

Mobility Profile

Currently, Montclair's transportation system includes streets (travel lanes, bicycle lanes, sidewalks, etc.), bus and passenger rail transit, and truck routes. The existing transportation system is described below.

Reviewed Plans

The following documents were reviewed and incorporated into this document:

- *San Bernardino Non-Motorized Transportation Plan (SBTCA, 2018)* Documents a cohesive and integrated non-motorized plan for San Bernardino and identifies sources of funds to implement that plan.
- *San Bernardino Congestion Management Program (SBCTA, 2016)*: identifies goals of the program and defines a network of state highways and arterials and level of service standards.
- *San Bernardino Countywide Transportation Plan (SBCTA, 2015)*: Lays out a strategy for long term investment in and management of San Bernardino County's transportation assets.
- *San Bernardino County Transportation Authority Points of Interest Pedestrian Plan (SBCTA PIPP, 2015)*: This PIPP provides a sample pedestrian plan for member jurisdictions, a list of additional pedestrian sites in need of pedestrian focused improvements based on extensive data analysis, and a framework for future plans that utilize current best practices and suite tools that can be used to expand the PIPP to other locations as needed.
- *Omnitrans' FY2015-2020 Short Range Transit Plan (Omnitrans, 2014)*: Omnitrans' business plan to connect people, businesses and our community with safe, reliable and convenient public transportation in a financially and environmentally sustainable manner.
- *City of Montclair General Plan (Montclair, 1999)*: Provides guidelines for decision making about the City's development and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans.
- *The North Montclair Downtown Specific Plan (Montclair, 2006, amended in 2017)*: Provides a framework that defines new development opportunities for a mixed-use, transit-oriented district between the Montclair Transit center and the Montclair Place regional shopping center.

Existing Roadway Facilities

The city accommodates motorists through a system of freeways, regional streets and local streets. Caltrans operates and maintains Interstate-10 (I-10). North/south streets are generally provided on a ½-mile to 1-mile grid system. These key roadways include Mills Avenue, Ramona Avenue, Monte Vista Avenue, Central Avenue and Benson Avenue. Mills Avenue and Benson Avenue serve as the City boundary on the east and west sides of the City. East/west streets are also generally provided on a ½-mile to 1-mile grid system. The key east/west streets include Arrow Highway, San Bernardino Street, Orchard Street, Holt Boulevard, and Mission Boulevard.

Figure 1 shows the available Average Daily Traffic (ADT) recorded for both the east-west and north-south major roadways in Montclair (most counts are from 2006 and 2007). Central Avenue between Moreno Street and the I-10 experiences the highest ADT of 43,877 trips in the north-south direction. New count data will be collected prior to completion of the updated General Plan.

Goods Movement

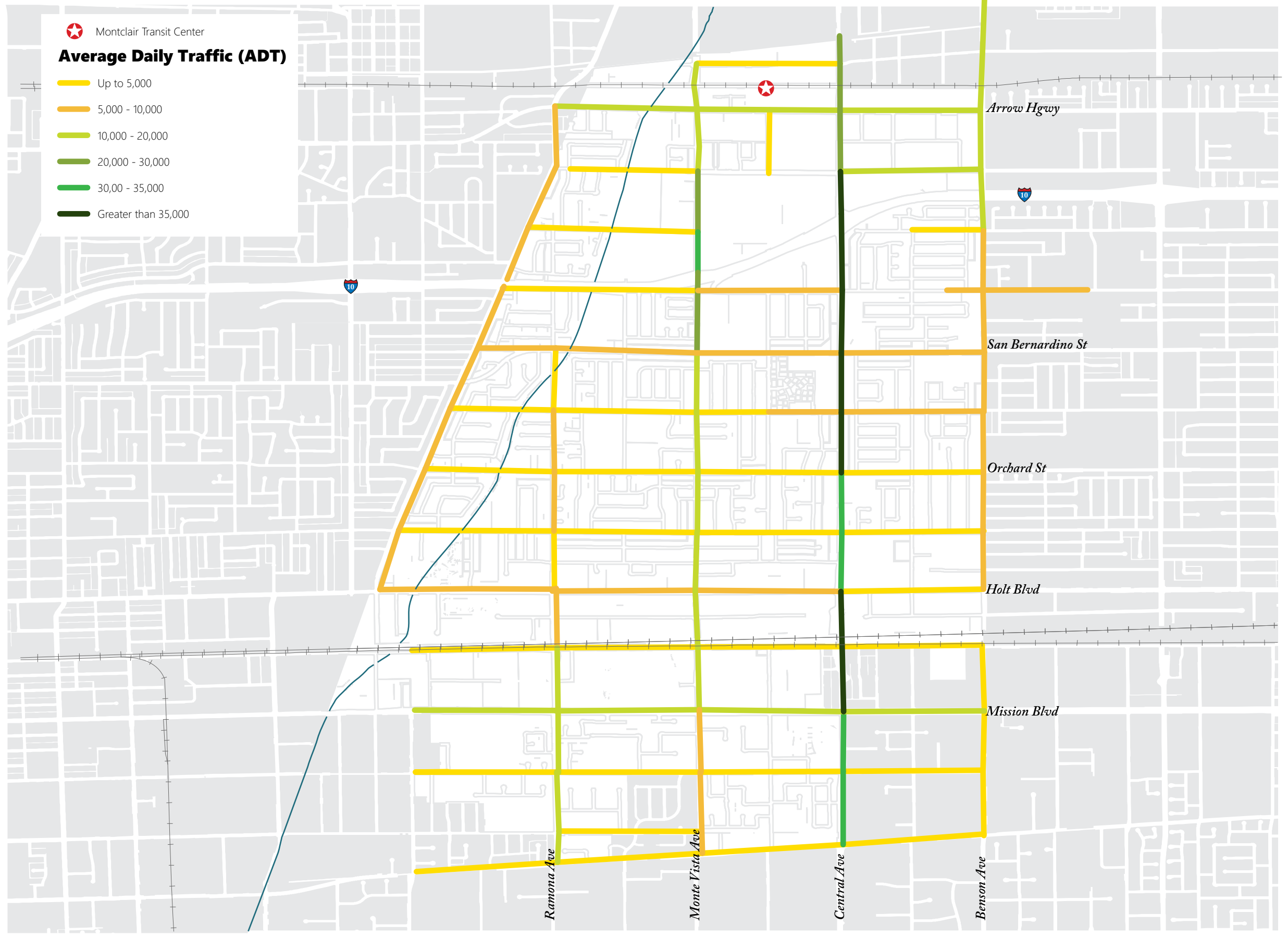
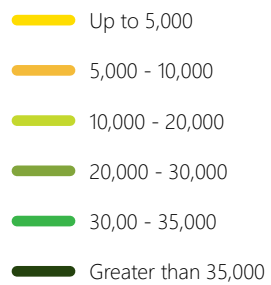
Facilities that prioritize goods movement over other modes of transportation must be integrated into the transportation system to ensure efficient delivery. The City of Montclair has adopted a Truck Route Ordinance, which divides routes into two categories: unrestricted streets, and restricted streets. Unrestricted streets are open to vehicles of any size and weight. Restricted are open only for vehicles which do not exceed a gross weight of ten thousand pounds.

The following roadways are designated as unrestricted streets:

- Arrow Highway, from the westerly City Limits to Benson Avenue
- Palo Verde Street from Monte Vista Avenue to Central Avenue
- Holt Boulevard, from Mills Avenue to Central Avenue
- Mission Boulevard, from the westerly City Limits to Central Avenue
- Monte Vista Avenue, from Palo Verde Street to the northerly City Limit
- Central Avenue, from the northerly City Limits to the southerly City Limit
- Monte Vista Avenue from Mission Boulevard to Holt Boulevard

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Average Daily Traffic (ADT)



- Brooks Street from Ramona Avenue to a point 1,650 feet east of the centerline of Monte Vista Avenue¹
- Ramona Avenue from Mission Boulevard to Holt Boulevard

Collisions

Ten years of collision data within the City was collected from the Statewide Integrated Traffic Records System (SWITRS). Figure 2 presents all collisions within Montclair between 2007 and 2017, with fatalities marked in red. Figure 3 presents all collisions in the same time period where at least one person was killed or seriously injured.

Most major arterial intersections along Holt Boulevard, Central Avenue and Monte Vista Avenue experience a higher number of collisions than surrounding streets. Fatalities have occurred at or within 100 feet of the following intersections:

- Arrow Highway and Rose Avenue
- Moreno Street and Benson Avenue
- Bryn Mawr Road and Mills Avenue
- San Bernardino Street and Ramona Avenue
- Orchard Street and Central Avenue
- Kingsley Street and Helena Avenue
- Kingsley Street and Paulsen Avenue
- Kingsley Street Central Avenue
- Holt Boulevard and Yosemite Drive
- Holt Boulevard and Monte Vista Avenue
- State Street and Monte Vista Avenue (At-grade UPRR crossing)
- Mission Boulevard and Central Avenue

¹https://library.municode.com/ca/montclair/codes/code_of_ordinances?nodeId=TIT8VETR_CH8.16DEST_8.16.020TRRO

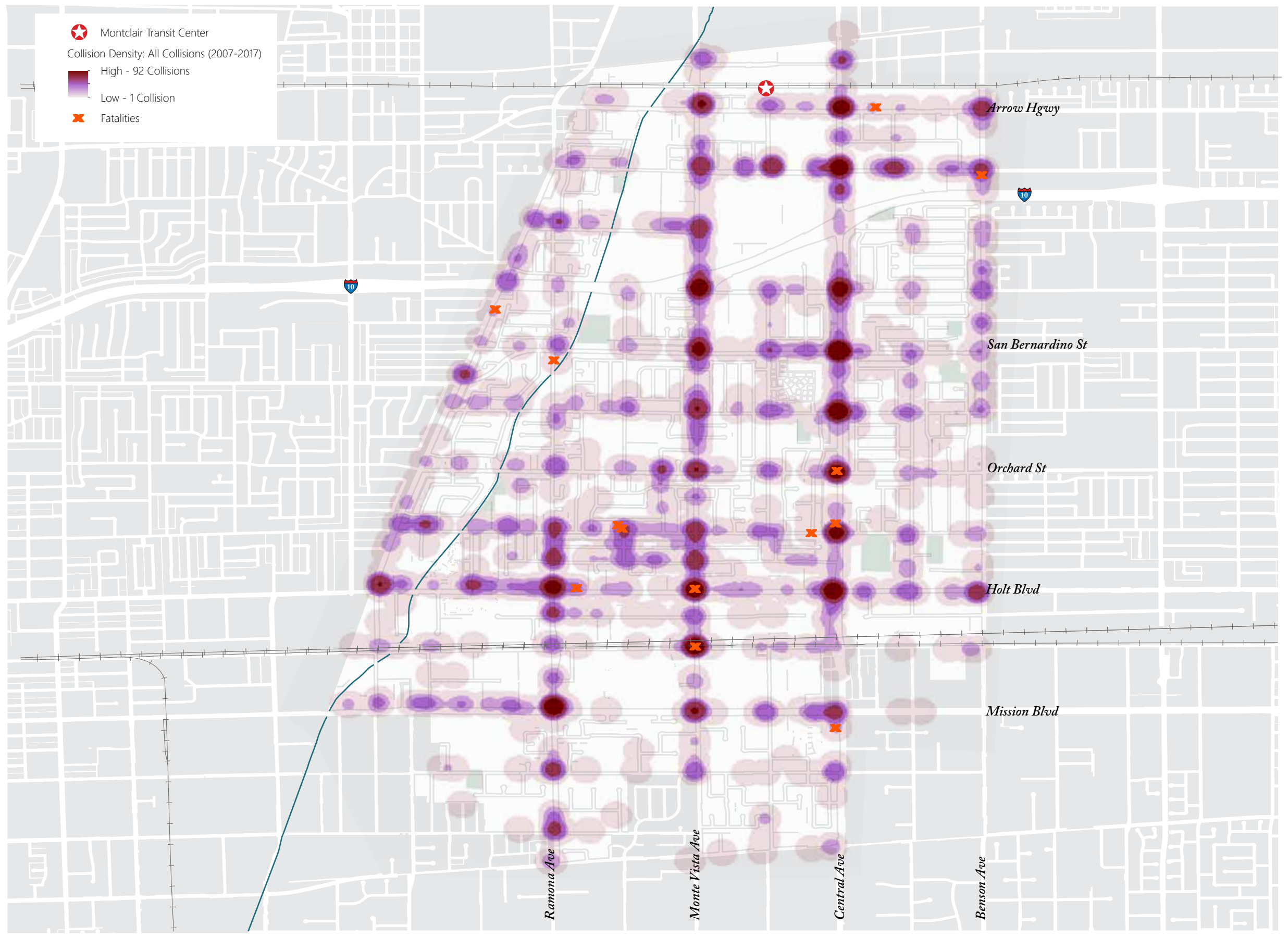
Montclair Transit Center

Collision Density: All Collisions (2007-2017)

High - 92 Collisions

Low - 1 Collision

Fatalities



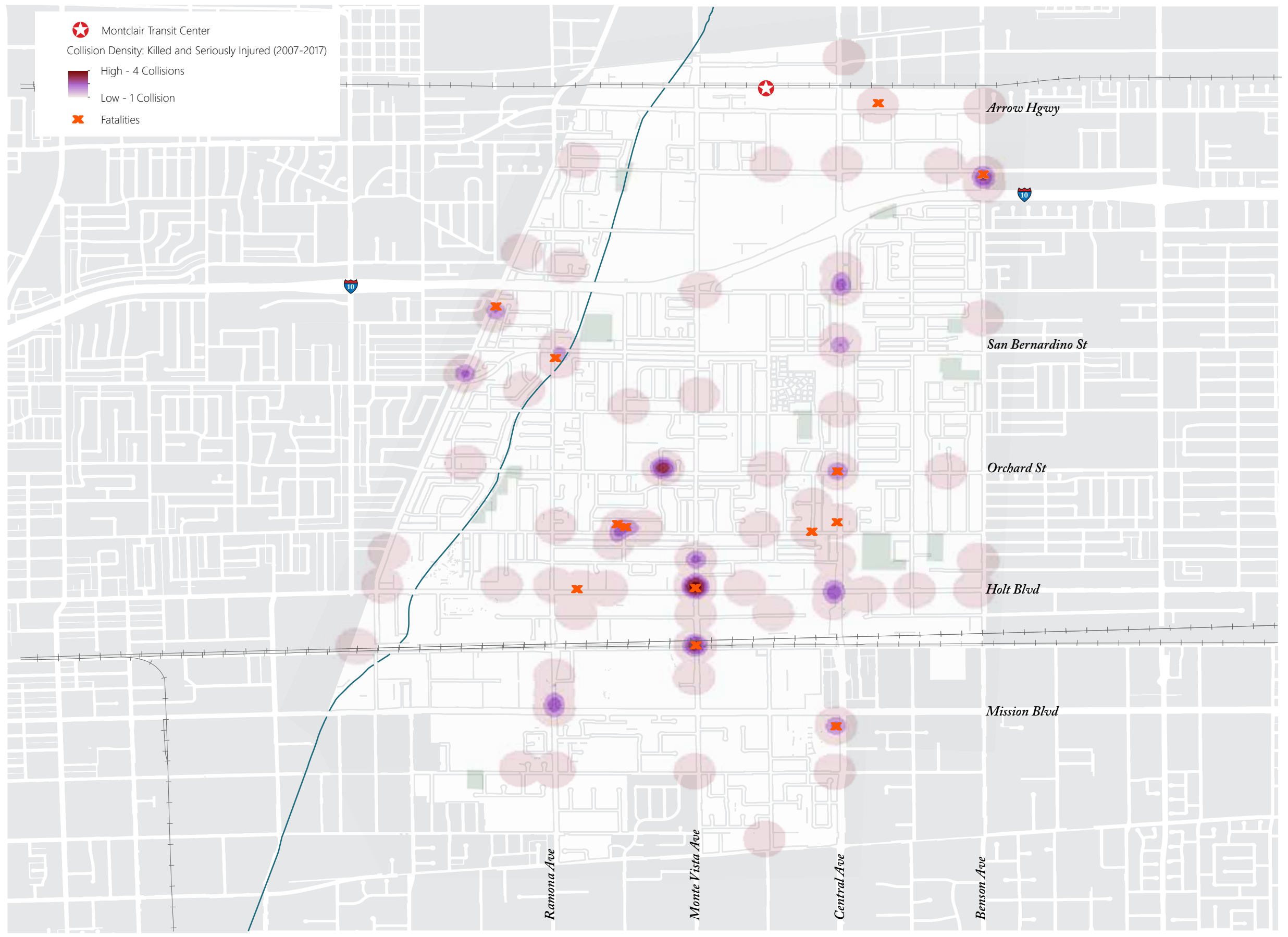
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Collision Density: Killed and Seriously Injured (2007-2017)

High - 4 Collisions

Low - 1 Collision

✕ Fatalities



Roadway Classification

The current roadway classifications in the City of Montclair are presented as follows:

- **Divided Arterial, Arterial, and Major Streets:** These major arterials are designed to accommodate from four to six lanes of moving traffic with either two or three moving lanes in each direction. Major intersections are controlled by traffic signals. Where possible, median strips should be provided to channelize traffic, facilitate left turn movements and improve the appearance of the arterials. Parking should be permitted only in off-peak hours when the total roadway is not required for the movement of traffic.
- **Secondary Streets:** Secondary streets provide for the movement of vehicles to and from local collector streets, major streets, and freeways. Such streets usually have two moving lanes for each direction of flow.
- **Collector Streets:** The collector street system is intended as the intermediate route to handle traffic between the local street system and the secondary and major streets. Also, collector streets provide access to abutting property. This system includes those streets which provide for traffic movements within a relatively small area such as a residential neighborhood. Traffic using the collector streets should have either an origin or destination within the local area.
- **Industrial Streets:** The City has designated certain streets as industrial streets with rights-of-way specifically designed to serve the industrial area set out in the General Plan. Due to the nature of the traffic on these streets, special consideration must be given to loadbearing capacity, paving materials, corner radii at intersections and turns. Utilization of industrial streets for parking and loading should be prohibited.
- **Local Streets:** The local street system is intended to provide for direct access to abutting properties. Local streets feed into the collector system which in turn feeds into the secondary or major street system. The local street system is divided into classifications which relate to the type of land use on the property served. Local streets in commercial and industrial areas need wider roadways and thicker pavement. Different standards for sidewalks and parkways are also

necessary. Local streets in industrial areas should be developed to standards having a relation to the size of vehicles accommodated.²

Planned Roadway Improvements

The *San Bernardino Countywide Transportation Plan (SBCTA, 2015)* categorizes roadway improvements into a “Baseline” scenario and an “Aggressive” scenario. The Baseline scenario includes projects that can be funded with traditionally available local, Measure I³, State, and federal revenue sources through 2040. The Aggressive Scenario is a needs-based scenario that would require additional sources of revenue.⁴

The following planned roadway improvements are outlined in the San Bernardino Countywide Transportation Plan under the Baseline scenario:

- Regional Transportation Plan (RTP)/Federal Transportation Improvement Program (FTIP) 20010135: Monte Vista Avenue/Union Pacific Railroad Grade Separation – The San Bernardino County Transportation Authority (SBCTA), the City of Montclair and the Union Pacific Railroad are currently constructing a grade separation over the railroad tracks along Monte Vista Avenue. The construction of this project has led to the full closure of Monte Vista Avenue. The closure is expected to continue until the completion of the project, scheduled for late 2019. Completion of this grade separation project will remove the existing at-grade crossing between vehicular, pedestrian and rail traffic. New connector roads, Earnhardt Way and Greenwood Avenue, will allow access between Monte Vista Avenue and State Street. Pedestrians will be able to travel across the completed grade separation using newly constructed sidewalks along both sides of the bridge.
- RTP/FTIP 20150001: Widening of Central Avenue bridge over Union Pacific Railroad Amtrak Metrolink from 4 to 6 lanes with sidewalks.

² City of Montclair General Plan; page 153

³ Measure I is a transportation sales tax that provides funding for transportation infrastructure

⁴ San Bernardino Countywide Transportation Plan; page I-5

The following planned roadway improvements are outlined in the *SBCTA Plan 2015* under the aggressive scenario:

- RTP/FTIP ID 4A01267: Widen Central Avenue from Montclair City limit to Chino City limit from 4 to 6 lanes.
- RTP/FTIP ID 4G07421: Widen Central Avenue grade separation on the Alhambra and Los Angeles lines from 4 to 6 lanes.
- RTP/FTIP ID 4A01183: Widen Monte Vista Avenue from San Bernardino Street to Arrow Highway from 4 to 6 lanes.
- RTP/FTIP ID 4A01184: Widen San Bernardino Street from LA County line to Benson Avenue from 4 to 6 lanes.

The following planned roadway improvements are currently under construction or in project development:

- I-10 Monte Vista Avenue Interchange: Construct a new interchange for I-10 at Monte Vista Avenue
- I-10 Corridor Project: Provides approximately 10 miles of express lanes along the I-10 in each direction from the Los Angeles County line to the I-15

The North Montclair Downtown Specific Plan outlines the following planned roadway improvements:

- Arrow Highway Streetscape: Between Central Avenue and Monte Vista Avenue, Arrow Highway will be reconstructed and landscaped as described by the Street Standards. This will include the widening of sidewalks and a reduction in the width of vehicle travel lanes. The number of travel lanes will be maintained as two lanes in each direction. A 14-foot wide median will also be constructed. The streetscape design has not been finalized yet.
- Fremont Avenue Streetscape: Fremont Avenue will be reconstructed and landscaped as described by the Street Standards. Travel lanes will be reduced from two lanes in each direction to one. A 12-foot wide median will be constructed, and 6-foot wide Class II bike lanes will also be introduced on both sides of the roadway.

- **Richton Street Streetscape:** Richton Street will be reconstructed and landscaped to widen the sidewalks and reduce of the width of vehicle travel lanes. This will allow for the accommodation of on-street parking.
- **Neighborhood Streets:** Throughout the Plan area, neighborhood streets created in the process of subdivision and individual development projects will be built constructed and landscaped as described by the Street Standards.

The current City of Montclair General Plan also recommends a grade separation across the Union Pacific tracks at Benson Avenue.

Existing Transit Facilities

Transit in Montclair includes bus service, ADA paratransit service, and Metrolink commuter rail. These services are described below:

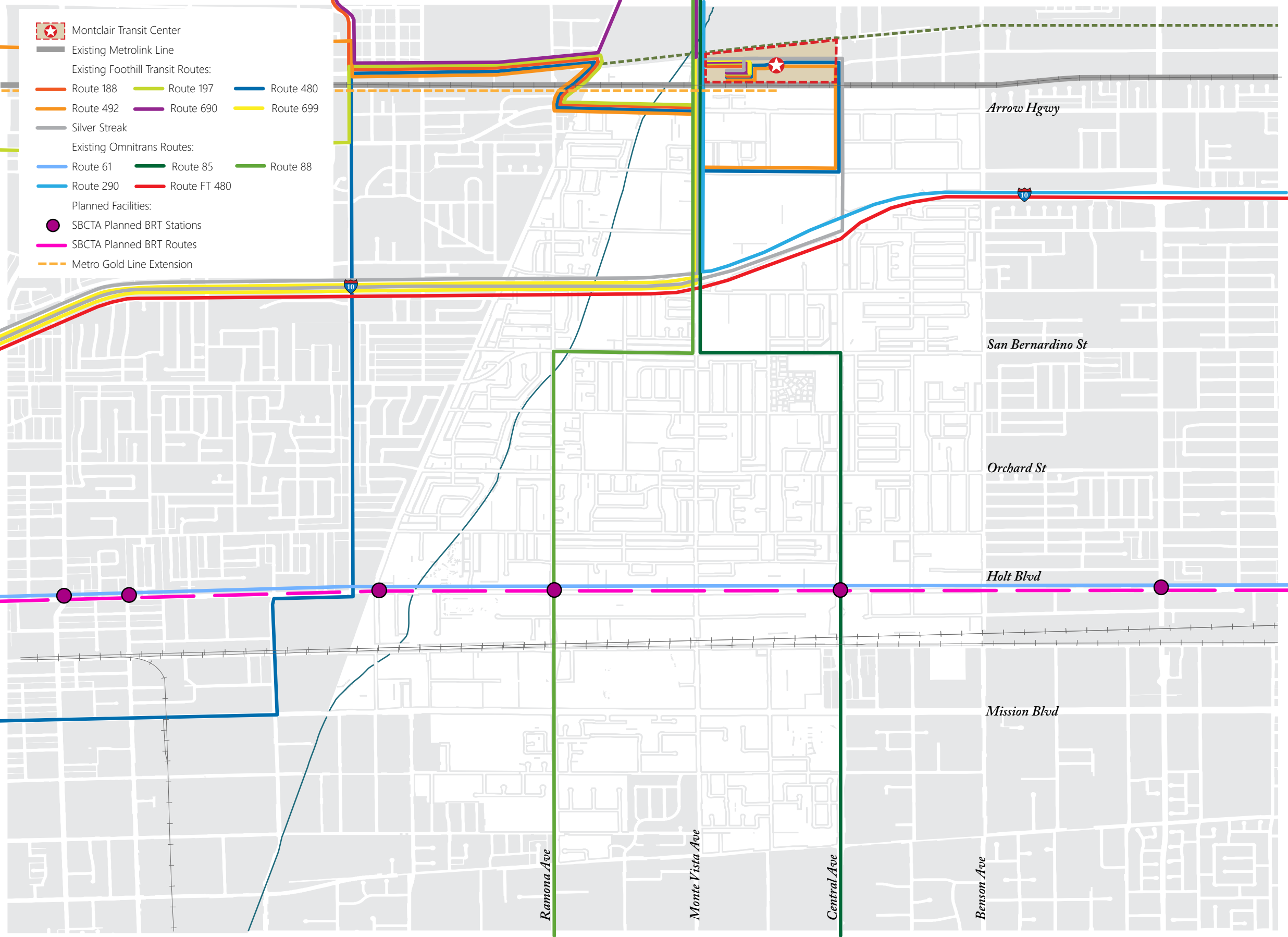
- **Bus service –** Bus services are provided by Omnitrans, Foothill Transit and the Riverside Transit Agency (RTA).
- **Paratransit Service –** Omnitrans and Foothill transit operate Access Service, a shared-ride paratransit service for qualified applicants. Access service is provided within ¾-mile of, and during similar hours as fixed-route service. Demand/response transit services to senior citizens and the handicapped are provided by dial-a-ride and medi-van.
- **Metrolink Commuter Rail –** Metrolink is the regional commuter rail service that links Southern California. The City has one Metrolink station. Average daily Metrolink ridership at Montclair Station is at least 8,000.⁵

Many of these existing bus routes either terminate or stop at Montclair Place and Montclair Transit Center, where riders have access to the Metrolink service. Currently, there are a total of 12 routes connecting to either the Montclair Place or the Transit Center. Figure 4 shows the transit routes within Montclair.

The Montclair Transit Center is located at the corner of Richton Street and Monte Vista Avenue, and serves as an intermodal transit center for the City. The 20-acre Transit Center is the largest

⁵ <https://www.cityofmontclair.org/services/transportation>

- Montclair Transit Center
- Existing Metrolink Line
- Existing Foothill Transit Routes:
 - Route 188
 - Route 492
 - Silver Streak
 - Route 197
 - Route 690
 - Route 699
 - Route 480
- Existing Omnitrans Routes:
 - Route 61
 - Route 290
 - Route 85
 - Route FT 480
 - Route 88
- Planned Facilities:
 - SBCTA Planned BRT Stations
 - SBCTA Planned BRT Routes
 - Metro Gold Line Extension



facility of its kind between Union Station in Los Angeles and the San Bernardino station, and conveniently connects the region's fixed route commuter rail, bus service, and rideshare programs in one centrally located area. The Transit Center is a regional transportation hub, with a Metrolink station, a park-and-ride facility, and an on-site childcare center to serve the commuting public. It accommodates approximately 1,600 parked vehicles and includes a 1.6-acre site slated for future residential/mixed-use development.

Planned Transit Improvements

The following transit improvements are currently planned within the City:

- SBCTA's West Valley Connector Bus Rapid Transit (BRT) Project – Phase 1 of this project (Milliken Alignment) will go through the City of Montclair and will have three stops on Holt Boulevard at the following intersections: S Mills Avenue/Holt Boulevard, Ramona Avenue/Holt Boulevard and Central Avenue/Holt Boulevard.
- Omnitrans' Short-Range Transit Plan proposes some transit improvements under the "unconstrained plan". Projects under this plan do not currently have enough available financial, capital and/or operating resources to provide the full complement of services described. Planned transit improvements under the unconstrained plan are outlined as follows:
 - Consolidation of transit routes from Holt Boulevard to Montclair Transit Center from three routes to two.
 - One future BRT corridor, in addition to the West Valley Connector, consisting of the Foothill Corridor which connects from Highland to Montclair and overlaps with Route 14.
 - Route 65 modifications include switching the Montclair and Chino portions of Route 65 and Route 68. The Arrow Highway section of the current Route 68 is moved onto the higher frequency Route 65 to maintain the level of service on Arrow Highway.
 - Route 68 proposal is a counterbalancing change to Route 65. Route 65 combined the higher performing sections of the two routes and provided them with higher 30-minute frequency. Route 68 took the lower performing sections of the two

routes, primarily on Ramona Avenue, Chino Avenue and Grand Avenue, and delivers 60-minute service frequency.

- Route 80 Proposal is designed to reduce the redundancy of service on Holt Boulevard ,and between Holt Boulevard and the Montclair Transit Center. North-south travel will be on Route 65 on Central Avenue.
- Omnitrans proposes two potential freeway express routes I-10 to Ontario and Montclair, and I-10 from Fontana to Ontario and Montclair.
- Paratransit Service – There are currently no planned changes to the paratransit service in Montclair.
- Metrolink commuter rail – There are currently no planned improvements to Metrolink service. Improvements to the Montclair Transit Center as part of the North Downtown Specific Plan would improve nonmotorized access to Metrolink service, and would modify Gold Line/Metrolink train platforms, bus platforms and overall layout of the transit center.
- Light Rail – Planned improvements to light rail include the Foothill Gold Line extension and improvements to the Montclair Transit Center.
 - Foothill Gold Line Extension Project – The Foothill Gold Line from Glendora to Montclair will extend the Metro Gold Line 12.3 miles and add six (6) stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. Completion of this project will shorten commute time from Montclair to downtown Pasadena to just over 40 minutes and further to Los Angeles will take approximately 75 minutes. The expected opening year for service to Montclair is 2028.
 - The Montclair Transit Center is the planned terminus of the Metro Gold Line extension. The North Montclair Downtown Specific Plan envisions the future of the Montclair Transit Center and surrounding area. The Town Center will be anchored by the Metrolink/Gold Line train station, and contain parking for transit riders and a compact, walkable mixture of housing and community-oriented retail. The North Montclair Downtown Specific Plan also outlines changes to the

Gold Line/Metrolink train platforms, bus platforms and overall layout of the transit center.

Existing Pedestrian Facilities

Walking is an environmentally friendly mode of transportation that enhances both personal and social wellbeing. This mode of travel also provides public access, health and economic benefits. Pedestrian facilities are primarily developed as part of the roadway and trail systems of a city and reflect the interconnected nature of circulation and transportation systems as a whole.

Currently, most of the major roadways through Montclair provide continuous sidewalks on both sides of the road. Sidewalks are provided through the I-10 underpasses on Central Avenue and Monte Vista Avenue. These connections between the north and south side of I -10 lack pedestrian friendly enhancements such as pedestrian scale lighting and separation between vehicles and pedestrians, which make walking more comfortable and inviting.

Pedestrian Collisions

Ten years of collision data within the City was collected from the Statewide Integrated Traffic Records System (SWITRS). Figure 5 presents all collisions which involved a pedestrian within Montclair between 2007 and 2017, with fatalities marked in red.

Central Avenue, Ramona Avenue, Orchard Street and Moreno Street experience a higher number of pedestrian collisions than surrounding streets. Pedestrian fatalities have occurred at or within 100 feet of the following intersections:

- Arrow Highway and Rose Avenue
- Moreno Street and Benson Avenue
- Bryn Mawr Road and Mills Avenue
- Kingsley Street and Paulsen Avenue
- Holt Boulevard and Yosemite Drive
- Mission Boulevard and Central Avenue

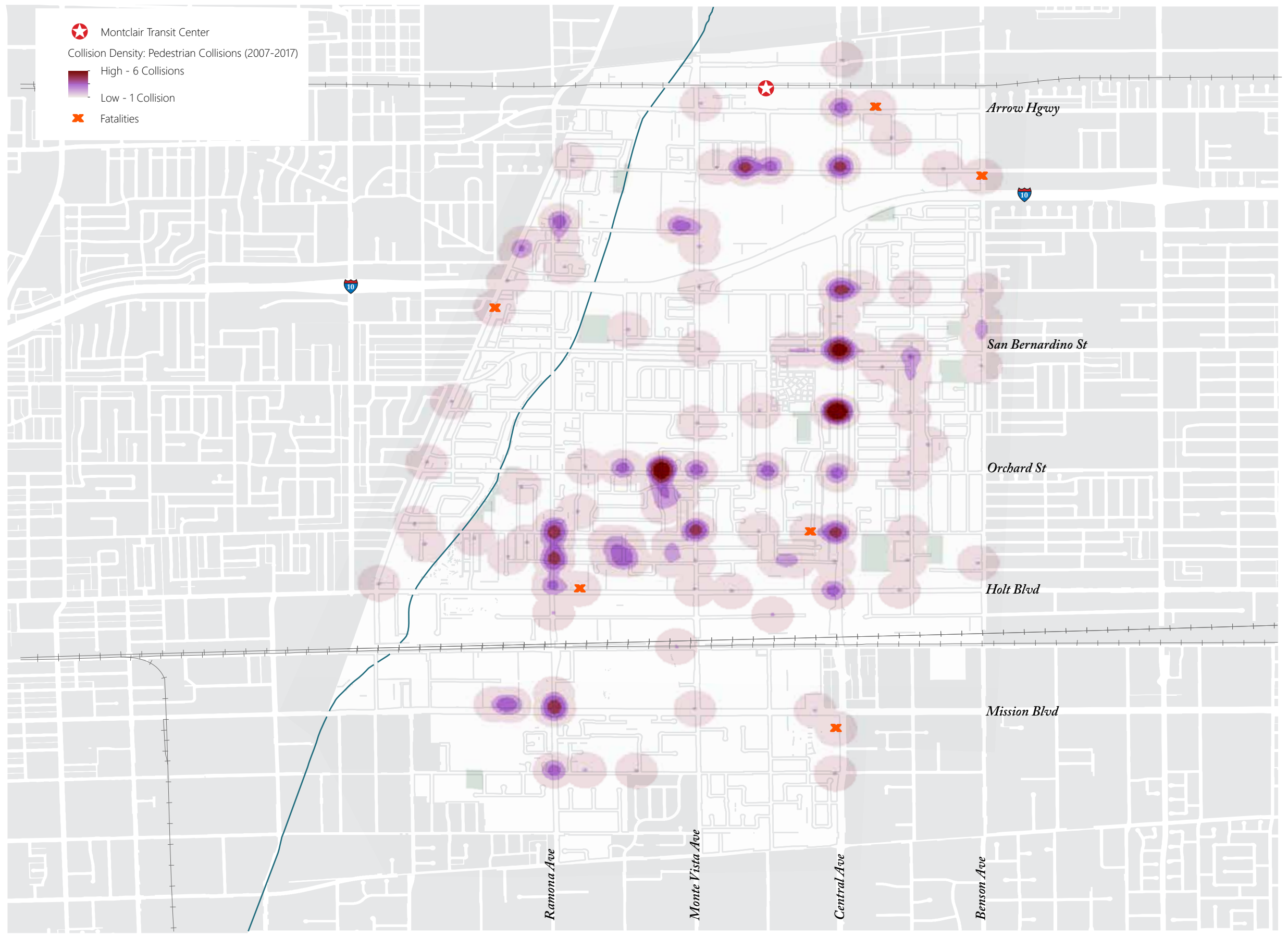
Montclair Transit Center

Collision Density: Pedestrian Collisions (2007-2017)

High - 6 Collisions

Low - 1 Collision

Fatalities



Planned Pedestrian Facilities

The *North Montclair Downtown Specific Plan* envisions a vibrant town center in North Montclair, oriented around residential and retail spaces. The following discusses recommended improvements to pedestrian facilities described in the North Montclair Downtown Specific Plan:

- **Pedestrian-Friendly Streets** - Key to the creation of a transit-oriented Town Center supported by pedestrian-friendly housing is the proper balance of people and cars in the design of streets. Wide streets and large corner radii encourage cars to drive faster and make faster turns, creating an environment that can be intimidating to pedestrians. The Plan envisions Arrow Highway with two- to four-story mixed-use buildings facing a tree-lined parkway with a wide median and landscaping on the street edge. Fremont Avenue is envisioned as a slow speed, narrow, tree-lined street. The plan recommends that the Huntington Drive right-of-way should be developed as a linear park, with lighted bike paths and sidewalks. This park would extend from the east edge of the Plan area into Claremont Village.
- **Pedestrian Bridge over Monte Vista Avenue** - When the railroad right-of-way is widened to make room for the Gold Line tracks, a pedestrian passage should be included along the north side of the train bridge. This will provide a direct link between the Huntington Drive neighborhood and the Transit Center.
- **Curb extensions** - To ensure that development is consistent with the City's goals related to interconnectedness and walkability, the North Montclair Downtown Specific Plan recommends that curb extensions be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety, especially along Arrow Highway, Richton Street and Moreno Street.

The *San Bernadino County Transportation Authority Points of Interest Pedestrian Plan* proposes the following improvements:

- **Central Avenue/Benito Street** – Install countdown pedestrian indicators at the signal.
- **Monte Vista Avenue/Orchard Street** – Install high-visibility crosswalk pattern and school crossing signage, curb extensions, ramp upgrades, and advanced stop bars.

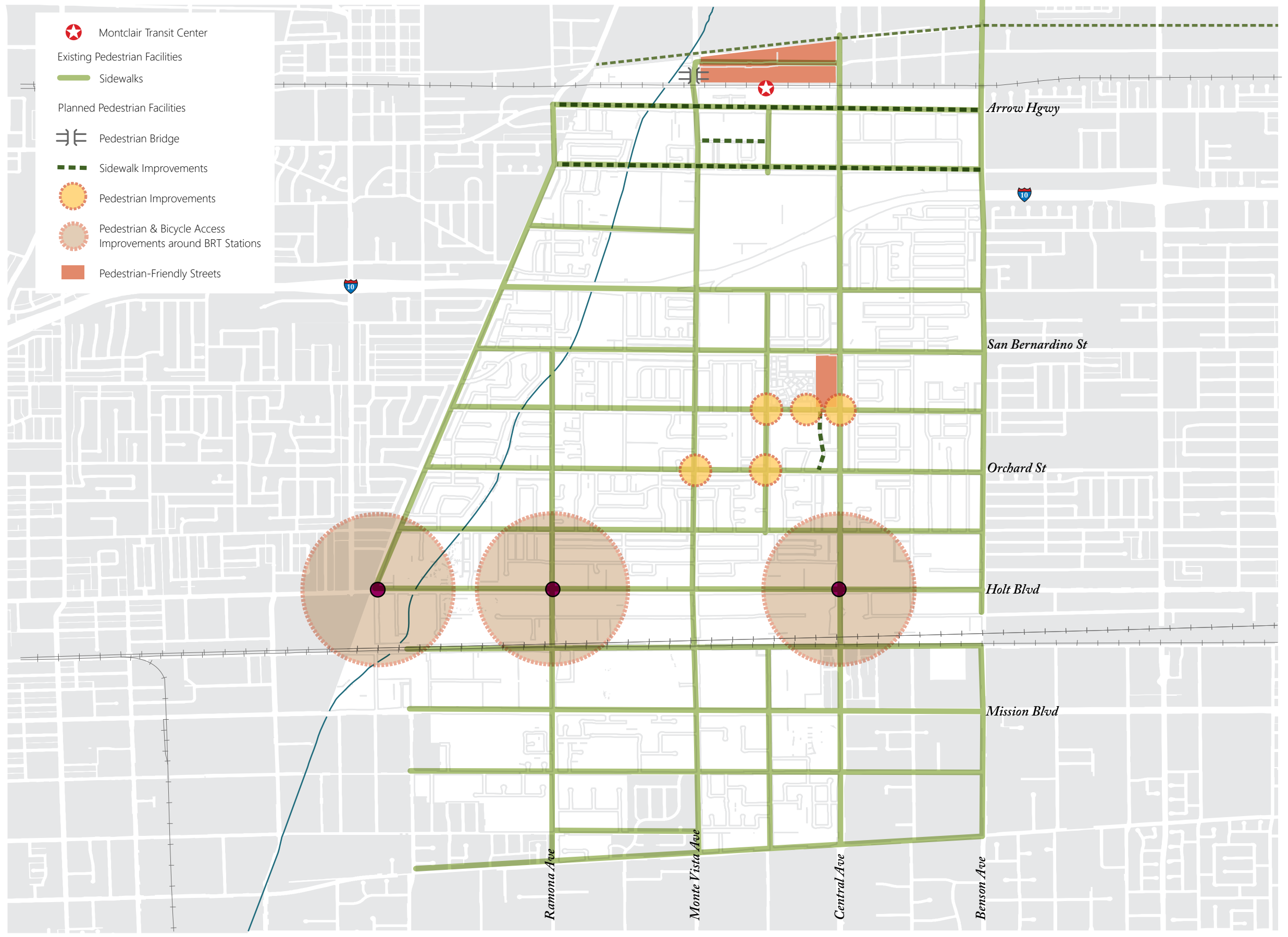
- On Monte Vista Avenue: Narrow travel lanes to widen sidewalk, or work with utility company to prioritize undergrounding of utility infrastructure to enhance accessibility.
- Fremont Avenue/ Benito Street – Install high-visibility crosswalk pattern, curb extensions, and curb ramp upgrades.
- Install mid-block crossing and Rectangular Rapid Flashing Beacon (RFB) along Benito Street to connect Alma Hofman Park and retail center to the north. Install advance yield markings and “yield to pedestrian” signage.
- Install sidewalk to connect 90 feet missing sidewalk gap along the west side of Poulsen Avenue, adjacent to Benito Street.
- Orchard Street/Fremont Avenue – Install curb extensions, pedestrian crossing signs and pedestrian refuge islands where the median stop signs and concrete pads are currently located.

The following planned improvements are documented in the San Bernardino Countywide Transportation Plan:

- RTP/FTIP ID 20150108: Bicycle and Pedestrian Accessibility improvements at Metrolink Stations (Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino) Phase I. (Baseline)
- RTP/FTIP ID 20150109: Pedestrian & Bicycle Access Improvements within 1/2 mile of Rapid Transit Stations (Terminus at Pomona Downtown Metrolink Station & Kaiser Medical Center Fontana, following Holt Ave/Blvd, Archibald Ave, Milliken Ave, Foothill Blvd, & Sierra Ave).

Existing and planned pedestrian facilities are presented in Figure 6.

- Montclair Transit Center
- Existing Pedestrian Facilities
 - Sidewalks
- Planned Pedestrian Facilities
 - Pedestrian Bridge
 - Sidewalk Improvements
 - Pedestrian Improvements
 - Pedestrian & Bicycle Access Improvements around BRT Stations
 - Pedestrian-Friendly Streets



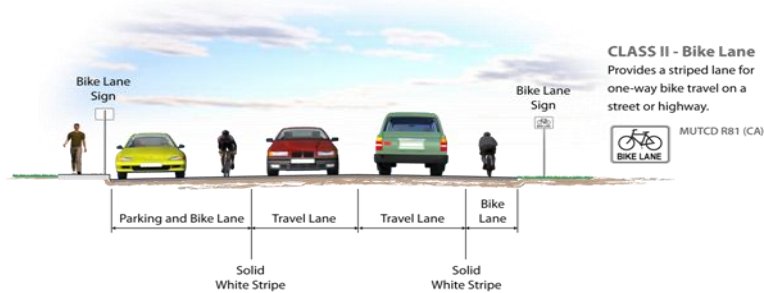
Existing Bicycle Facilities

Bikeway facilities are categorized into four classes. They are described as follows:

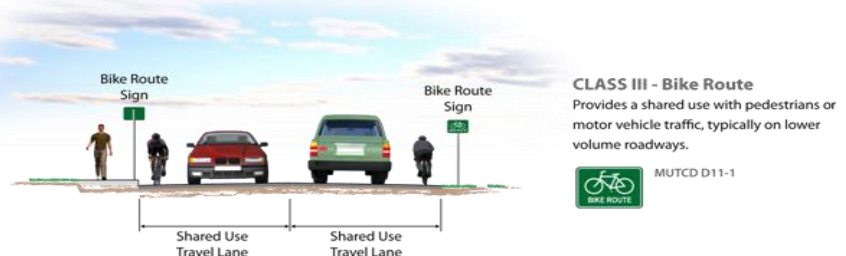
- **Class I: Bike or Multi-Use Paths** provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Generally, the recommended pavement width for a two-directional shared use path is ten (10) feet.



- **Class II: Bike Lanes** provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

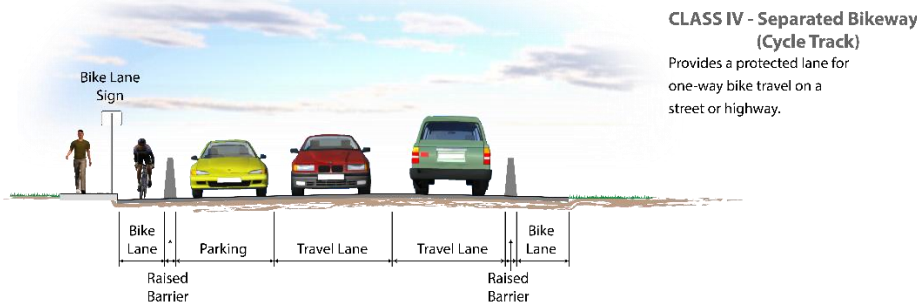


- **Class III: Bike Route or Signed Shared Roadways** provide for a right-of-way designated by signs or shared lane pavement markings, or “sharrows,” for shared use with pedestrians or motor vehicles



- **Class IV: Separated Bikeways or Cycle Tracks** provide a restricted right-of-way with physical separation and are designated for the use of bicycles with a raised barrier such

as curbs or bollards. Separated bikeways are generally five (5) feet wide with a three (3) foot minimum horizontal and vertical separation area. Adjacent vehicle parking is permitted, and vehicle/pedestrian cross-flow is restricted to selected locations (e.g., driveways) indicated by breaks in the barrier and buffer.



Currently, there are limited bike facilities in Montclair. Class II facilities are provided on Orchard Street from Benson Avenue to Mills Avenue, and on Mills Avenue from Moreno Street to Holt Boulevard. The Pacific Electric Trail provides a Class I facility on the northern boundary on the City and intersects Monte Vista Avenue. Connections to the trail are provided through sidewalk on both sides of Monte Vista Avenue. There is also access available through the Montclair Transit Center to the North of Richton Street. The City owns the portion of the trail that extends from the Los Angeles County Line to the City of Fontana boundary.

There are many opportunities to improve the quantity and quality of bicycle facilities and the connectivity to key destinations (employment centers, residential areas, transit and high use activity centers). An improvement in Montclair's bicycle network system could contribute to the overall bicycle mobility in the region.

Bicycle Collisions

Ten years of collision data within the City was collected from the Statewide Integrated Traffic Records System (SWITRS). Figure 7 presents all collisions which involved a cyclist within Montclair between 2007 and 2017, with fatalities marked in red.

Central Avenue, Monte Vista Avenue, Holt Boulevard and Mills Avenue experience a higher cyclist collision rate than surrounding streets. Cyclist fatalities have occurred at or within 100 feet of the following intersections:

- Kingsley Street and Helena Avenue

Planned Bike Facilities

As documented in the San Bernardino Non-Motorized Transportation Plan, Class II bike lanes will be introduced on the following roadways:

- Benson Avenue from Metrolink to Holt Boulevard
- Mission Boulevard from Silicon Avenue to Ada Avenue
- Phillips Boulevard from 0.13 miles west of Central Avenue to Central Avenue
- Richton Street from Monte Vista Avenue to Metrolink Station
- San Bernardino Street from Mills Avenue to Benson Avenue

The North Montclair Downtown Specific Plan proposes the introduction of bike facilities on the following roadways:

- Arrow highway (Class II)
- Fremont Avenue - Moreno Avenue to Arrow Highway (Class II)
- Fremont Avenue - North of Arrow Highway (Class III)

The SBCTA Points of Interest Pedestrian Plan proposes the following improvements:

- On Central Avenue – Install Class IV parking-protected bike lanes stripped with green paint, add conflict zone striping near intersections. Paint “T” perpendicular parking stall markings. Narrow all existing vehicle travel lanes to calm traffic.
- Central Avenue/Benito Street – Install curb extensions, sharrows, and bike route signage on Benito Street.

Existing and planned bike facilities are presented in Figure 8.

Please note that the City has recently released a Request for Proposals (RFP) to prepare an Active Transportation Plan. This plan will take a detailed look at pedestrian and bicycle facilities in the City.

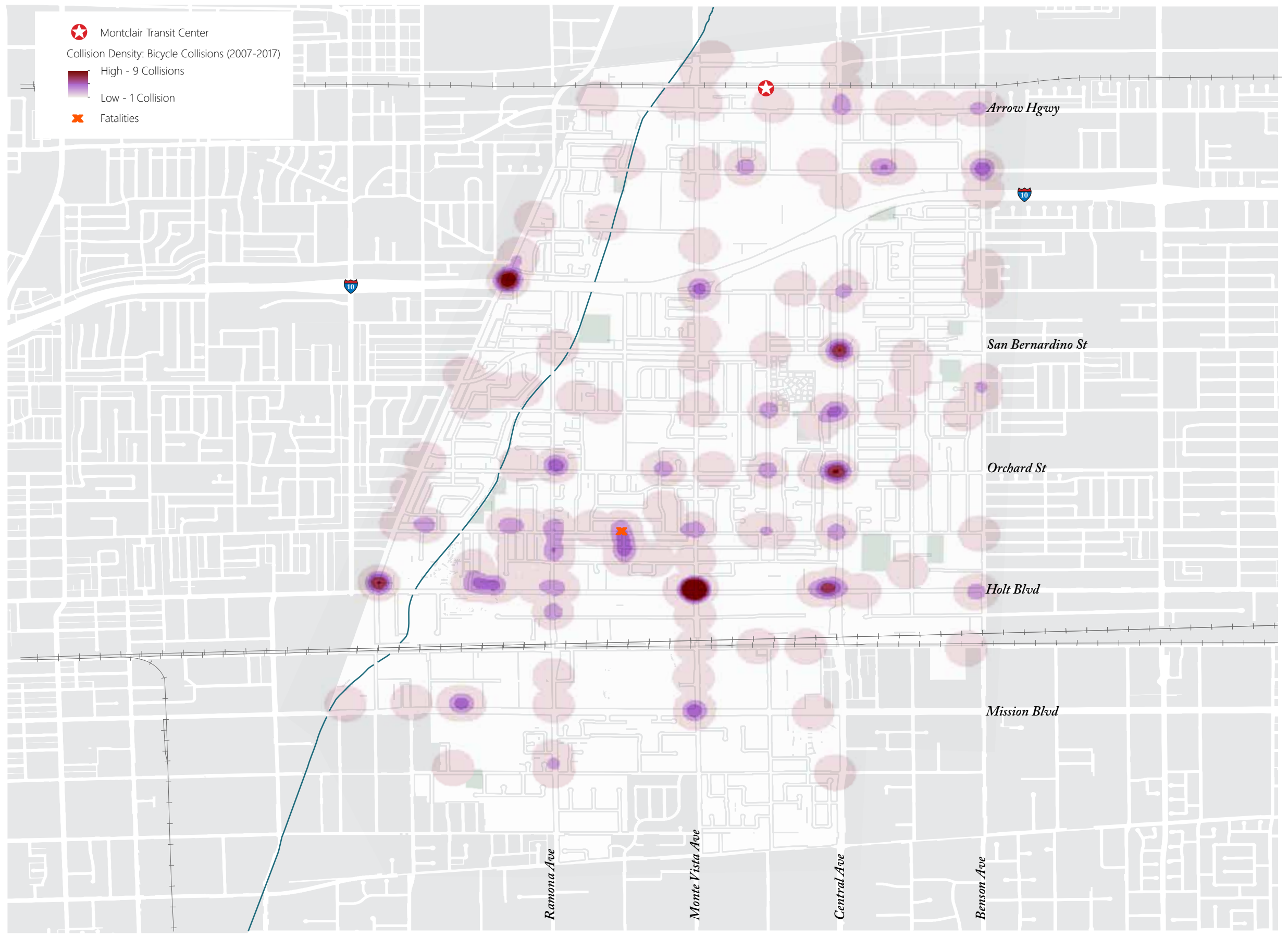
Montclair Transit Center

Collision Density: Bicycle Collisions (2007-2017)

High - 9 Collisions

Low - 1 Collision

Fatalities



Additional Considerations

The following items should be considered relative to the general plan update:

- **Autonomous Vehicles (AVs):** The general plan should recognize that AVs will be a viable travel option in the future, and it should recognize them from a policy perspective. The general plan should acknowledge the potential impacts of a shared AV fleet and provide policy language for curb management to accommodate them accordingly. A shared AV fleet will affect the demand for parking. As such, the general plan should recognize the parking requirements will need to be adjusted to account for reduced demand associated with a shared AV fleet.
- **Transportation Networking Companies (TNCs):** The City's general plan should guide the City through policy directives to embrace TNCs and provide infrastructure to support their increase in usage. Policies should also be identified in the General plan that would address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.
- **Complete Streets:** This will be evaluated and a strategy for implementation will be incorporated into the general plan, consistent with AB 1358: the California Complete Streets Act.
- **Other State Guidelines:** The general plan should ensure that the City is monitoring and implementing other state goals and requirements noted below:
 - AB 32 - requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020 — a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. The California Air Resources Board is required to update a Scoping Plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions every five years.
 - SB 375 - directs the California Air Resources Board to set regional targets for reducing GHG emissions. The law establishes a “bottom up” approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.
 - SB 743- requires that the Office of Planning of Research modify current CEQA guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. Measurements of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

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Existing Bike Facilities

- Class I
- Class II

Planned Bike Facilities

- Class II
- Class III
- Class IV

