has high vehicle volumes, high posted speed limits, and long crossing distances.

Name	Type	Control	Crossing Distance (Ft.)	Speed (mph)	LOC Score
Kingsley St. and Ramona Ave.	Unsignalized	Controlled	54	35	2
Kingsley St. and Vernon Ave.	Unsignalized	Controlled	52	35	2
Palo Verde St. and Vernon Ave.	Unsignalized	Controlled	56	35	2
Vernon Ave. and Benito St.	Unsignalized	Controlled	55	35	2
Benito St. and Monte Vista Ave.	Signalized	NA	62	35	2
Kingsley St. and Monte Vista Ave.	Signalized	NA	73	35	2
Mills Ave. and Moreno St.	Unsignalized	Controlled	41	40	3
Monte Vista Ave. and Howard St.	Unsignalized	Controlled	73	40	3
Orchard St. and Fremont Ave.	Unsignalized	Controlled	70	40	3
Orchard St. and Ramona Ave.	Unsignalized	Controlled	68	40	3
Orchard St. and Vernon Ave.	Unsignalized	Controlled	69	40	3
Ramona Ave. and Brooks St.	Unsignalized	Controlled	74	40	3
Ramona Ave. and Grand St.	Unsignalized	Controlled	105	40	3

Table D-21: Intersection Pedestrian Level Of Comfort Ranked

Name	Type	Control	Crossing Distance (Ft.)	Speed (mph)	LOC Score
Ramona Ave. and Howard St.	Unsignalized	Controlled	100	40	3
San Bernardino St. and Helena Ave.	Unsignalized	Controlled	68	40	3
San Bernardino St. and Ramona Ave.	Unsignalized	Controlled	68	40	3
San Bernardino St. and Vernon Ave.	Unsignalized	Controlled	67	40	3
I-10 and Central Ave.	Signalized	NA	77	40	3
I-10 and Monte Vista Ave.	Signalized	NA	51	40	3
Monte Vista Ave. and Arrow Hwy	Signalized	NA	104	45	3
Orchard St. and Monte Vista Ave.	Signalized	NA	66	40	3
San Bernardino St. and Central Ave.	Signalized	NA	91	40	3
San Jose St. and Monte Vista Ave.	Signalized	NA	86	35	3
Benito St. and Helena Ave.	Unsignalized	Uncontrolled	47	35	3
Ramona Ave. and Bandera St.	Unsignalized	Uncontrolled	48	35	3
Ramona Ave. and Benito St.	Unsignalized	Controlled	0	35	4
Benito St. and Central Ave.	Signalized	NA	92	40	4
Central Ave. and Costco Driveway	Signalized	NA	91	40	4
Holt Blvd. and Monte Vista Ave.	Signalized	NA	93	45	4
Holt Blvd. and Ramona Ave.	Signalized	NA	97	45	4
Kingsley St. and Central Ave.	Signalized	NA	91	40	4
Monte Vista Ave. and Moreno St.	Signalized	NA	93	40	4
Moreno St. and Central Ave.	Signalized	NA	107	40	4
Orchard St. and Central Ave.	Signalized	NA	92	40	4
Palo Verde St. and Central Ave.	Signalized	NA	96	40	4
Monte Vista Ave. & Bandera St.	Unsignalized	Uncontrolled	78	35	4
Orchard St. and Tudor Ave.	Unsignalized	Uncontrolled	68	40	4

Table D-21: Intersection Pedestrian Level Of Comfort Ranked (Cont.)

Bicycle And Pedestrian Connectivity

The City's existing bicycle and pedestrian infrastructure offer a low stressed/ high comfort active transportation network. Findings from the Bicycle LTS Connectivity Analysis show that approximately 72% of the City's area is connected by a bicycle LTS 1 or LTS 2 segment. Meanwhile, the Pedestrian LOC Connectivity Analysis reveals that almost the entirety of the city is connected by a pedestrian LOC 1 or LOC 2 segment.

Bicycle LTS Connectivity

Areas in the city has low level of traffic stress because a majority of segments within the linear network occupy low vehicle volumes. This in turn lowers the stress level of the segment. Areas that are accessible by an LTS 1 segment are located adjacent to existing on-street Class II Bike Lanes, either along the southern portion of Mills Avenue or along the entirety of Orchard Street. Areas that are located along the northern city border are accessible by the Pacific Electric Trail, which is classified as a LTS 1.

There are a few areas with high LTS bicycle connectivity. These include the area in the northeast portion of the City, bounded by Moreno Street and Central Street, and the area adjacent to Holt Boulevard.

Pedestrian LOC Connectivity

The vast majority of the City (97.47%) is connected by a pedestrian LOC 1 or LOC 2 segment. The pedestrian LOC linear network is weighted heavily by the presence of sidewalk. Since a majority of roadways have full or partial coverage, specifically in the north region of the City, low stress connectivity is enhanced.

Bicycle LTS Score	Square Miles	Percentage Shares
LTS 1	0.89	17.35%
LTS 2	2.79	54.39%
LTS 3	1.11	21.64%
LTS 4	0.34	6.63%

Table D-22: Bicycle LTS Area Coverage By Census Block

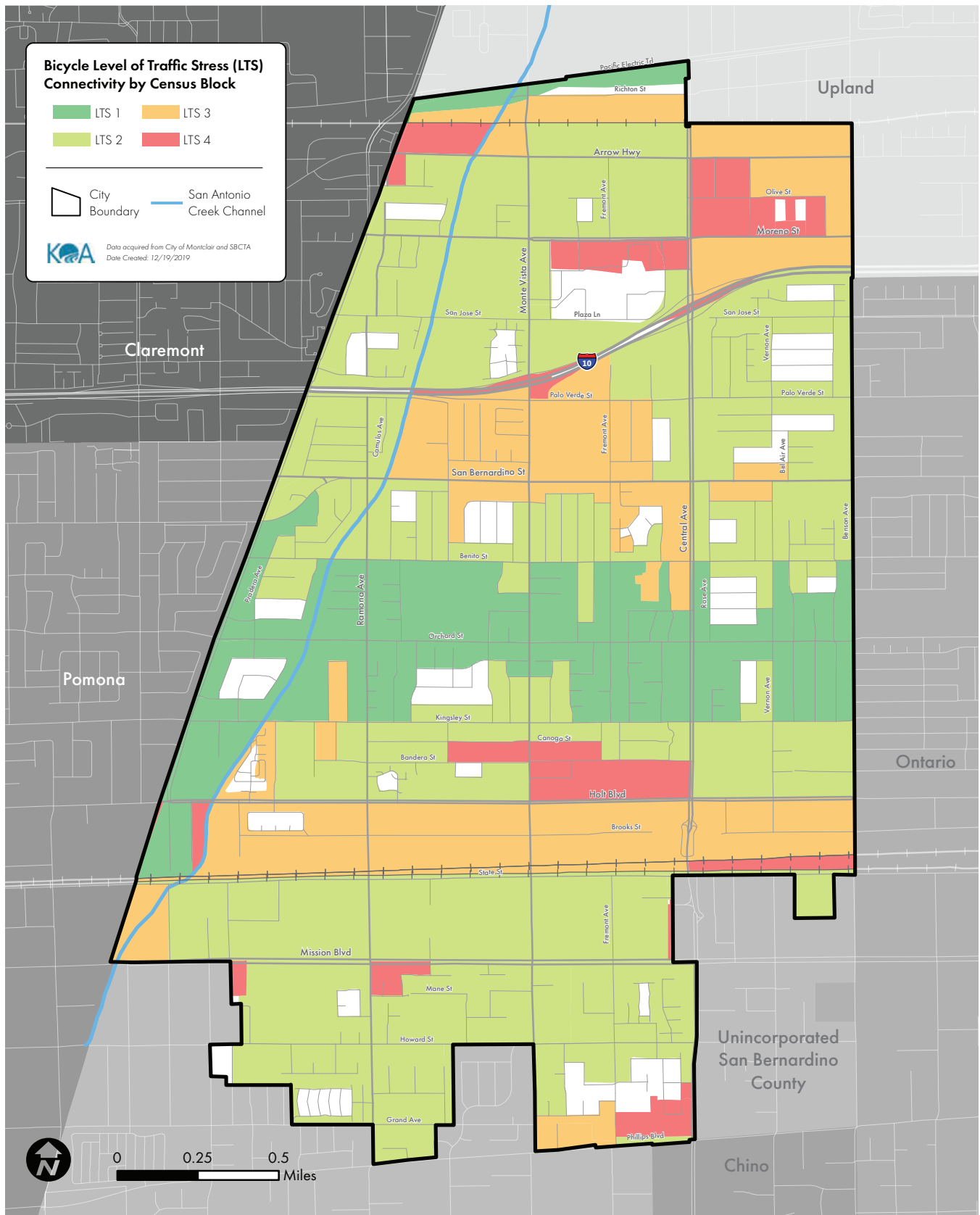| Pedestrian LOC Score	Square Miles	Percentage Shares
LOC 1	4.36	84.99%
LOC 2	0.64	12.48%
LOC 3	0.11	2.14%
LOC 4	0.02	0.39%

Table D-23: Pedestrian LOC Area Coverage By Census Block

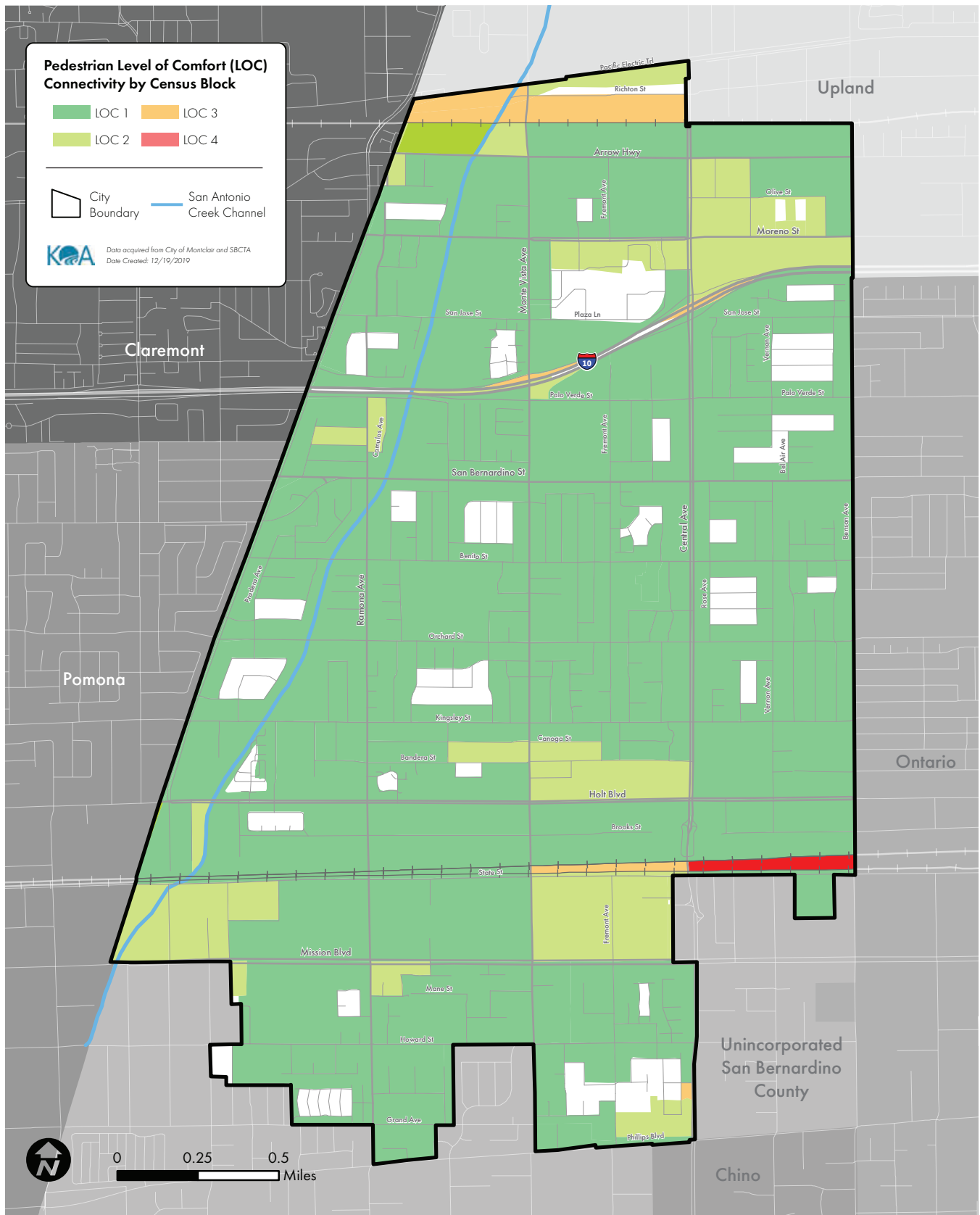*Figure D-20: Bicycle Level Of Traffic Stress Connectivity In Montclair*

Figure D-21: Pedestrian Level Of Comfort Connectivity In Montclair

Montclair Active Transportation Plan

Transit Connectivity

Active transportation is an important mode of transportation to reach to and from transit facilities. It provides an critical alternative solution to what is commonly know as the "first mile/ last mile" problem for transit. The problem refers to 1) how a traveler gets to a transit facility from their origin location, and 2) after they get off transit, how do they reach their final destination.

Transit users in Montclair have four predominant transit services to choose from. Bus transit services are provided by Omnitrans, Foothill Transit, and Riverside Transit. Meanwhile, Metrolink offers commuter rail services to regional destinations.

Each bus transit provider connects the City to multiple counties and cities within Southern California. Omnitrans provides intracity connectivity and services to adjacent cities, as well as the greater San Bernardino County.

Foothill Transit has transit lines that allow for inter-regional travel. Its services allow transit users to reach regional destinations such as Downtown Los Angeles and the Brea Mall in Orange County.

The Riverside Transportation Authority (RTA) bus services connect Montclair to Riverside County. The RTA 204 starts at the Montclair Transit

Center, passes through Ontario until it reaches the University of California, Riverside (UCR) Extension in Riverside.

The Metrolink San Bernardino Line offers rail options to Montclair community members. Passengers can take the train at the Montclair Metrolink Station which is located next to the Montclair TransCenter.

FOOTHILL GOLD LINE EXPANSION

The Montclair TransCenter is the planned terminus of the Metro Foothill Gold Line extension from Glendora. The service would offer an alternative rail service from Montclair to Downtown Los Angeles.

MONTCLAIR TRANSCENTER

The Montclair TransCenter is a regional multi-modal transportation hub located in north Montclair along Richton Street and east of Monte Vista Avenue. All bus and rail transit services offer stops at the facility which offer opportunities for first/last-mile connectivity to other parts of the city.

| Line/ Route	Cities Serviced From Montclair	Major Destinations
Omnitrans		
Route 66: Fontana – Montclair	Montclair, Fontana, Rancho Cucamonga, and Upland	Epicenter Stadium, Fontana Metrolink, Foothill Market Place, Montclair Civic Center, Montclair Metrolink, Montclair Plaza, Rancho San Antonio Medical Center, and San Antonio Hospital
Route 85: Chino – Chaffey College	Montclair, Chino, Ontario, Upland, and Rancho Cucamonga	Montclair Plaza, Montclair Transit Center, San Antonio Hospital, Kaiser Clinic Rancho Cucamonga, and Chaffey College
Route 88: Chino Hills – Montclair	Montclair and Chino Hills	Chino Transit Center, The Shoppes at Chino Hills, Montclair High School, Montclair Plaza, and Montclair Transit Center
Route 290: San Bernardino – Montclair Transit Center	Montclair, Upland, Ontario, Fontana, Bloomington, Colton, and San Bernardino	Montclair Transit Center, Ontario Mills, Arrowhead Regional Medical Center, and San Bernardino Transit Center
Foothill Transit		
Route188: Montclair – Azusa	Montclair, Claremont, La Verne, San Dimas, Glendora, and Azusa	Montclair Plaza, the Claremont Colleges, Claremont Village, and Citrus College
Route 197: Pomona – Montclair	Montclair, Pomona, and Claremont	Claremont Colleges, Claremont Village, Sheraton Suites Fairplex, Pomona Fairplex, Pomona Raceway, Pomona Valley Hospital-Medical Center, and Bonelli Regional County Park
Route 480: Montclair – West Covina	West Covina, Covina, Pomona, Montclair, and Claremont	Montclair Plaza, Claremont Colleges, Claremont Village, Pomona Library, Cal Poly Pomona, Bonelli Regional County Park, Mt. SAC, Plaza West Covina, and Eastland Center
Route 492: Montclair – El Monte	El Monte, Arcadia, Baldwin Park, Irwindale, Covina, Azusa, Montclair, and Claremont	Montclair Plaza, Claremont Colleges, Claremont Village, Montclair Plaza, University of La Verne, San Dimas Farmers Market, and Santa Fe Dam Recreational Area
Route 690 Montclair – Glendora	Montclair, Claremont, La Verne, San Dimas, Glendora, and Azusa	Montclair Plaza, Claremont Colleges, Claremont Village, La Verne Library, and the APU/Citrus College Gold Line station
Route 699: Montclair – Downtown Los Angeles Express Service	Claremont, Montclair, Pomona, West Covina, Industry, El Monte, and Los Angeles	Montclair Plaza, Doctors Hospital, Olvera Street, and Downtown Los Angeles
Silver Streak	Downtown Los Angeles, El Monte, West Covina, Pomona, and Montclair	Pomona Library, Rio Hondo Bike Path, Olvera Street, and Downtown Los Angeles
Metrolink		
San Bernardino Line	Montclair, Downtown Los Angeles, and San Bernardino	Montclair TransCenter, Montclair Plaza, Downtown Los Angeles
Riverside Transit Authority		
Route 201 Montclair TransCenter - UCR	Montclair, Ontario, and Riverside	Montclair TransCenter, Montclair Plaza, Ontario Mills, and University of California, Riverside

Table D-24: Transit Routes That Service Montclair
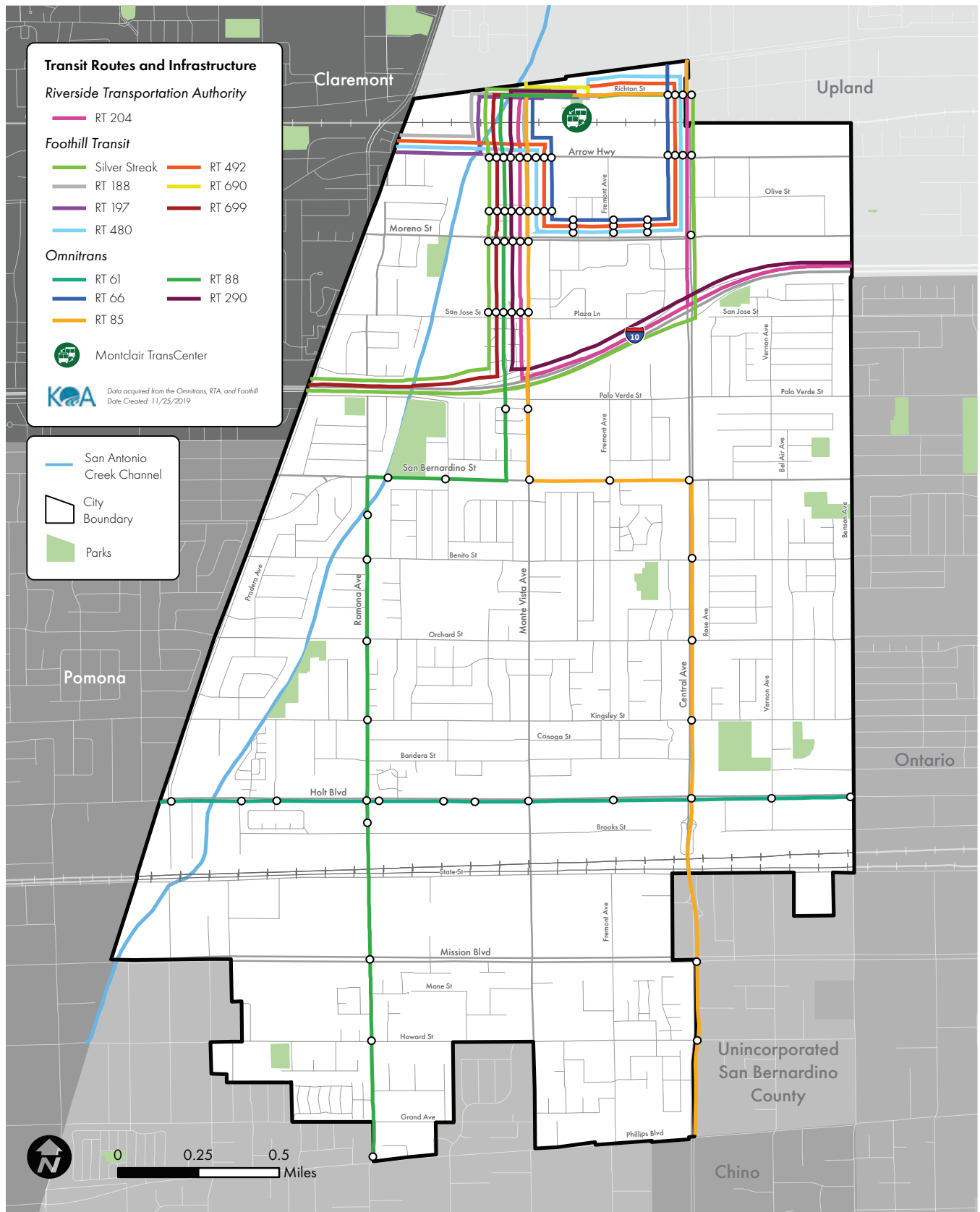
Figure D-22: Transit Connectivity In Montclair

appendix **E**

**PROJECT
SURVEY**

Please give us your input on how to make the City of Montclair a better place to walk, bike, and take transit!

Please fill in each bubble completely like this: ●

1. Please describe your relationship to the City of Montclair: (select one)
- ○ I live here
- ○ I work here
- ○ I play/hang out/shop/see people here regularly
- ○ I'm just visiting (I don't come often)

Walking

2. How often do you walk to a destination without the use of an automobile? (example: to run errands, go to work/ school)
- ○ Daily
- ○ Several times a week
- ○ A couple of times a month
- ○ Once a month or less
- ○ Never

3. How often do you walk to take transit?
- ○ Daily
- ○ Several times a week
- ○ A couple of times a month
- ○ Once a month or less
- ○ Never

4. How would you rate overall walking conditions in Montclair?
- ○ Excellent
- ○ Good
- ○ Fair
- ○ Poor

5. What are the reasons you choose to walk? (Choose up to three)
- ○ Exercise or to improve my health
- ○ For fun/recreational purposes/ walk my pet
- ○ To take transit
- ○ Save money
- ○ Convenient way to reach destinations
- ○ Want to improve the environment
- ○ Prefer not to drive / I do not have access to a car
- ○ Other:

6. What would encourage you to walk more?

	Very unlikely	Some-what unlikely	Neutral	Some-what likely	Very likely
Construction of missing sidewalk/ repair broken sidewalks	○	○	○	○	○
More street trees and shade	○	○	○	○	○
Better lighting	○	○	○	○	○
Safer and more accessible ways to cross streets	○	○	○	○	○
Slower vehicle traffic	○	○	○	○	○
More destinations within walking distance	○	○	○	○	○
(Taking transit) More transit stops/facilities within walking distance	○	○	○	○	○
(Taking transit) Better transit service and amenities	○	○	○	○	○

Biking

7. How often do you bike to a destination without the use of an automobile?
- ○ Daily
- ○ Several times a week
- ○ A couple of times a month
- ○ Once a month or less
- ○ Never

8. How often do you bike to take transit?
- ○ Daily
- ○ Several times a week
- ○ A couple of times a month
- ○ Once a month or less
- ○ Never

9. How would you rate overall bicycling conditions in Montclair?
- ○ Excellent
- ○ Good
- ○ Fair
- ○ Poor

10. What are the reasons you choose to bike? (Choose up to three)
- ○ Exercise or to improve my health
- ○ For fun/recreational purposes
- ○ To take transit
- ○ Save money
- ○ Convenient way to reach destinations
- ○ Want to improve the environment
- ○ Prefer not to drive / I do not have access to a car
- ○ Other:

11. What would encourage you to bike more?

	Very unlikely	Some-what unlikely	Neutral	Some-what likely	Very likely
More bike lanes and facilities throughout the city	○	○	○	○	○
Better maintenance of bike facilities	○	○	○	○	○
More bike parking /storage/repair stations	○	○	○	○	○
Bike education and encouragement programs	○	○	○	○	○
Better lighting	○	○	○	○	○
Slower vehicle traffic	○	○	○	○	○
More destinations within biking distance	○	○	○	○	○
Taking transit: More transit stops/facilities within biking distance	○	○	○	○	○

Montclair
Active Transportation Plan

Questions? Contact us at (909) 295-2475
or MontclairATP@gmail.com

¡Por favor comparta su opinión para hacer de la Ciudad de Montclair un mejor lugar para caminar, montar bicicleta y mobilizarse en transporte público!

Rellenar el círculo completamente como en la figura: ●

1. **¿Cuál es su afiliación con la Ciudad de Montclair?: (seleccione sólo una)**
- ○ Vivo en Montclair
- ○ Trabajo en Montclair
- ○ Vengo de compras, a pasear y visitar amigos/familiares
- ○ Estoy de visita (no vengo con frecuencia)

Caminar

2. **¿Con qué frecuencia camina a su destino sin usar el vehículo? (Por ejemplo, al completar mandados, ir a trabajar o a la escuela)**
- ○ A diario
- ○ Varias veces a la semana
- ○ Un par de veces al mes
- ○ Una vez al mes o menos
- ○ Nunca

3. **¿Con qué frecuencia se mobiliza en transporte público?**
- ○ A diario
- ○ Varias veces a la semana
- ○ Un par de veces al mes
- ○ Una vez al mes o menos
- ○ Nunca

4. **¿Cómo evaluaría el ambiente por el que camina?**
- ○ Excelente
- ○ Bueno
- ○ Normal
- ○ Malo

5. **¿Cuáles son las razones que la(o) incentivan a caminar? (seleccione hasta tres)**
- ○ Ejercitarme o mejorar mi salud
- ○ Diversión/recreación/pasear a mi mascota
- ○ Para tomar el transporte público
- ○ Ahorrar dinero
- ○ Es una forma fácil de llegar a mi destino
- ○ Me preocupa el medio ambiente
- ○ Prefiero no manejar/no tengo acceso a un carro
- ○ Otro:

6. **¿Qué lo(a) motivaría a caminar más?**

	Muy impro-bable	Algo impro-bable	Neutral	Proba-ble	Muy proba-ble
Construcción de nuevas banquetas/reparación de banquetas rotas	○	○	○	○	○
Más árboles que provean sombra	○	○	○	○	○
Mejor iluminación	○	○	○	○	○
Más seguridad al cruzar las calles y avenidas	○	○	○	○	○
Menor velocidad del tráfico vehicular	○	○	○	○	○
Más destinos a donde pueda llegar a pie	○	○	○	○	○
Más estaciones de transporte público cerca a mí	○	○	○	○	○
Mejor servicio de transporte público	○	○	○	○	○

Montar Bicicleta

7. **¿Con qué frecuencia monta bicleta a su destino sin usar un vehículo?**
- ○ A diario
- ○ Varias veces a la semana
- ○ Un par de veces al mes
- ○ Una vez al mes o menos
- ○ Nunca

8. **¿Con qué frecuencia monta bicicleta para llegar a una estación de transporte público?**
- ○ A diario
- ○ Varias veces a la semana
- ○ Un par de veces al mes
- ○ Una vez al mes o menos
- ○ Nunca

9. **¿Cómo evaluaría las condiciones para montar bicicleta en la Ciudad de Montclair?**
- ○ Excelente
- ○ Bueno
- ○ Normal
- ○ Malo

10. **¿Cuáles son las razones por las que monta bicicleta? (Seleccione hasta tres)**
- ○ Ejercitarme o mejorar mi salud
- ○ Diversión/Recreación/pasear a mi mascota
- ○ Para tomar el transporte público
- ○ Ahorrar dinero
- ○ Es una forma fácil de llegar a mi destino
- ○ Me preocupa el medio ambiente
- ○ Prefiero no manejar/no tengo acceso a un carro
- ○ Otro:

11. **¿Qué la(o) motivaría a montar más bicicleta?**

	Muy impro-bable	Algo impro-bable	Neutral	Proba-ble	Muy proba-ble
Más ciclovías en la Ciudad	○	○	○	○	○
Más cuidado de la infraestructura actual	○	○	○	○	○
Más sitios para estacionar, guardar y reparar bicicletas	○	○	○	○	○
Más programas que eduquen e incentiven el uso de bicicletas	○	○	○	○	○
Mejor iluminación	○	○	○	○	○
Menor velocidad del tráfico vehicular	○	○	○	○	○
Más destinos a los que se pueda montar bici	○	○	○	○	○
Más estaciones de transporte público a las que se pueda montar bici	○	○	○	○	○

Montclair
Active Transportation Plan

¿Preguntas? Contáctenos al (909) 295-2475
o por correo electrónico a MontclairATP@gmail.com

Ballot Results Report

Generated By Remark® From Gravic, Inc.

Describe your relationship to the City of Montclair (Select One)

Response	Frequency	Percent
I live here	34	46.58
I play/hang out/shop/see people here regularly	23	31.51
I'm just visiting - I don't come often	14	19.18
I work here	2	2.74

How often do you walk to a destination without the use of an an automobile?

Response	Frequency	Percent
Never	24	32.88
Several times a week	15	20.55
A couple of times a month	14	19.18
Daily	13	17.81
Once a month or less	5	6.85

How often do you walk to take transit?

Response	Frequency	Percent
Never	51	69.86
Several times a week	8	10.96
A couple of times a month	5	6.85
Daily	5	6.85
Once a month or less	4	5.48

How would you rate overall walking conditions in Montclair?

Response	Frequency	Percent
Fair	30	41.10
Good	26	35.62
Excellent	10	13.70
Poor	6	8.22

What are three reasons you choose to walk? (Choose up to three)

Response	Frequency	Percent
Exercise or to improve my health	56	76.71
For fun/recreational purposes/walk my pet	26	35.62
Want to improve the environment	11	15.07
To take transit	10	13.70
Other	9	12.33
Save money	7	9.59
Convenient way to reach destinations	7	9.59
Prefer not to drive/I do not have access to a car	4	5.48

Ballot Results Report

Encourage to walk: Construction of missing sidewalks/repair broken sidewalks

Response	Frequency	Percent	
Very unlikely	17	23.29	
Very likely	14	19.18	
Somewhat likely	11	15.07	
Neutral	11	15.07	
Somewhat unlikely	3	4.11	

Encourage to walk: More street trees and shade

Response	Frequency	Percent	
Very likely	21	28.77	
Very unlikely	14	19.18	
Somewhat likely	10	13.70	
Neutral	10	13.70	
Somewhat unlikely	6	8.22	

Encourage to walk: Better lighting

Response	Frequency	Percent	
Very likely	24	32.88	
Neutral	13	17.81	
Very unlikely	10	13.70	
Somewhat likely	10	13.70	
Somewhat unlikely	2	2.74	

Encourage to walk: Safer and more accessible ways to cross streets

Response	Frequency	Percent	
Very likely	24	32.88	
Very unlikely	12	16.44	
Neutral	11	15.07	
Somewhat likely	9	12.33	
Somewhat unlikely	7	9.59	

Encourage to walk: Slower vehicle traffic

Response	Frequency	Percent	
Very likely	23	31.51	
Somewhat likely	12	16.44	
Neutral	11	15.07	
Very unlikely	9	12.33	
Somewhat unlikely	4	5.48	

Ballot Results Report

Encourage to walk: More destinations within walking distance

Response	Frequency	Percent	
Very likely	22	30.14	
Neutral	18	24.66	
Somewhat likely	10	13.70	
Very unlikely	8	10.96	
Somewhat unlikely	0	0.00	

Encourage to walk: More transit facilities within walking distance

Response	Frequency	Percent	
Neutral	23	31.51	
Very likely	11	15.07	
Somewhat likely	9	12.33	
Very unlikely	9	12.33	
Somewhat unlikely	5	6.85	

Encourage to walk: Better transit service

Response	Frequency	Percent	
Neutral	22	30.14	
Very likely	17	23.29	
Somewhat likely	7	9.59	
Somewhat unlikely	6	8.22	
Very unlikely	5	6.85	

How often do you bike to a destination without using an automobile

Response	Frequency	Percent	
Never	57	78.08	
A couple of times a month	8	10.96	
Daily	2	2.74	
Once a month or less	2	2.74	
Several times a week	2	2.74	

How often do you bike to take transit?

Response	Frequency	Percent	
Never	59	80.82	
A couple of times a month	3	4.11	
Daily	1	1.37	
Several times a week	1	1.37	
Once a month of less	0	0.00	

Ballot Results Report

How would you rate overall bicycling conditions in Montclair

Response	Frequency	Percent
Fair	20	27.40
Poor	19	26.03
Good	15	20.55
Excellent	3	4.11

What are the reasons you choose to bike? (Choose up to three)

Response	Frequency	Percent
Exercise or to improve my health	31	40.26
For fun/recreational purposes	16	20.78
Want to improve the environment	14	18.18
Other	12	15.58
Save money	7	9.09
Convenient way to reach destinations	6	7.79
Prefer not to drive - I do not have access to a car	3	3.90
To take transit	2	2.60

Encourage to bike: More bike lanes and facilities throughout the city

Response	Frequency	Percent
Very likely	16	21.92
Neutral	13	17.81
Very unlikely	8	10.96
Somewhat likely	6	8.22
Somewhat unlikely	1	1.37

Encourage to bike: Better maintenace of bike facilities

Response	Frequency	Percent
Neutral	14	19.18
Very likely	13	17.81
Very unlikely	9	12.33
Somewhat likely	5	6.85
Somewhat unlikely	3	4.11

Encourage to bike: More bike parking/storage/ repair stations

Response	Frequency	Percent
Very likely	11	15.07
Neutral	10	13.70
Somewhat unlikely	8	10.96
Very unlikely	7	9.59
Somewhat likely	6	8.22

Ballot Results Report

Encourage to bike: Bike education and encouragement programs

Response	Frequency	Percent	
Neutral	13	17.81	
Very likely	13	17.81	
Very unlikely	10	13.70	
Somewhat likely	4	5.48	
Somewhat unlikely	3	4.11	

Encourage to bike: Better lighting

Response	Frequency	Percent	
Very likely	18	24.66	
Neutral	9	12.33	
Very unlikely	6	8.22	
Somewhat likely	5	6.85	
Somewhat unlikely	5	6.85	

Encourage to bike: Slower vehicle traffic

Response	Frequency	Percent	
Very likely	18	24.66	
Very unlikely	9	12.33	
Neutral	8	10.96	
Somewhat likely	7	9.59	
Somewhat unlikely	2	2.74	

Encourage to bike: More destinations within biking distance

Response	Frequency	Percent	
Very likely	16	21.92	
Neutral	8	10.96	
Very unlikely	8	10.96	
Somewhat likely	6	8.22	
Somewhat unlikely	6	8.22	

Encourage to bike: More transit facilities within biking distance

Response	Frequency	Percent	
Neutral	14	19.18	
Very likely	11	15.07	
Somewhat unlikely	7	9.59	
Very unlikely	6	8.22	
Somewhat likely	5	6.85	

appendix **F**

ONLINE
PLATFORM

Montclair Active Transportation Plan and Safe Routes to School Plan

WELCOME! The **City of Montclair** is developing the Active Transportation Plan (ATP) and Safe Routes to School (SRTS) Plan, and we need your help!

Click the "**Start**" button above or any of the tabs below to begin.

_____

This online platform is also available in **Spanish**

_____

I. WELCOME!

≡   **Introduction**

II. ACTIVE TRANSPORTATION PLAN

≡   **ATP Vision and Priorities**

≡   **Possible Infrastructure Treatments**

≡   **Active Transportation Network**

TAB 1 of 18

Introduction

City of Montclair

ACTIVE TRANSPORTATION PLAN

and

SAFE ROUTES TO SCHOOL PLAN

The Online Engagement Tool is comprised of five sections. Each section is independent from each other, so you can jump between sections and give your feedback.

1 Section 1: Introduction serves as the introduction to the Online Engagement Tool.

2 Section 2: Active Transportation Plan focuses on the Active Transportation Plan (ATP). *Please scroll through the section and share your thoughts in the comment boxes.*

3 Section 3: Safe Routes to School Plan discusses and presents draft treatments for the Safe Routes to School (SRTS) Plan. *Please navigate to the school(s) that you are affiliated with and provide comments for each school.*

4 Section 4: Feedback Opportunities presents surveys for both the ATP and SRTS Plans. *Please take a few minutes and give your input for both efforts.*

5 Section 5: Let's Keep In Touch is the last section of this tool. *Please leave your contact information so we can keep in touch with you!*

CONTINUE

TAB 2 of 18

ATP Vision and Priorities

The Active Transportation Plan (ATP) seeks to identify ways to improve pedestrian and bicycle mobility and access. Specifically, the ATP aims to improve walking and bicycling conditions within the City to provide residents with greater access to transit, jobs, goods, services, and other key destinations.

Plan Vision

A City of Montclair that is **healthier** and **more equitable** due to **safer** and **more connected** roadways through the provision of active transportation options.

Plan Priorities

☐ **CONTRIBUTE TO A HEALTHIER MONTCLAIR**: The Plan will strive to improve the physical and mental well-being of Montclair community members.

☐ **PROVIDE A SAFER ACTIVE TRANSPORTATION SYSTEM:** The Plan will create a safer Montclair for community members to take part in active transportation.

☐ **CONNECT PEOPLE TO DESTINATIONS:** The Plan will develop a more connected active transportation network that allows community members to have more convenient access to local and regional destinations.

☐ **ENCOURAGE EQUITABLE OUTCOMES:** The Plan will aspire towards a Montclair where community members will have access to equitable transportation outcomes.

☐ **PROMOTE PLACEMAKING AND VIBRANT ECONOMY:** The Plan will contribute to a livelier and more economically-vibrant Montclair by leveraging opportunities from increased use of active transportation.

CONTINUE

TAB 3 of 18

Possible Infrastructure Treatments

Infrastructure treatments can include many elements that help create an environment that is walkable, bikeable, and accessible through other modes of transportation such as transit!

Pedestrian Treatments

A **SIDEWALK** is a physically separated infrastructure from the roadway that provides a clear and unobstructed paved path for pedestrians.
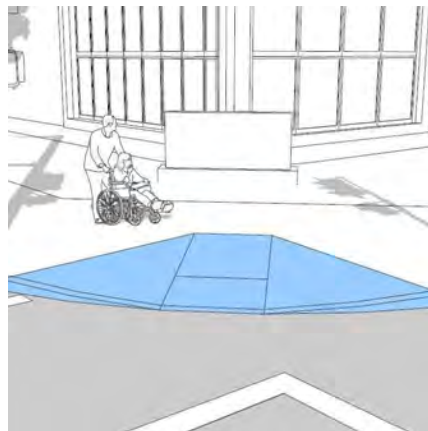
A **CURB RAMP** eliminates the vertical edge of an existing curb, thus providing a safe transition from a roadway to a sidewalk.
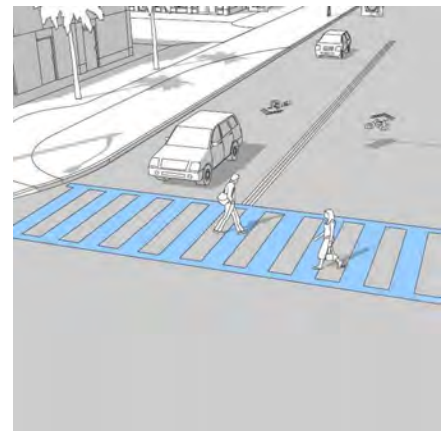
A **HIGH VISIBILITY LADDER CROSSWALK** provides a designated walkway for pedestrians to cross from one side of a street to the other.

A **CURB EXTENSION (BULB-OUT)** offers pedestrians with a shorter crossing and better visibility by extending the curb into the roadway.

A **RECTANGULAR RAPID FLASHING BEACON (RRFB)** is a type of active warning beacon that increases driver yielding behavior at crossings by using an irregular flash pattern.
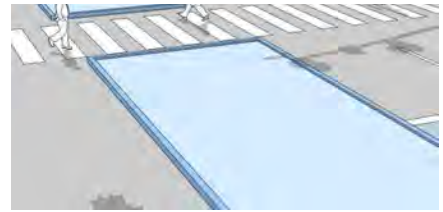
A **MEDIAN REFUGE ISLAND** provides a space for pedestrians to pause mid-crossing and decreases the crossing distance required for pedestrians to cross at a time.

Bicycle Treatments

A **MULTI-USE LANE** allows pedestrians and bicyclists to travel along a path that is separated from the roadway, offering more continuous, enjoyable, and potentially safer travel to destinations.
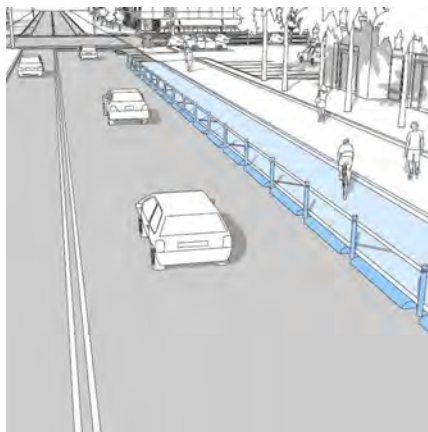
A **PROTECTED BIKEWAY** (also known as cycle track) includes a physical barrier between bicyclists and motor vehicle traffic, offering bicyclists with a dedicated and protected space to bike on.
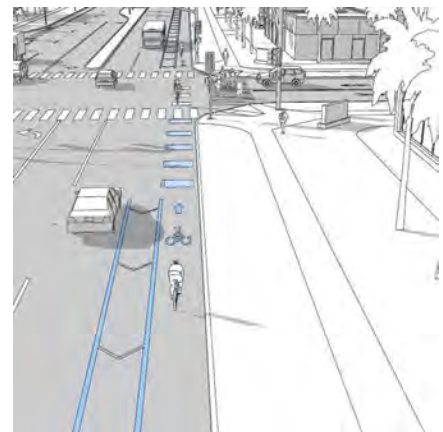
A **BUFFERED BIKE LANE** is a bike lane that provides a lateral separation between motorists and bicyclists.
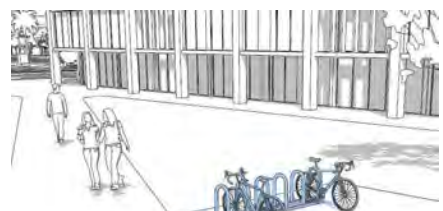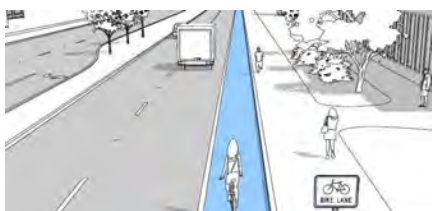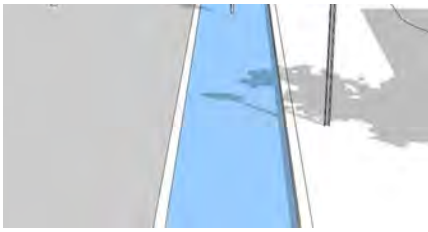
A **BIKE LANE** is an exclusive bicycle pathway on a roadway that incorporates striping and/or pavement markings to delineate a right-of-way assigned to bicyclists.
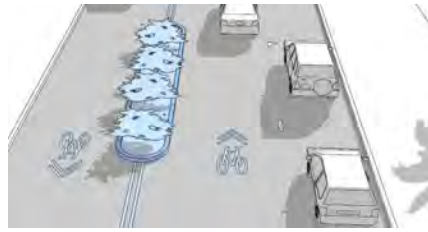
A **BIKE BOULEVARD** is a low-stress shared roadway designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.
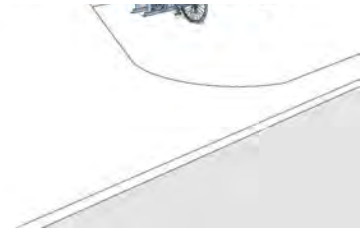
BIKE AMENITIES such as bicycle parking, repair station, bike station, showers, and bottle water fountains can improve the overall biking experience.

Traffic Calming Treatments
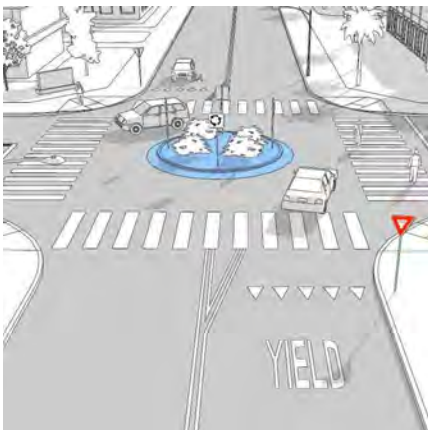
A **TRAFFIC CIRCLE** is type of intersection treatment with a circle in the middle that forces motorists to maneuver around it. It reduces vehicle speed and the risk of right-angel collisions.
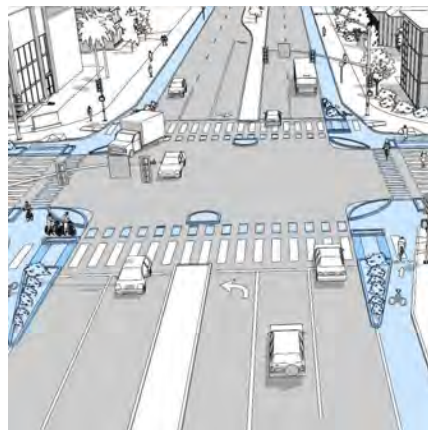
A **PROTECTED INTERSECTION** is an intersection design that keeps bicyclists physically separated from motor vehicles and pedestrians at the corners of the intersection.
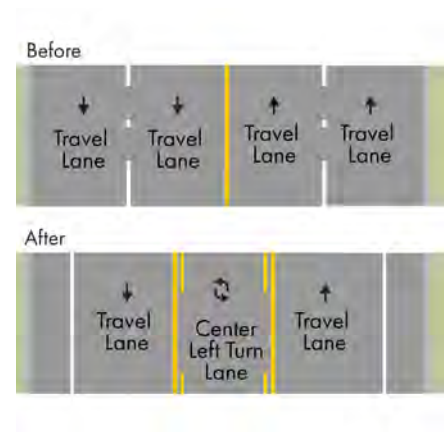
LANE MANAGEMENT is a treatment wherein motor vehicle lanes are removed or narrowed to accommodate a left turn lane, parking, bike lanes, or bus stops.

CONTINUE

TAB 4 of 18

Active Transportation Network

The Active Transportation Network is comprised of corridors that would enable community members to access local and regional destinations,including transit hubs, by foot and bike.

The network has two types of corridors: local corridors and regional corridors. Local corridors offer connectivity to local destinations such as schools, city parks, and municipal civic institutions. Meanwhile, regional corridors expand opportunities to reach destinations inside as well as outside of the City of Montclair by providing connectivity to regional pedestrian and bicycle facilities, regional destinations, and transit hubs.

Active Transportation Network

- Local Active Transportation Corridor
- Regional Active Transportation Corridor

- School
- Parks
- SRTS Recommendations Area

Upland

Claremont

Pomona

Ontario

Chino

Unincorporated San Bernardino County

(A) Mills Ave
(B) San Antonio Creek Channel
(C) Ramona Ave
(D) Monte Vista Ave
(E) Fremont Ave
(F) Central Ave
(G) Benson Ave
(H) Arrow Hwy
(I) Moreno St
(J) Palo Verde St
(K) San Bernardino St
(L) Benito St
(M) Orchard St
(N) Kingsley St
(O) Bandera St
(P) Holt Blvd
(Q) Mission Blvd
(R) Howard St

Pacific Electric Trl
Richton St
Olive St
Plaza Ln
San Jose St
Brooks St
State St
Canoga St
Mono St
Fremont Ave
Phillips Blvd

0   0.25   0.5
Miles

1 → Referring to the map above, which roadway should be considered a **priority corridor** in the Active Transportation Network? (A priority corridor is a roadway where the City should focus pedestrian and bicycle infrastructure improvement on)

Con referencia al mapa an

CONTINUE

TAB 5 of 18

SRTS Purpose and Goals

The Safe Routes to School (SRTS) Plan identifies a list of infrastructure and programming projects for the City to implement in the surrounding areas of nine schools. The Montclair SRTS Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets in the City are designed and maintained with all users in mind.

Project Goals

SAFETY. The Plan will strive to create a safer environment for students, parents, and the Montclair community to walk, bike, take transit, and use other forms of active transportation to arrive at and depart from schools in Montclair.

☐ **ACCESSIBILITY.** The Plan will seek to improve accessibility via foot, bike, transit, and other active modes to and from schools in Montclair.

☐ **PUBLIC HEALTH.** The Plan will aim to improve the physical well-being of students in Montclair.

☐ **EQUITY:** The Plan will aspire to build a better Montclair where students,parents, and the Montclair community have equitable outcomes from choices of going to and from their schools.

Press *Continue* to learn about the preliminary engineering recommendations for each school involved in the Plan, and give your feedback!

CONTINUE

TAB 6 of 18

Buena Vista Arts Integrated Magnet School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Buena Vista Arts Integrated Magnet School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Existing
- School
- Park

Proposed
- Red Curb Paint
- High Visibility School Crosswalk
- Sidewalk

- ADA Curb Ramp
- Intersection Control Beacon
- Pedestrian Hybrid Beacon
- LED STOP Sign
- Rectangular Rapid Flashing Beacon (RRFB)
- Accessible Pedestrian Signal
- School Pavement Marking
- Assembly A (CA) Sign
- Assembly C (CA) Sign
- Assembly D (CA) Sign
- Edgeline Striping
- Raised Bulb-out
- R9-2 Sign
- Remove Treatment

2

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineer treatments. *Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.*

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 7 of 18

Howard Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Howard Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

A Howard St · Ramona Ave

B Howard ES · Howard St

C Howard Ave · Monte Vista Ave

Mission Blvd

Rawhide St · Rawhide St

Carlton St

Montclair

Mane St · Shetland Ave · Buckskin Ave · Mane St · Mane St

San Pascual Ave · Shetland Ave · Rodeo St · Stagecoach Ave · Stallion Ave · Rodeo St

Merle St

Howard ES

Howard Ave

San Pascual Ave · Kimberly Ave · Ramona Ave · Shetland Ave · Buckskin Ave · Coalinga St

Clair St · Howard St · Clair St · Greenwood Way

Via Del Norte

Coranada Way · Sierra Way · Saddleback St · Carriage Ave

Unincorporated San Bernardino County

Via Del Sur

0   270   540   1,080 Feet

N

Existing

School	(light blue)
Park	(green)

Red Curb Paint	R9-2 Sign	Accessible Pedestrian Signal	Speed Feedback Sign
Street Lighting	School Pavement Marking	ADA Curb Ramp	Remove Treatment

Proposed

Class III Bike Facility	Intersection Control Beacon	Assembly A (CA) Sign	Raised Bulb-out
High Visibility School Crosswalk	LED STOP Sign	Assembly C (CA) Sign	Painted Bulb-out
Sidewalk	Rectangular Rapid Flashing Beacon (RRFB)	Assembly D (CA) Sign	

2

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 8 of 18

Kingsley Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Kingsley Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Existing

- School
- Park

Proposed
- Street Lighting
- High Visibility School Crosswalk
- Standard Crosswalk

Icon	Description
	School Crossing Pavement Marking
	School Pavement Marking
	Speed Leged Pavement Marking
	School Pavement Marking
	Assembly A (CA) Sign
	Assembly C (CA) Sign
	Assembly D (CA) Sign
	S1-1 Sign
	S1-1 Sign w/ W16-7P Sign
	LED STOP Sign
	ADA Curb Ramp
	Raised Bulb-out
	Pedestrian Hybrid Beacon
	Accessible Pedestrian Signal
	Speed Feedback Sign
	Remove Treatment

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 9 of 18

Lehigh Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Lehigh Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

A

Orchard St

Pradera Ave

B

Lehigh ES

Lehigh Ave

Kingsley St

STOP

C

Kingsley St

STOP

STOP

Ramona Ave

Montclair HS

Orchard St

Fauna St

Fauna St

Ramona Ave

Canary Ct

Camulos Ave

Felipe Ave

Mills Ave

Oak Glen Ave

Flora St

Amherst Ave

Evart St

Lehigh Ave

Kimberly Ave

Flora St

Evart St

Sunset Park

Lehigh ES

Pradera Ave

Kingsley St

Kimberly Ave

Canoga St

Amherst Ave

Via Palma St

Via Abbey St

Via Cara St

Lehigh Ave

B

C

Bandera St

Yosemite Dr

Holt Blvd

0   240   480   960 Feet

Existing

School	Red Curb Paint
Park	Street Lighting

Proposed

Sidewalk

High Visibility School Crosswalk

Standard Crosswalk

School Crossing Pavement Marking

School Pavement Marking

Advanced Yield Markings

Assembly A (CA) Sign

Assembly C (CA) Sign

Assembly C (CA) Sign

LED STOP Sign

STOP Sign

R1-5 Sign

W11-2 Sign w/ W16-9P Sign

W11-2 Sign w/ W16-7P Sign

R9-3BP Sign

R9-3 Sign

R26A (CA) Sign

Rectangular Rapid Flashing Beacon

ADA Curb Ramp

Raised Bulb-out

Painted Bulb-out

Raised Median

Pedestrian Hybrid Beacon

Edgeline Striping

Roadway Resurfacing

Remove Treatment

2

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

(i) If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 10 of 18

Montclair High School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Montclair High School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

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ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 11 of 18

Monte Vista Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Monte Vista Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Existing

School

Park

Proposed

Sidewalk

High Visibility School Crosswalk

Standard Crosswalk

Pedestrian Lighting

Conflict Zone Striping

Assembly A (CA) Sign

W11-2 Sign w/ W16-7P Sign

W11-2 Sign w/ W16-9P Sign

R1-5 Sign

R9-3 Sign

R9-3BP Sign

Speed Feedback Signage

Accessible Pedestrian Signal

ADA Curb Ramp

Raised Bulb-out

Painted Bulb-out

Advanced Yield Markings

2

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 12 of 18

Montera Elementary School

1

The project team developed the following set of treatment recommendations for Montera Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Preliminary Engineering Treatment Recommendations

Legend

0   260   520   1,040 Feet

2

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!
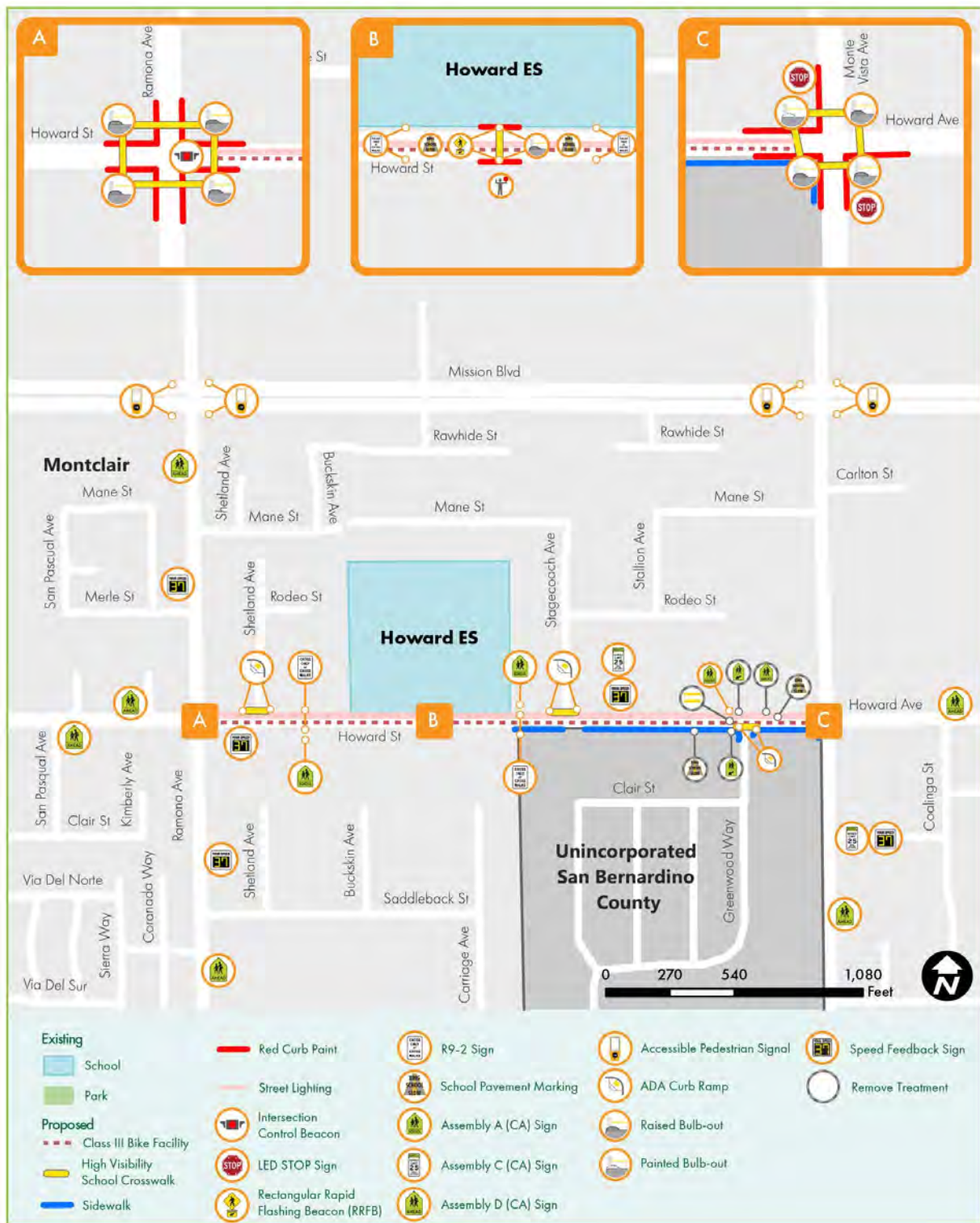
TAB 13 of 18

Ramona Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Ramona Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

(i) If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 14 of 18

Vernon Middle School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Vernon Middle School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Map legend:

Existing
- School
- Park

Proposed
- Red Curb Paint
- High Visibility School Crosswalk
- Sidewalk

- ADA Curb Ramp
- Intersection Control Beacon
- Pedestrian Hybrid Beacon
- LED STOP Sign
- Rectangular Rapid Flashing Beacon (RRFB)

- Accessible Pedestrian Signal
- School Pavement Marking
- Assembly A (CA) Sign
- Assembly C (CA) Sign
- Assembly D (CA) Sign

- Edgeline Striping
- Raised Bulb-out
- R9-2 Sign
- Remove Treatment

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please let us know how we did with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

TAB 15 of 18

Active Transportation Plan Survey

We would like to hear from you! Please take a few minutes to share your feedback for the Montclair Active Transportation Plan and press "Continue" once you are finished.

Yes, I'm interested!   press **Enter** ↵

CONTINUE

TAB 16 of 18

Safe Routes to School Parent Survey

The Parent Survey is an important tool to help develop final recommendations for the Montclair Safe Routes to School Plan. Please take a few minutes to fill out this quick survey, which is available in both English and Spanish.

Start   press **Enter** ↵

CONTINUE

TAB 17 of 18

Join Our Mailing List

Thank you for taking time to give your feedback! Please join our mailing list to get the latest project updates!

1 → Name *(Nombre):* *

Type your answer here...

Shift ⇧ + **Enter ↵** to make a line break

Powered by **Typeform** ∧ ∨

CONTINUE

TAB 18 of 18

Project Contact Information

Questions? Please email us at MontclairATP@gmail.com.

Spanish- Plan de Transporte Activo (ATP) y Plan de Rutas Seguras a la Escuela (SRTS) de Montclair

¡BIENVENIDO! La ciudad de Montclair está desarrollando el Plan de Transporte Activo (ATP) y el Plan de Rutas Seguras a la Escuela (SRTS), y necesitamos su ayuda!

¡Haga en "**Start**" para comenzar!

I. BIENVENIDO!

Introducción

II. PLAN DE TRANSPORTE ACTIVO (ATP)

ATP Visión y Prioridades

Posibles Tratamientos de Infraestructura

Red de Transporte Activo

III. PLAN DE RUTAS SEGURAS A LA ESCUELA (SRTS)

Propósito y Metas de SRTS

≡ **Escuela Buena Vista Arts Integrated Magnet**

≡ **Escuela Howard Elementary**

≡ **Escuela Kingsley Elementary**

≡ **Escuela Lehigh Elementary**

≡ **Escuela Montclair High**

≡ **Escuela Monte Vista Elementary**

≡ **Escuela Montera Elementary**

≡ **Escuela Ramona Elementary**

≡ **Escuela Vernon Middle**

IV. OPORTUNIDADES DE COMENTAR

≡ **Encuesta del Plan de Transporte Activo**

≡ **Encuesta para padres sobre SRTS**

V. ¡MANTENGÁMONOS EN CONTACTO!

≡ **Únete a nuestra lista de correos**

≡ **Información de Contacto del Proyecto**

TAB 1 of 18

Introducción

Ciudad de Montclair

PLAN DE TRANSPORTE ACTIVO

y

PLAN DE RUTAS SEGURAS A LA ESCUELA

La Herramienta de participación virtual consta de cinco secciones. Cada sección es independiente entre sí, por lo que puede pasar de una sección a otra y dar su opinión.

1 Sección 1: Introducción sirve como introducción a la Herramienta de participación en virtual.

2 Sección 2: Se centra en el Plan de Transporte Activo (ATP). **Desplácese por la sección y comparta sus pensamientos en los cuadros de comentarios.**

3 Sección 3: El Plan de Rutas Seguras a la Escuela (SRTS) presenta los tratamientos preliminares. **Navegue a la (s) escuela (s) a las que está afiliado y proporcione comentarios para cada escuela.**

4 La Sección 4: Oportunidades de Comentarios presenta encuestas para los planes ATP y SRTS. **Tómese unos minutos y dé su opinión para ambos esfuerzos.**

5 Sección 5: Mantengámonos en Contacto es la última sección de la herramienta. **¡Deje su información de contacto para que podamos mantenernos en contacto con usted!**

SEGUIR

TAB 2 of 18

ATP Visión y Prioridades

El Plan de Transporte Activo (ATP) busca identificar formas de mejorar la movilidad y el acceso de peatones y bicicletas. Específicamente, el ATP tiene como objetivo mejorar las condiciones para caminar y andar en bicicleta dentro de la ciudad para brindar a los residentes un mayor acceso al tránsito, trabajos, bienes, servicios y otros destinos clave.

Visión del Plan

Una ciudad de Montclair más **saludable** y **equitativa** debido a carreteras más **seguras** y **conectadas** a través de la provisión de opciones de transporte activo.

Prioridades del Plan

☐ **CONTRIBUIR A UN MONTCLAIR MÁS SALUDABLE:** El Plan se esforzará por mejorar el bienestar físico y mental de los miembros de la comunidad de Montclair.

☐ **PROPORCIONAR UN SISTEMA DE TRANSPORTE ACTIVO MÁS SEGURO:** El Plan creará un Montclair más seguro para que los miembros de la comunidad participen en el transporte activo.

☐ **CONECTAR A LAS PERSONAS CON LOS DESTINOS:** El Plan desarrollará una red de transporte activo más conectada que permitara a los miembros de la comunidad tener un acceso más conveniente a los destinos locales y regionales.

☐ **FOMENTAR RESULTADOS EQUITATIVOS:** El Plan aspirará a crear un Montclair donde los miembros de la comunidad tendrán acceso a resultados de transporte equitativos.

☐ **PROMOVER LA REALIZACIÓN DE LUGAGES Y UNA ECONOMÍA VIBRANTE:** El Plan contribuirá hacia un Montclair más animado y económicamente vibrante al aprovechar las oportunidades del mayor uso del transporte activo.

SEGUIR

TAB 3 of 18

Posibles Tratamientos de Infraestructura

Los tratamientos de infraestructura pueden incluir muchos elementos que ayudan a crear un entorno en el que se puede caminar, andar en bicicleta y ser accesible a través de otros modos de transporte, como el tránsito.

Tratamientos para Peatones

Una **ACERA** es una infraestructura separada físicamente de la carretera que proporciona un camino pavimentado despejado y sin obstrucciones para los peatones.
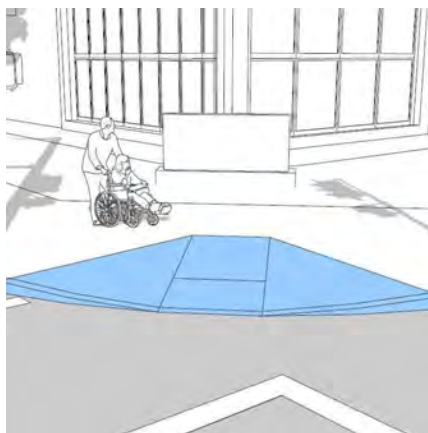
Una **RAMPA** de acera elimina el borde vertical de una acera existente, proporcionando así una transición segura de una calzada a una acera.
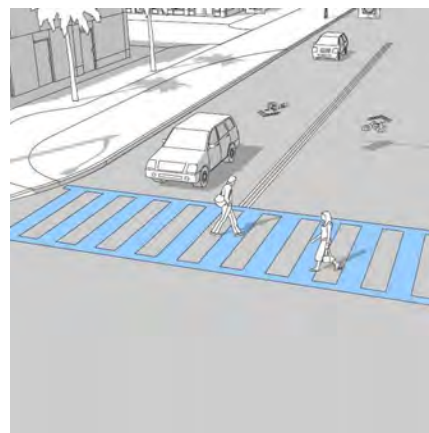
Un **CRUCE DE PEATONES DE ALTA VISIBILIDAD** proporciona un cruce designado con rayas blancas paralelas a la trayectoria de los vehículos para que los peatones crucen de un lado de una calle al otro.
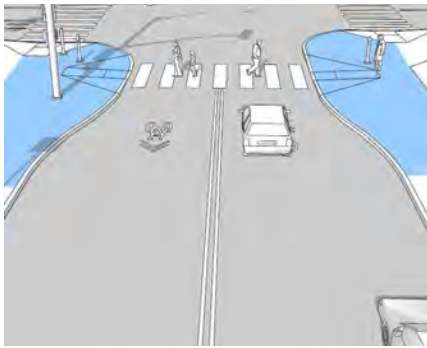
Una **EXTENSIÓN DE BORDE (BULB-OUT)** ofrece a los peatones un cruce más corto con mejor visibilidad al extender el bordillo hacia la calle.
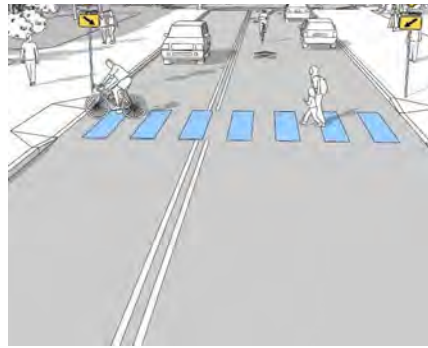
Una **BALIZA RECTANGULAR DE PARPADEO RÁPIDO (RRFB)** es un tipo de advertencia activa que aumenta el comportamiento de ceder el paso del conductor en los cruces mediante.
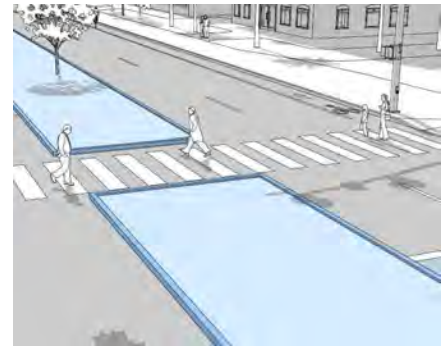
Una **ISLETA DE RESGUARDO** proporciona un espacio para que los peatones se detengan a la mitad del cruce y disminuye la distancia de cruce requerida para que los peatones crucen a la vez.

Tratamientos para Bicicletas

Un **CARRIL MULTIUSO** permite a los peatones y ciclistas viajar a lo largo de un carril que está separado de la carretera, lo que ofrece viajes más continuos, agradables y potencialmente más seguros a destinos.
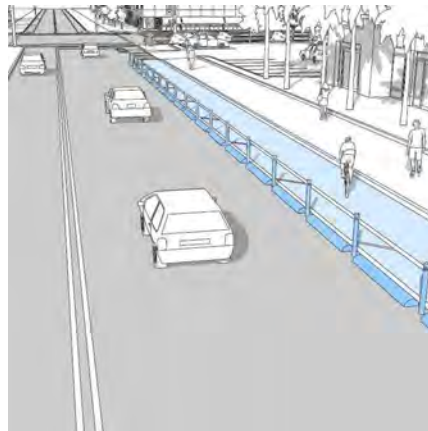
Un **CARRIL BICI PROTEGIDA** (también conocida como pista para bicicletas) incluye una barrera física entre los ciclistas y el tráfico de vehículos motorizados, ofreciendo a los ciclistas un espacio dedicado y protegido para andar en bicicleta.
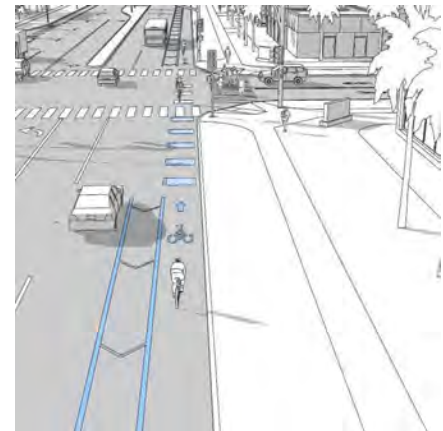
Una **CICLOVIA CON AMORTIGUAMIENTO** es un carril para bicicletas que proporciona una separación lateral entre vehículos y ciclistas.
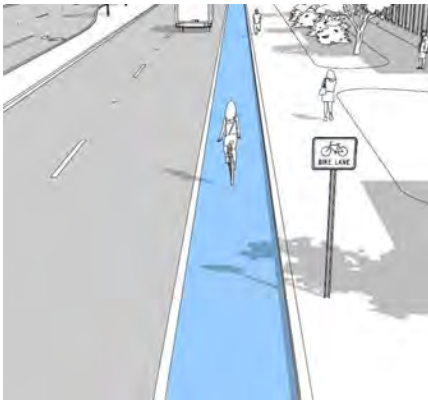
Un **CARRIL BICI** exclusivo para bicicletas que incorpora rayas y / o marcas en el pavimento para delinear un derecho de paso asignado a los ciclistas.
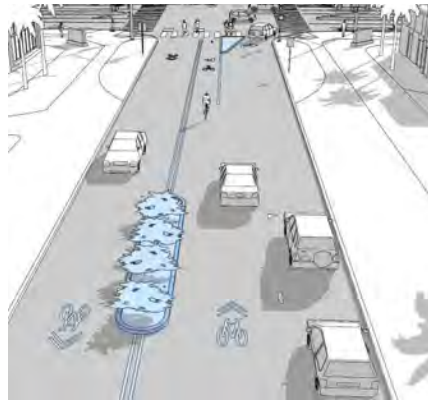
Un **BULEVAR DE BICI** es un camino compartido de bajo estrés diseñado para ofrecer prioridad a los ciclistas que operan dentro de una calle compartido con vehículos.
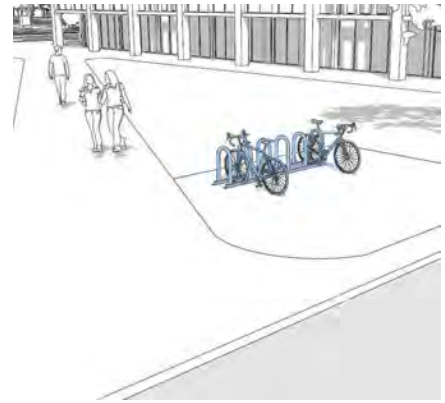
COMODIDADES PARA BICICLETAS como el estacionamiento de bicicletas, la estación de reparación, la estación de bicicletas, las duchas y las fuentes de agua pueden mejorar la experiencia general del ciclismo.

Tratamientos Calmantes del Tráfico
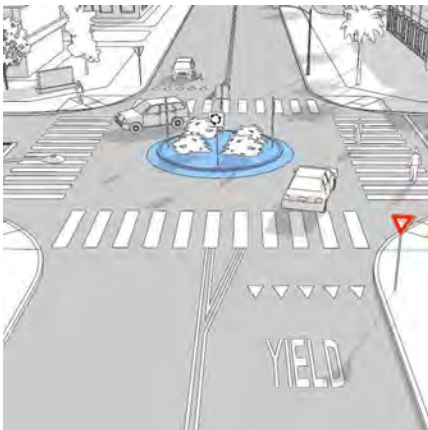
Un **CÍRCULO DE TRÁFICO** es un tipo de tratamiento de intersección que obliga a los conductores a maniobrar a su alrededor. Reduce la velocidad del vehículo y el riesgo de colisiones de vuelta a la derecha.
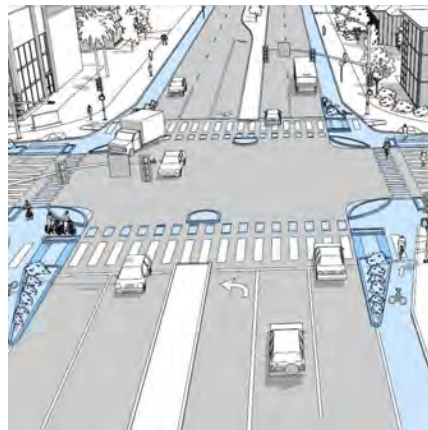
Una **INTERSECCIÓN PROTEGIDA** es un diseño de intersección que mantiene a los ciclistas físicamente separados de los vehículos y de los peatones en las esquinas de la intersección.
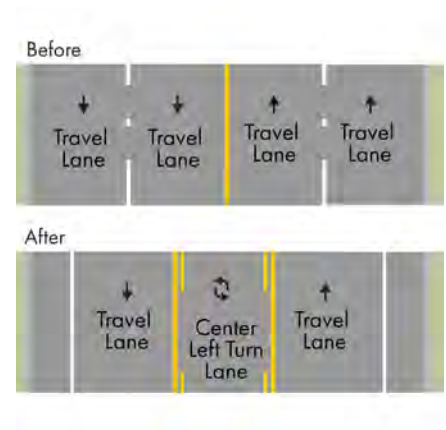
ADMINISTRACIÓN DE CARRILES es un tratamiento en el que los carriles se eliminan o se enangosta para dar cabida a un carril de giro a la izquierda, estacionamiento, carriles para bicicletas o paradas de autobús.

SEGUIR

TAB 4 of 18

Red de Transporte Activo

La Red de Transporte Activo está compuesta por corredores que permitirían a los miembros de la comunidad acceder a destinos locales y regionales, incluyendo los centros de tránsito, a pie y en bicicleta.

La red tiene dos tipos de corredores: corredores locales y corredores regionales. Los corredores locales ofrecen conectividad a destinos locales como escuelas, parques de la ciudad e instituciones cívicas municipales. Mientras tanto, los corredores regionales amplían las oportunidades para llegar a destinos dentro y fuera de la ciudad de Montclair al proporcionar conectividad a instalaciones regionales para peatones y bicicletas, destinos regionales y centros de tránsito.

Red de Transporte Activo

- Corredor local de transporte activo
- Corredor regional de transporte activo

- Escuela
- Parque
- Zona de Recomendaciones SRTS

Claremont

Pomona

Upland

Ontario

Unincorporated San Bernardino County

Chino

(A) Mills Ave
(B) San Antonio Creek Channel
(C) Ramona Ave
(D) Monte Vista Ave
(E) Fremont Ave
(F) Central Ave
(G) Benson Ave

(H) Arrow Hwy
(I) Moreno St
(J) Palo Verde St
(K) San Bernardino St
(L) Benito St
(M) Orchard St
(N) Kingsley St
(O) Bandera St
(P) Holt Blvd
(Q) Mission Blvd
(R) Howard St

0   0.25   0.5
Miles

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Typeform

SEGUIR

TAB 5 of 18

Propósito y Metas de SRTS

El Plan de Rutas Seguras a la Escuela (SRTS) identifica una lista de proyectos de infraestructura y programación para que la Ciudad pueda implementar en las áreas circundantes de nueve escuelas. El Plan SRTS de Montclair tiene como objetivo alentar a los estudiantes a participar en más actividad física, aumentar el uso de instalaciones públicas como senderos para bicicletas y para caminar, crear rutas más seguras a la escuela y garantizar que las calles de la ciudad se diseñen y mantengan con todos los usuarios en mente.

Metas del Proyecto

☐ **SEGURIDAD.** El Plan se esforzará por crear un entorno más seguro para que los estudiantes, los padres y la comunidad de Montclair caminen, anden en

bicicleta, tomen el transporte público y utilicen otras formas de transporte activo para viajar hacia y desde las escuelas en Montclair.

☐ **ACCESIBILIDAD.** El plan buscará mejorar la accesibilidad a pie, en bicicleta, transporte público y otros modos activos hacia y desde las escuelas en Montclair.

☐ **SALUD PÚBLICA.** El Plan tendrá como objetivo mejorar el bienestar físico de los estudiantes de Montclair.

☐ **EQUIDAD:** El Plan aspirará a construir un Montclair mejor donde los estudiantes, los padres y la comunidad de Montclair tengan resultados equitativos de las opciones de ir y venir de sus escuelas.

Presione *Seguir* para conocer las recomendaciones preliminares de ingeniería para cada escuela involucrada en el Plan y **¡Dé su opinión!**

SEGUIR

TAB 6 of 18

Escuela Buena Vista Arts Integrated Magnet

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Buena Vista Arts Integrated Magnet. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

San Bernardino St

Vernon MS

Vernon Ave

B

Benson Ave

San Bernardino St

Buena Vista AIMS

Ontario

C

Buena Vista AIMS

Benson Ave

J St

Ontario

La Deney St

Vernon Ave

Rose Ave

Palo Verde St

Benson Ave

Gibbs Park

Cambridge St

Princeton St

Exeter Ave

Harvard St

Bel Air Ave

Sunrise Park

Harvard Pl

San Bernardino St

A

Buena Vista AIMS

B

Vernon MS

Central Ave

Rose Ave

Rosewood St

Alamitos St

J St

C

Columbine Ave

Berkeley St

Berkeley St

J St

Benito St

STOP

STOP

Granada Ct

Santa Anita Ave

Denver St

Del Mar Ave

Ontario

Vernon Ave

Bel Air Ave

Orchard St

Central Ave

Fauna St

0   350   700   1,400 Feet

N

Existing

Escuela

Parque

Proposed

Acera

Cruce de peatones de alta visibilidad

Cruce peatonal

Bordillo rojo

Alumbrado público

Demarcación vial cruce escolar

Demarcación vial escolar

Demarcación ceda el paso avanzado

Señal Vial A (CA)

Señal Vial C (CA)

Señal Vial C (CA)

STOP Señal de alto con luz

STOP Señal de alto

Señal R1-5

Señal W11-2 con/ W16-9P

Señal W11-2 con/ W16-7P

Señal R9-3BP

Señal R9-3

Señal R26A (CA)

Baliza rectangular de parpadeo rápido

Rampa de acera accesible

Extensión de borde

Extensión de borde marcada

Isleta de resguardo

Faro híbrido para peatones

Líneas de borde

Rehabilitación de carretera

Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineer treatments. *Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.*

Start press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 7 of 18

Escuela Howard Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Howard Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

Howard St
Ramona Ave

B

Howard ES

Howard St

C

Monte Vista Ave

STOP

Howard Ave

STOP

Mission Blvd

Rawhide St

Rawhide St

Carlton St

Montclair

Mane St

Mane St

Mane St

Mane St

Shelland Ave

Buckskin Way

Stagecoach Ave

Stallion Ave

San Pasqual Ave

Merle St

Shelland Ave

Rodeo St

Howard ES

Rodeo St

Coalinga St

San Pasqual Ave

Kimberly Ave

Ramona Ave

Coronada Way

Shelland Ave

Buckskin Ave

Saddleback St

Carriage Ave

Clair St

Unincorporated San Bernardino County

Greenwood Way

Howard Ave

Howard St

A

B

C

Clair St

Via Del Norte

Sierra Way

Via Del Sur

0   270   540   1,080
Feet

N

Existing

Escuela

Parque

Proposed

Acera

Cruce de peatones de alta visibilidad

Cruce peatonal

Bordillo rojo

Alumbrado público

Demarcación vial cruce escolar

Demarcación vial escolar

Demarcación ceda el paso avanzado

Señal Vial A (CA)

Señal Vial C (CA)

Señal Vial C (CA)

Señal de alto con luz

Señal de alto

Señal R1-5

Señal W11-2 con/ W16-9P

Señal W11-2 con/ W16-7P

Señal R9-3BP

Señal R9-3

Señal R26A (CA)

Baliza rectangular de parpadeo rápido

Rampa de acera accesible

Extensión de borde

Extensión de borde marcada

Isleta de resguardo

Faro híbrido para peatones

Líneas de borde

Rehabilitación de carretera

Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 8 of 18

Escuela Kingsley Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Kingsley Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A — Del Mar Ave · Kingsley St · STOP · Kingsley ES

B — STOP · STOP · STOP · Kingsley St · Kingsley ES · Benson Ave · Ontario

C — Ontario · Vesta St · Benson Ave

Flora St · Saratoga Ave · Columbine Ave · Vernon Ave · Santa Anita Ave · Del Mar Ave · Flora St · Fawn St · E St · D St · Rose Ave · Evart St · Evart St · Kingsley St · Central Ave · Saratoga Park · Hollowell St · Vesta St · Kingsley ES · Shirley Ln · Vernon Ct · Bandera St · SCHOOL · Benson Ave · Ontario · Holt Blvd · Vernon Ave · Rose Ave

0   190   380   760 Feet

N

Legend

Existing
- Escuela
- Parque

Proposed
- Acera
- Cruce de peatones de alta visibilidad
- Cruce peatonal

- Bordillo rojo
- Alumbrado público

- Demarcación vial cruce escolar
- Demarcación vial escolar
- Demarcación ceda el paso avanzado

- Señal Vial A (CA)
- Señal Vial C (CA)
- Señal Vial C (CA)
- Señal de alto con luz
- Señal de alto

- Señal R1-5
- Señal W11-2 con/ W16-9P
- Señal W11-2 con/ W16-7P
- Señal R9-3BP
- Señal R9-3

- Señal R26A (CA)
- Baliza rectangular de parpadeo rápido
- Rampa de acera accesible
- Extensión de borde
- Extensión de borde marcada

- Isleta de resguardo
- Faro híbrido para peatones
- Líneas de borde
- Rehabilitación de carretera
- Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 9 of 18

Escuela Lehigh Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Lehigh Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

Orchard St

Pradera Ave

B

Lehigh ES

Lehigh Ave

Kingsley St

STOP

C

Kingsley St

Ramona Ave

STOP

STOP

Montclair HS

Orchard St

A

Fauna St

Fauna St

Ramona Ave

Camulos Ave

Felipe Ave

Mills Ave

Oak Glen Ave

Flora St

Amherst Ave

Canary Ct

Flora St

Lehigh Ave

Kimberly Ave

Evart St

Evart St

Pradera Ave

Sunset Park

Lehigh ES

SCHOOL

Kingsley St

B

C

Canoga St

Via Palma St

Via Abbey St

Via Cara St

Amherst Ave

Lehigh Ave

Kimberly Ave

Bandera St

Yosemite Dr

Holt Blvd

0   240   480   960 Feet

N

Existing

Escuela

Parque

Bordillo rojo

Alumbrado público

Proposed

Acera

Cruce de peatones de alta visibilidad

Cruce peatonal

Demarcación vial cruce escolar

Demarcación vial escolar

Demarcación ceda el paso avanzado

Señal Vial A (CA)

Señal Vial C (CA)

Señal Vial C (CA)

Señal de alto con luz

Señal de alto

Señal R1-5

Señal W11-2 con/ W16-9P

Señal W11-2 con/ W16-7P

Señal R9-3BP

Señal R9-3

Señal R26A (CA)

Baliza rectangular de parpadeo rápido

Rampa de acera accesible

Extensión de borde

Extensión de borde marcada

Isleta de resguardo

Faro híbrido para peatones

Líneas de borde

Rehabilitación de carretera

Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? **Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.**

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

(i) Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 10 of 18

Escuela Montclair High

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Montclair High. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A **B** **C**

Galena Ave · Helena Ave · Benito St · Camulos Ave · Orchard St · Tudor Ave · Orchard St

STOP

Pomona

San Bernardino St · Rosewood St · Rosewood St · Rosewood St

San Bernardino Ct · Kimberly Ave · Rosewood St

San Bernardino Ct · Camulos Ave · Felipe Ave · Galena Ave · Helena Ave · Berkeley St · Greenwood Ave · Monte Vista Ave · Geneva Ave · Fremont Ave

Pradera Ave · Norton Ave

Benito St · Benito St

Amherst Ave · Granada St · Denver St · **Montclair HS** · Greenwood Ave · Denver St

El Morado St · El Morado St · **Monte Vista ES** · Rudisill St

Rudisil St

STOP · Orchard St · Orchard St

B **C** · Fauna St

Felipe Ave · Helena Ave · Flora St · Tudor Ave · Flora St

Lehigh Ave · Ramona Ave · Camulos Ave · Flora St · Evart St

Sunset Park · **Lehigh ES** · Kingsley St · Coalinga Ave · Geneva Ave

0   350   700   1,400 Feet

N

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

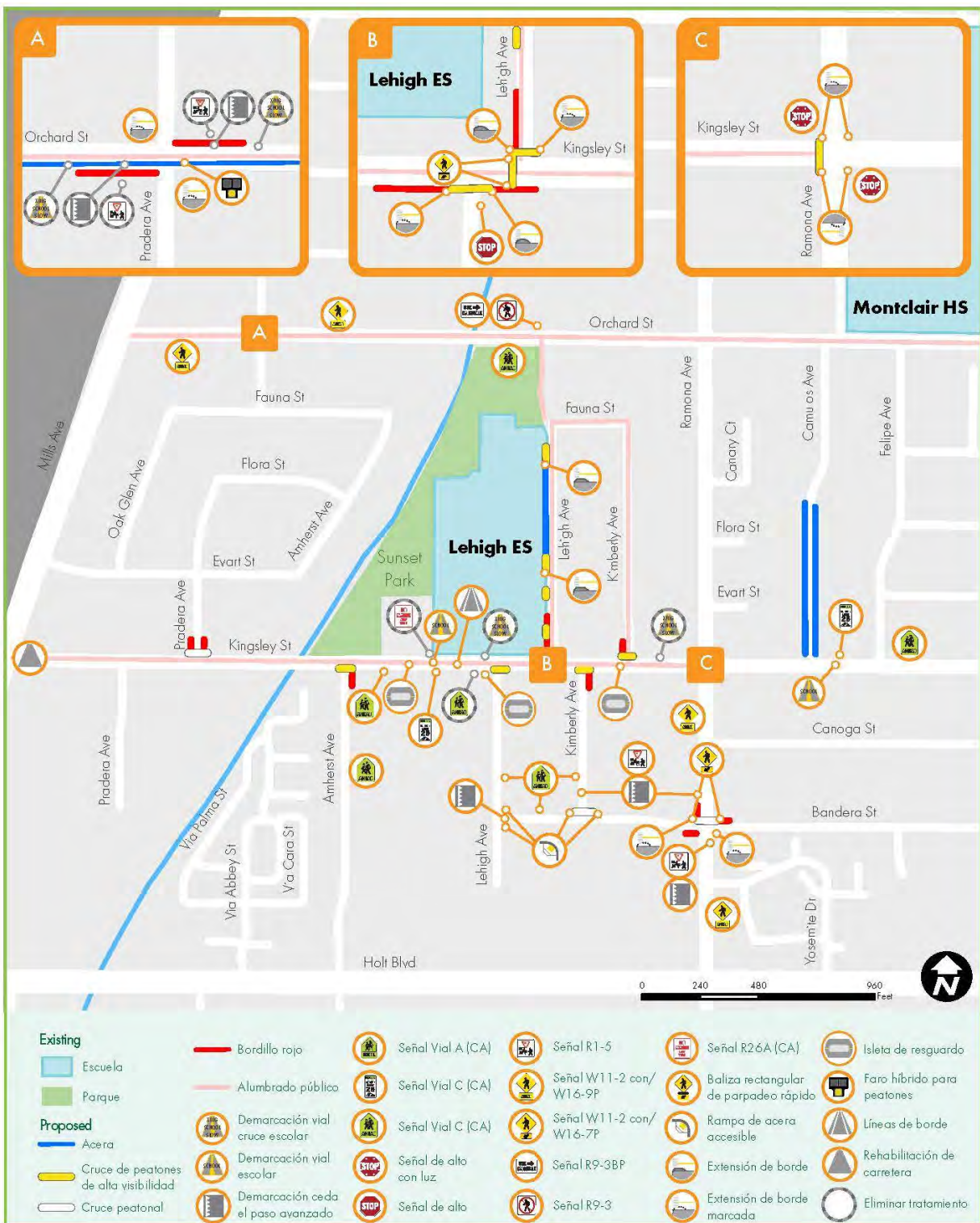*TAB 11 of 18*

Escuela Monte Vista Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Monte Vista Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

Lindero Ave
Benito St

B

Geneva Ave
Benito St

C

Orchard St
Fremont Ave

San Bernardino St

Rosewood St
Rosewood St

Aspen Dr

Greenwood Ave
Monte Vista Ave
Camarena Ave
Coalinga Ave
Lindero Ave
Geneva Ave
Fremont Ave
Sun Valley Dr
Vail Dr
Mammoth Rd

Felipe Ave
Galena Ave
Helena Ave
Bolton Ave

Berkeley St

Montclair HS

Granada St

Denver St

El Morado St

Monte Vista ES

Greenwood Ave

Benito St

Alma Hoffman Park

Poussen Ave
Central Ave
Carrillo Ave
Marion Ave

Orchard St

Poussen Ave

Fauna St
Fauna St

Felipe Ave
Bolton Ave
Tudor Ave
Greenwood Ave
Camarena Ave
Coalinga Ave
Geneva Ave

Evart St

0   310   620   1,240 Feet

N

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 12 of 18

Escuela Montera Elementary

1

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Montera Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

Recomendaciones Preliminares de Tratamiento de Ingeniería

Existing

- Escuela
- Parque

Proposed

- Acera
- Cruce de peatones de alta visibilidad
- Cruce peatonal

Símbolo	Descripción
Bordillo rojo	
Alumbrado público	
Demarcación vial cruce escolar	
Demarcación vial escolar	
Demarcación ceda el paso avanzado	
Señal Vial A (CA)	
Señal Vial C (CA)	
Señal Vial C (CA)	
Señal de alto con luz	
Señal de alto	
Señal R1-5	
Señal W11-2 con/W16-9P	
Señal W11-2 con/W16-7P	
Señal R9-3BP	
Señal R9-3	
Señal R26A (CA)	
Baliza rectangular de parpadeo rápido	
Rampa de acera accesible	
Extensión de borde	
Extensión de borde marcada	
Isleta de resguardo	
Faro híbrido para peatones	
Líneas de borde	
Rehabilitación de carretera	
Eliminar tratamiento	

Montera ES

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

TAB 13 of 18

Escuela Ramona Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Ramona Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

B

C

Howard St

Pipeline Ave

Howard St

College Ave

Ramona ES

Wesley Ave

Ramona ES

Mission Blvd

Montclair

Marie St

Ramona Ave

Merle St

Wesley Ave

Howard St

Kimberly Ave

Unincorporated San Bernardino County

Roswell Ave

Kadota Ave

Pipeline Ave

College Ave

Wesley Ave

Dorset Ave

Essex Ave

Ramona ES

Essex Ave

Essex St

Amherst Ave

San Pasqual Ave

Kimberly Ave

Clair St

Via Del Norte

Vallejo Way

Via Del Sur

Sierra Way

Coranada Way

Grand Ave

0   260   520   1,040 Feet

N

Existing

Escuela

Parque

Proposed

Acera

Cruce de peatones de alta visibilidad

Cruce peatonal

Bordillo rojo

Alumbrado público

Demarcación vial cruce escolar

Demarcación vial escolar

Demarcación ceda el paso avanzado

Señal Vial A (CA)

Señal Vial C (CA)

Señal Vial C (CA)

Señal de alto con luz

Señal de alto

Señal R1-5

Señal W11-2 con/ W16-9P

Señal W11-2 con/ W16-7P

Señal R9-3BP

Señal R9-3

Señal R26A (CA)

Baliza rectangular de parpadeo rápido

Rampa de acera accesible

Extensión de borde

Extensión de borde marcada

Isleta de resguardo

Faro híbrido para peatones

Líneas de borde

Rehabilitación de carretera

Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? **Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.**
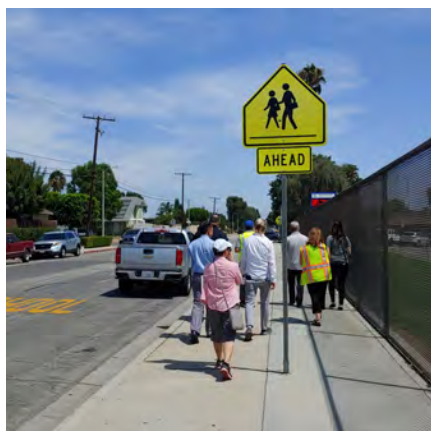
Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.
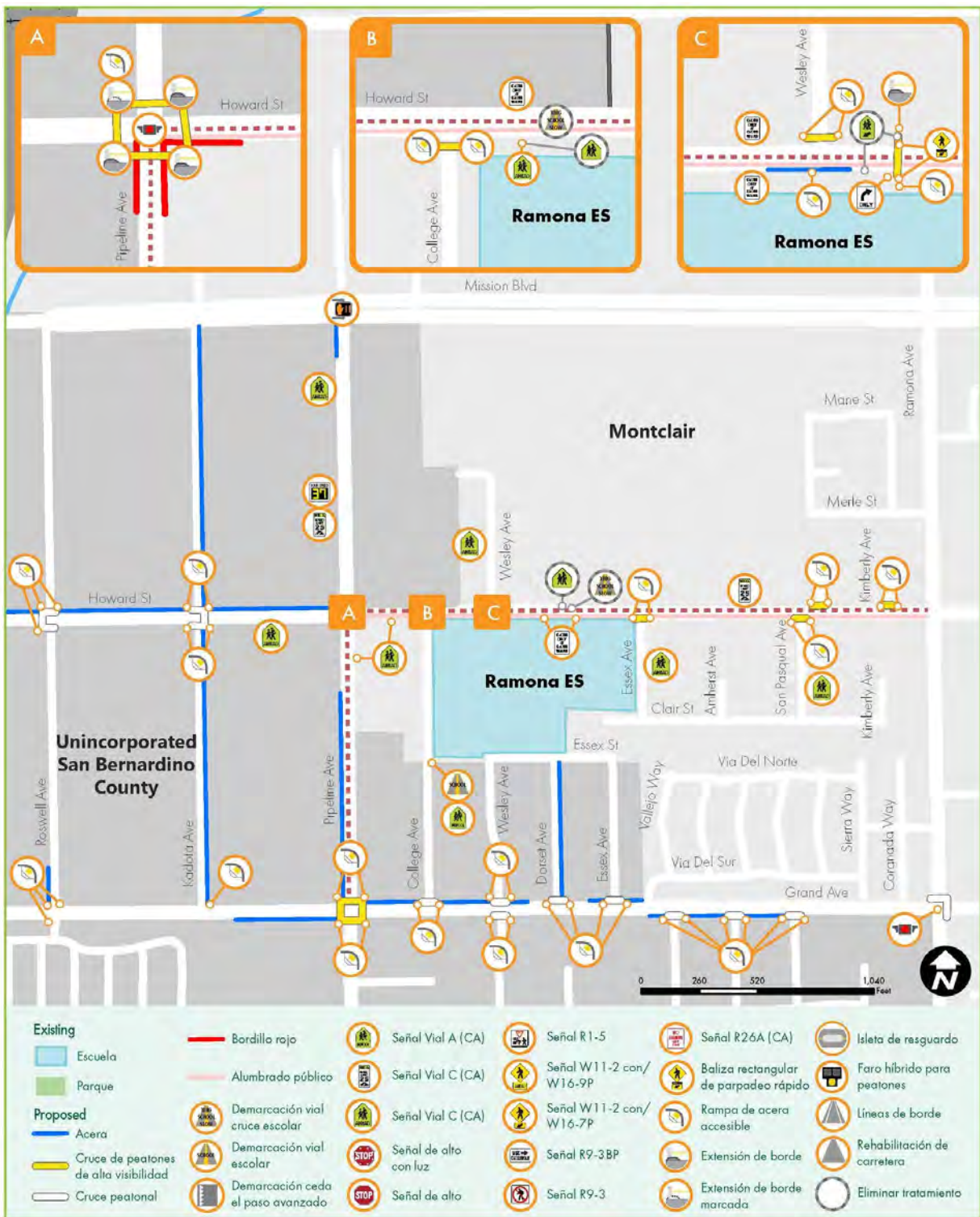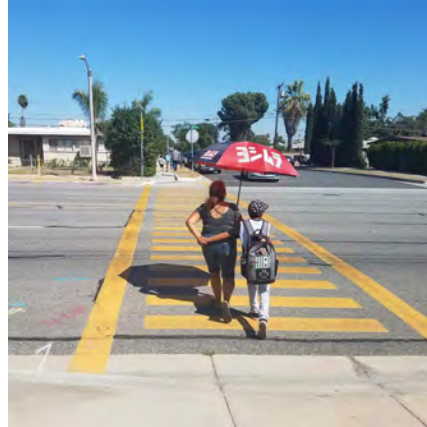
TAB 14 of 18

Escuela Vernon Middle

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Vernon Middle. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

A

San Bernardino St

Vernon MS

B

Benson Ave

San Bernardino St

Buena Vista AIMS

Ontario

C

Buena Vista AIMS

Benson Ave

J St

Ontario

La Deney St

Vernon Ave

Rose Ave

Benson Ave

Palo Verde St

Gibbs Park

Cambridge St

Princeton St

Sunrise Park

Harvard Pl

Exeter Ave

Harvard St

Bel Air Ave

San Bernardino St

A

Vernon MS

B

Buena Vista AIMS

J St

Central Ave

Rose Ave

Rosewood St

C

Alamitos St

Berkeley St

Berkeley St

Columbine Ave

Benito St

STOP

STOP

Santa Anita Ave

Denver St

J St

Granada Ct

Ontario

Vernon Ave

Bel Air Ave

Del Mar Ave

Orchard St

Central Ave

Fauna St

0   350   700   1,400 Feet

N

Existing

Escuela

Parque

Proposed

Acera

Cruce de peatones de alta visibilidad

Cruce peatonal

Bordillo rojo

Alumbrado público

Señal Vial A (CA)

Señal Vial C (CA)

Señal Vial C (CA)

Demarcación vial cruce escolar

Demarcación vial escolar

Demarcación ceda el paso avanzado

Señal R1-5

Señal W11-2 con/W16-9P

Señal W11-2 con/W16-7P

STOP Señal de alto con luz

STOP Señal de alto

Señal R26A (CA)

Baliza rectangular de parpadeo rápido

Rampa de acera accesible

Extensión de borde

Extensión de borde marcada

Señal R9-3BP

Señal R9-3

Isleta de resguardo

Faro híbrido para peatones

Líneas de borde

Rehabilitación de carretera

Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.

Please let us know how we did with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start   press **Enter** ↵

ⓘ Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

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Encuesta del Plan de Transporte Activo

¡Nos gustaría saber de ti! Tómese unos minutos para compartir sus comentarios sobre el Plan de transporte activo de Montclair. Presione "Seguir" una vez que haya terminado.

Encuesta

¡Sí, estoy interesado!   pulsa ENTER

SEGUIR

TAB 16 of 18

Encuesta para padres sobre SRTS

La Encuesta para Padres es una herramienta importante para ayudar a desarrollar recomendaciones finales para el Plan de SRTS de Montclair. Tómese unos minutos para completar esta encuesta rápida, que está disponible en español.

Start   press **Enter** ↵

SEGUIR

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Únete a nuestra lista de correos

Gracias por tomarse el tiempo para enviar sus comentarios. ¡Únase a nuestra lista de correo para recibir las últimas actualizaciones del proyecto!

1 → Name *(Nombre)*: *

Type your answer here...

Shift ⇧ + Enter ↵ to make a line break

Powered by **Typeform**

CONTINUE

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Información de Contacto del Proyecto

Preguntas? Envíenos un correo electrónico a MontclairATP@gmail.com.