

9



Community Mobility and Circulation



Community Mobility and Circulation

This element of the General Plan is focused on connecting neighborhoods and city destinations by expanding transportation choice in Fontana. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and “active transportation” (pedestrian and bicycle mobility) for Fontana. It is aligned with the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy concepts of Neighborhood Mobility Areas and Livable Corridors. These concepts are adapted for the Fontana General Plan Update as “Connected Neighborhoods”; “i3” areas in the central part of the city; and mixed-use development along the central segments of Sierra Avenue, Foothill Boulevard, and Valley Boulevard to form Fontana’s “Livable Corridors.”

Fontana’s connected neighborhoods will provide mobility areas with up to 1/2-mile walking radii and 3-mile biking radii for safe, comfortable, convenient pedestrian and bicycle travel for local trips within Fontana to schools, parks, civic sites, and shopping areas. This approach builds on the Safe Routes to Schools program in which Fontana is already participating and the Fontana Unified School District walking-distance criteria for transportation, which currently provide a 1/2-mile walking distance for kindergarten. More transportation choice for non-work trips can replace some auto trips, reducing growth in congestion and air pollution.

Livable Corridors are arterial corridors with compact, higher-density mixed-use development at commercial centers served by transit, and which are also pedestrian and bike-friendly while accommodating the reality of significant vehicle traffic. Higher-density housing along the Livable Corridors will provide new options for employees of the city's major employers—Kaiser Hospital, FUSD and city government.

A. Community Mobility and Circulation in the Fontana Forward Vision And Principles

VISION

We take advantage of more transportation choices: we can walk and bike to nearby parks, schools and stores, use transit and ride sharing, and drive longer distances as needed. Safe, convenient, and comfortable transportation choices connect us to community destinations and contribute to physical health, access to jobs and activities, and better air quality.

PRINCIPLES

Connect people and places. Provide safe and efficient transportation choices, including pedestrian, bicycle, and transit opportunities, along with well-maintained streets, to connect people to city destinations.

C. Findings and Challenges

FINDINGS

Overview

- An excellent transportation system provides an efficient and effective balance



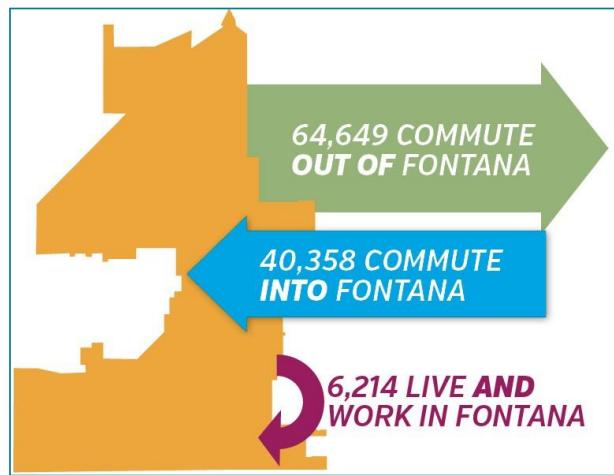
B. Goals and Policies

GOALS	POLICIES
<p>The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.</p>	<ul style="list-style-type: none"> Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways. Apply the six “E’s” of the Safe Routes to School program to transportation planning and implementation—Encouragement, Education, Engineering, Enforcement, Evaluation, and Equity. Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2016- 2040 Regional Transportation Plan and Sustainable Communities Strategy. Monitor the development of autonomous vehicle systems and potential benefits and impacts on Fontana.
<p>Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.</p>	<ul style="list-style-type: none"> Design roadway space for all users, including motor vehicles, buses, bicyclists, mobility devices (such as senior scooters), and pedestrians, as feasible and appropriate for the context. Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.
<p>Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.</p>	<ul style="list-style-type: none"> Maximize the accessibility, safety, convenience, and appeal of transit service and transit stops. Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.
<p>The neighborhood streets of Fontana maintain a residential character and support a range of transportation options.</p>	<ul style="list-style-type: none"> Balance neighborhood traffic circulation needs with the goal of creating walkable and bike-friendly neighborhoods. Develop and implement Best Practice Street Design standards for new residential street development projects.
<p>Fontana's commercial and mixed- use areas include a multi-functional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.</p>	<ul style="list-style-type: none"> Provide a transportation network that is compatible with the needs of commerce and those who live, work and shop in mixed-use areas. Encourage mixed use and commercial developments that support walking, bicycling, and public transit use while balancing the needs of motorized traffic to serve such developments.
<p>The city has attractive and convenient parking facilities, including electric charging stations, for both motorized and non- motorized vehicles that meet needs that fit the context.</p>	<ul style="list-style-type: none"> Provide sufficient motor vehicle and secure bicycle parking in commercial and employment centers to support vibrant economic activity. Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

GOALS	POLICIES
The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion, pollution and greenhouse gas emissions	<ul style="list-style-type: none"> • Lead and participate in initiatives to manage regional traffic. • Coordinate with regional agencies and Caltrans to participate in regional efforts to maintain transportation infrastructure in Fontana. • Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions. • Participate in the efforts by Caltrans to reduce congestion and improve traffic flow on area freeways.

between access and mobility. The overall goal of transportation is access: we travel to reach destinations and the opportunities that those destinations represent. Transportation is accomplished through mobility: our physical movement through space.

- The importance of integrating transportation decisions and investments with land use choices is always present. This means that transportation systems should serve land use choices—not the reverse. In making transportation decisions, it is important to weigh potential conflicts and trade-offs according to the specific community goals for a particular area.

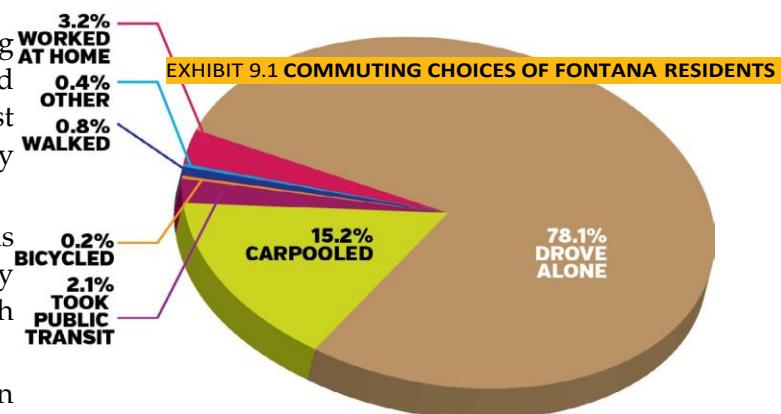


- Fontana is particularly dependent on its regional transportation systems, both because so many residents commute to jobs outside of the city and because a major economic sector, logistics, is by definition linked to freight traffic, both truck and rail.
- A recent study for the California Department of Transportation (Caltrans) showed that widening of roads often does not ease traffic congestion because of “induced demand”—more roads generate more traffic over both the short and the long term because the extra capacity attracts new trips.
- Innovations now in the early stages of development, such as self-driving vehicles (both passenger cars and trucks) designed to make traffic both more efficient and safer, may provide solutions to increasing traffic congestion in the future.
- The federally-mandated metropolitan planning organization (MPO) for Fontana is the Southern California Association of Governments (SCAG), which covers six counties, including San Bernardino County. SCAG also prepares the state-mandated Sustainable Communities Strategy (SCS) to integrate land use, housing, and transportation.
- Transportation guidelines in Senate Bill 375 and in Senate Bill 226 promote infill development, development of multimodal transportation networks, and diversification of land uses. Senate Bill 743, newly in effect in 2017, mandates

The use of vehicle miles traveled (VMT), rather than vehicle level of service (LOS) as the primary metric for evaluating transportation improvements.

Transportation in Fontana

- Fontana is a major transportation hub, with convenient access to Interstates 10 and 15 and SR-210, two east-west freight rail lines, and one commuter rail line.
- Within Fontana, I-10 carries 200,000 average daily trips (ADT) and SR-210 carries more than 100,000 ADT.
- Approximately 42% of Fontana's working population travels 25 miles or more to work, and 14% travels more than 50 miles to work. Most commuters drive to work alone to widely dispersed employment locations.
- Average daily VMT for motorists in Fontana is among the highest in San Bernardino County (115.3 miles per day, ranking Fontana fourth among 24 cities).
- The San Bernardino County Transportation Authority (SBCTA) is planning express lanes on I-10 between Los Angeles County and Redlands and on I-15 between Riverside County and the Victor Valley.
- Sierra Avenue is the most heavily traveled street in Fontana. Immediately north of I-10, it carries an average of 51,500 ADT, rapidly declining to 30,000 ADT through downtown.
- The City maintains 497 miles of streets and has a computerized pavement-management system to set priorities for maintenance and improvements.
- Fontana is served by Omnitrans, with 10 bus routes, and the Victor Valley Transit Authority, which provides commuter bus service to Barstow and Victorville, and Ventura counties from downtown, with weekend service and 38 weekday trains serving an average of 372 riders per weekday, as of late 2015.
- Fontana's bicyclenetworkexpandedinrecentyears,especiallywiththe Pacific Electric Trail linking to other Inland Empire communities.
- Fontana completed its Active Transportation Plan for Safe Routes to Schools projects to improve pedestrian access to schools for school children.
- Fontana is designing the north extension of the San Sevaine Trail that will connect Heritage Village with Etiwanda High school, providing a non-motorized route to school for students.
- Fontana is very car-dependent, even for short trips within the city.



Source: U.S Census, ACS estimates (2009-2013)



Passengers board a midday Metrolink train at Fontana Station.

- Health data for Fontana indicate that both adults and youth have lower rates of physical activity compared with county and state averages.

D. Hierarchy of Streets in Fontana

A roadway functional classification or Hierarchy of Streets (See Exhibit 9.2 Hierarchy of Streets) has

been established for the City of Fontana. When planning for new development, redevelopment and City initiated Capital improvements Projects, roadway design must consider space for all users. Historically streets in Fontana, like most cities, were designed according to capacity and Level of Service for automobiles with little consideration for the complete streets principles. Moving forward Fontana will use a Multimodal Level of Service as a measurement in the rating of the performance of streets. Balancing transit, bicycle, and pedestrians with level of service. Street Hierarchy will dictate the number or travel lanes while improvements for bicycle, pedestrian and public transit connectivity. Where in the past land use would dictate transportation systems, now moving Fontana Forward, transportation systems will serve land use choices.

Additional right-of-way dedication beyond the approved typical travel lane requirements may be required in order to accommodate turn lanes, center medians, intersection improvements and complete street improvements. The roadway hierarchy of streets are briefly described in the following paragraphs.

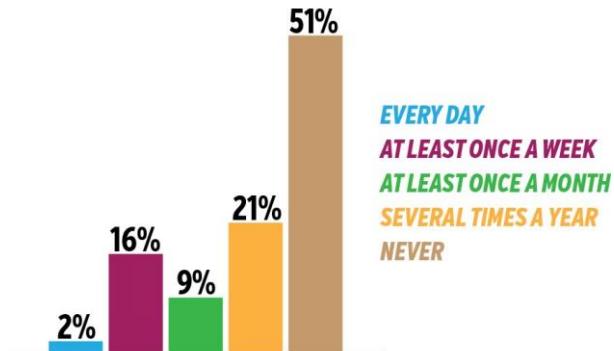
Major Highways:

Major highways will have up to 6 lanes in most situations. Where Major Highways cross Freeways it may be necessary to increase capacity to 8 lanes. These streets typically have raised medians or two-way left turn lanes. These facilities can carry high volumes of traffic. The majority of the Major Highway network in the City has already been improved. Sidewalks and bike lanes should be added whenever possible and bus bays should be installed as turnouts. New development should incorporate Complete Street components as outline in the Active Transportation.

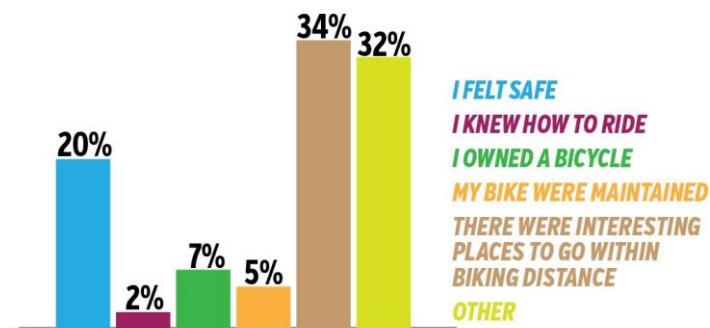
Primary and Secondary Highways:

These roadways will have up to 4 travel lanes. Primary Highways typically connect Major Highways and often have raised medians or two way left turn lanes. Secondary Highways also have up to 4 lanes of travel and are typically used to carry traffic along the perimeters of large developments. Because traffic volumes are not as high as compared to Major Highways, these wide roads are ideal for Complete Street concepts.

"I ride a bicycle..."



"I would ride a bicycle more often if..."



In an average week, how many nonwork car trips in Fontana do you estimate your household makes?

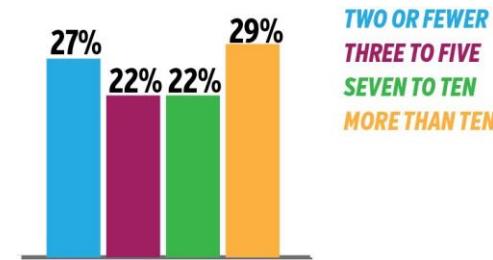


EXHIBIT 9.2 HIERARCHY OF STREETS IN FONTANA

Hierarchy of Streets Legend

- Corridor Streets
- Major Highway up to 6 Lanes and up to 132' Cross Sections
- Primary Highway up to 4 Lanes and up to 104' Cross Sections
- Collector Street up to 2 Lanes and up to 80' Cross Sections
- City of Fontana
- Sphere of Influence
- ROUNDBOUTS
- Existing Grade Separation
- Proposed Grade Separation
- Future Interchange
- Traffic Impact Analysis is required for these areas to determine street alignment and street classification. If area is within a Specific plan, refer to that plan for circulation.

Note: The alignment of all future streets may be adjusted as necessary in order to accommodate development, vehicular volumes, transit, and pedestrian and bicycle users. Please refer to the Community Mobility and Circulation Element of the General Plan and the City's adopted Active Transportation Plan for street design.

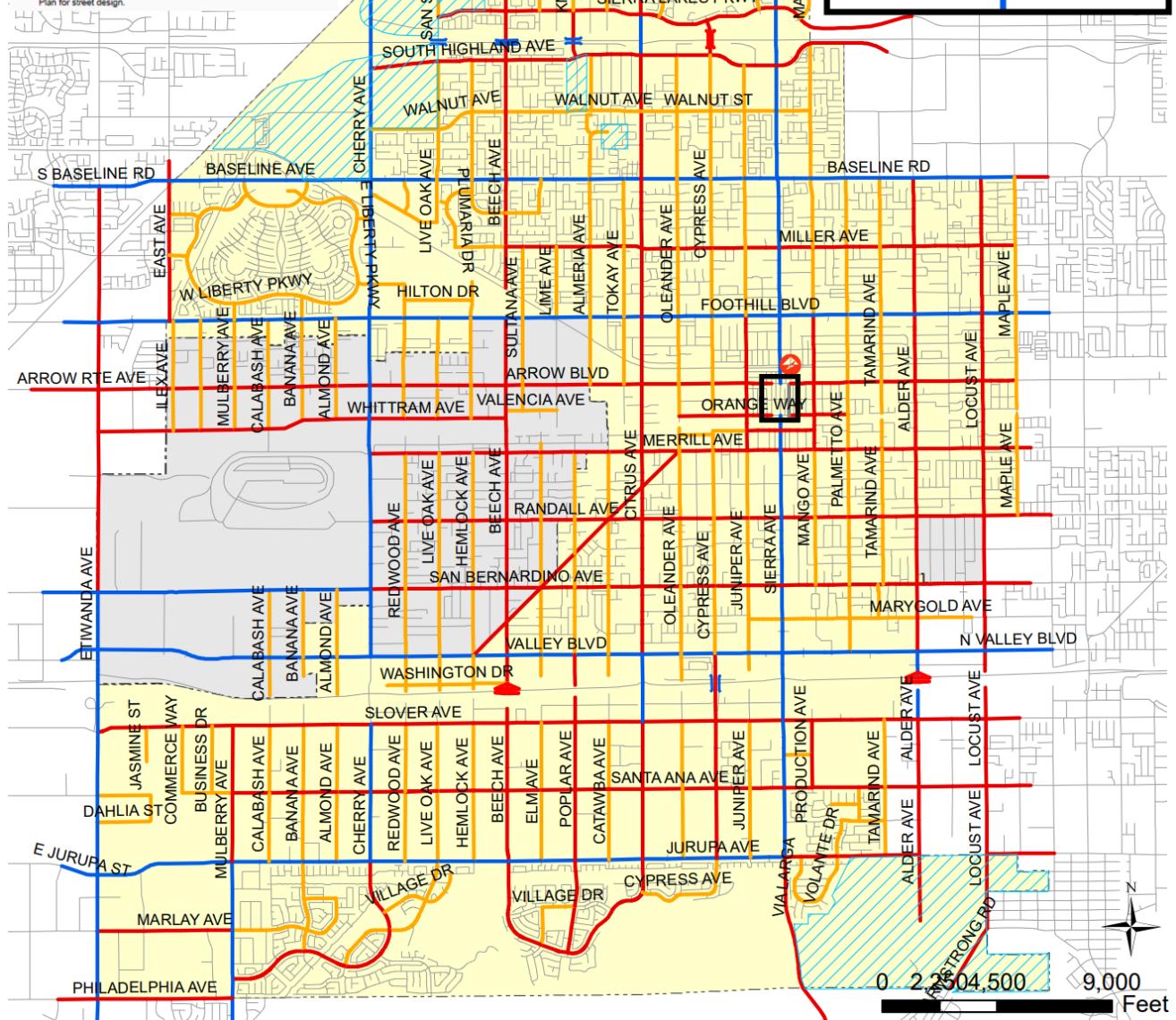


EXHIBIT 9.3 MOBILITY

Legend

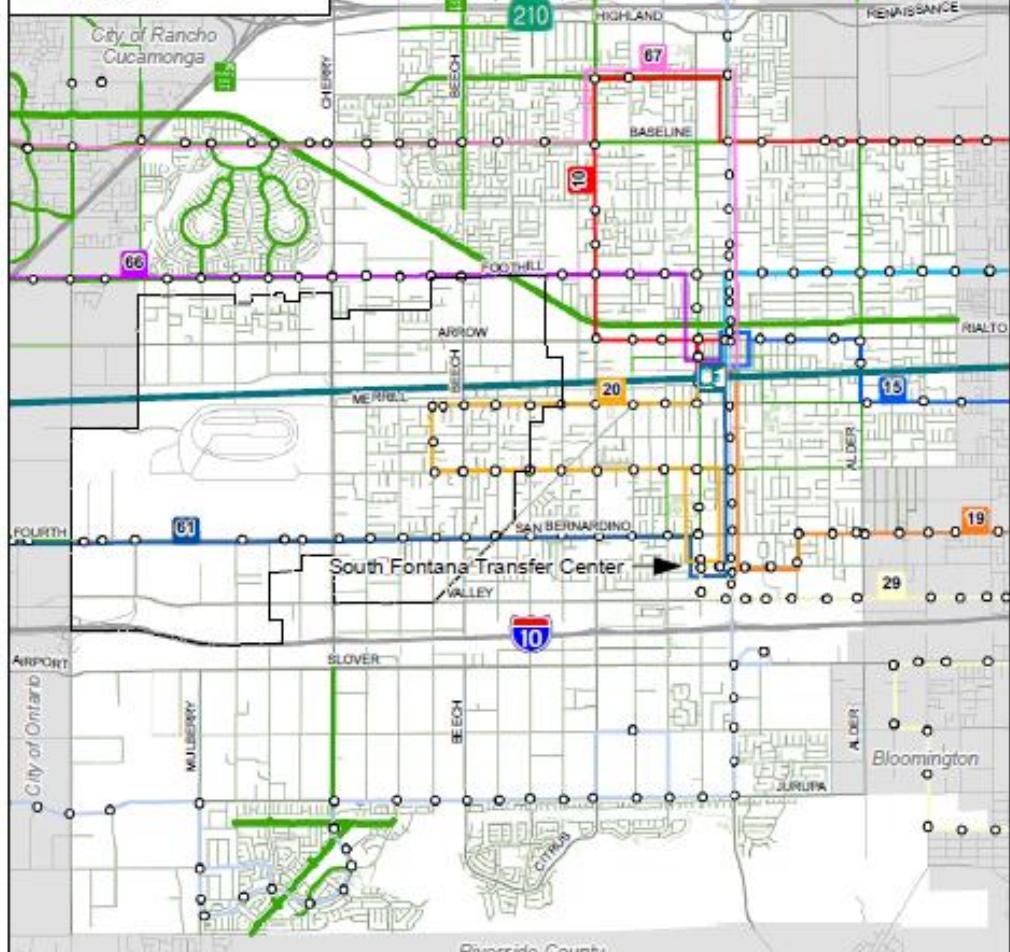
- Fontana Metrolink Station
- Metrolink Passenger Rail
- Park and Ride Lots
- Omnitrans Routes (Various)
 - Omnitrans Bus Stops

Bike Network

- Existing Class I
- Existing Class II
- Existing Class III

Sidewalks

- Sidewalks



Mobility

October, 2015

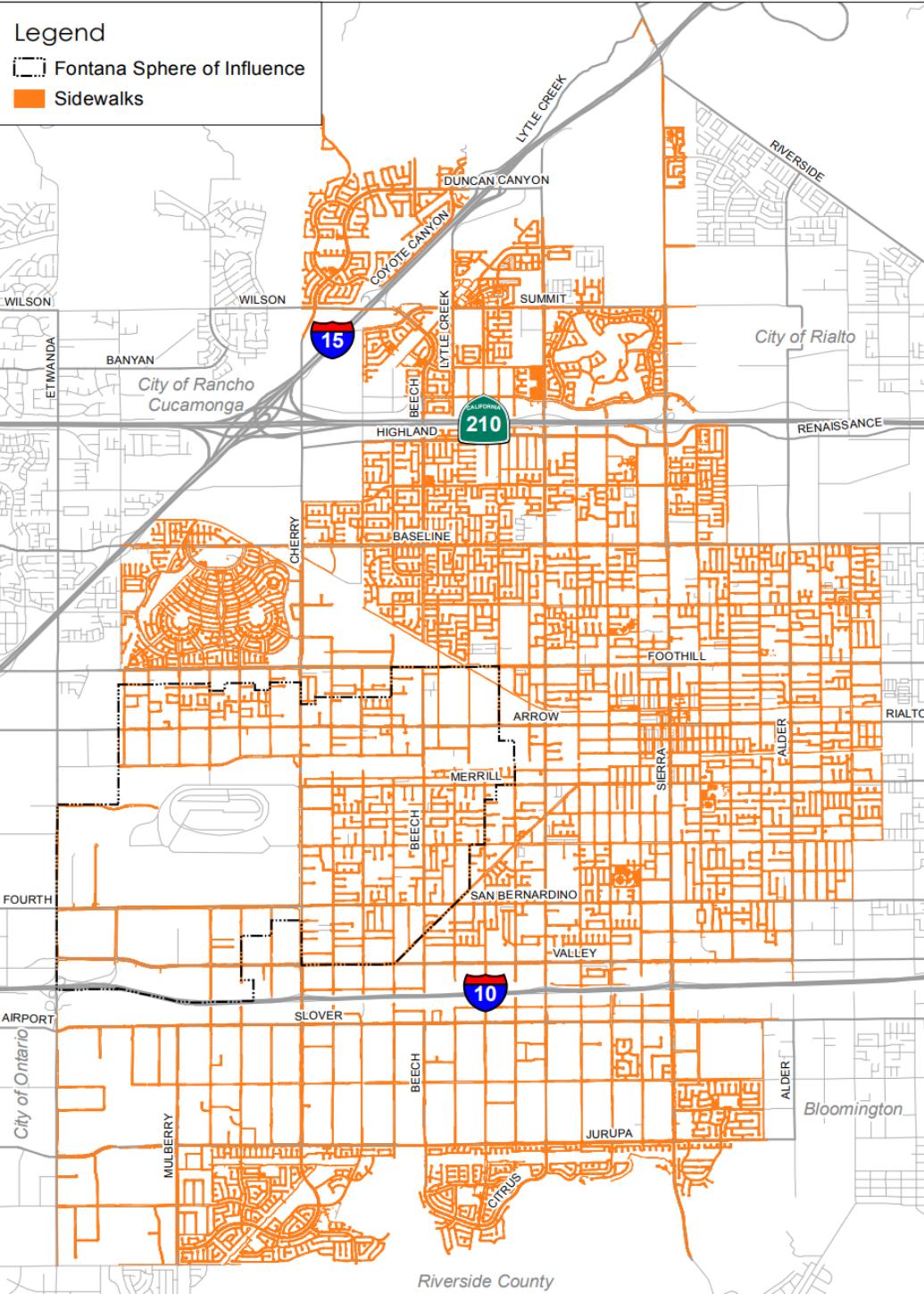
Data source: City of Fontana, Metrolink, Omnitrans, SANBAG

Fontana Forward
Fontana Energy and Mobility Division

0 2,500 5,000 10,000
Scale 1:75,000 Feet



EXHIBIT 9.4 SIDEWALK CONNECTIVITY IN FONTANA



Sidewalk Connectivity
 March, 2017
 Data source: City of Fontana, 2015

Fontana Forward
Fontana General Plan Update 2010-2030

0 2,500 5,000 10,000
 Scale 1:75,000 Feet

EXHIBIT 9.5 AVERAGE DAILY TRIPS

Legend
2016 ADT
 100 - 5,000
 5,001 - 10,000
 10,001 - 20,000
 20,001 - 30,000
 30,001 - 45,000
 45,001 - 75,000
 More than 75,000
 Fontana Sphere of Influence

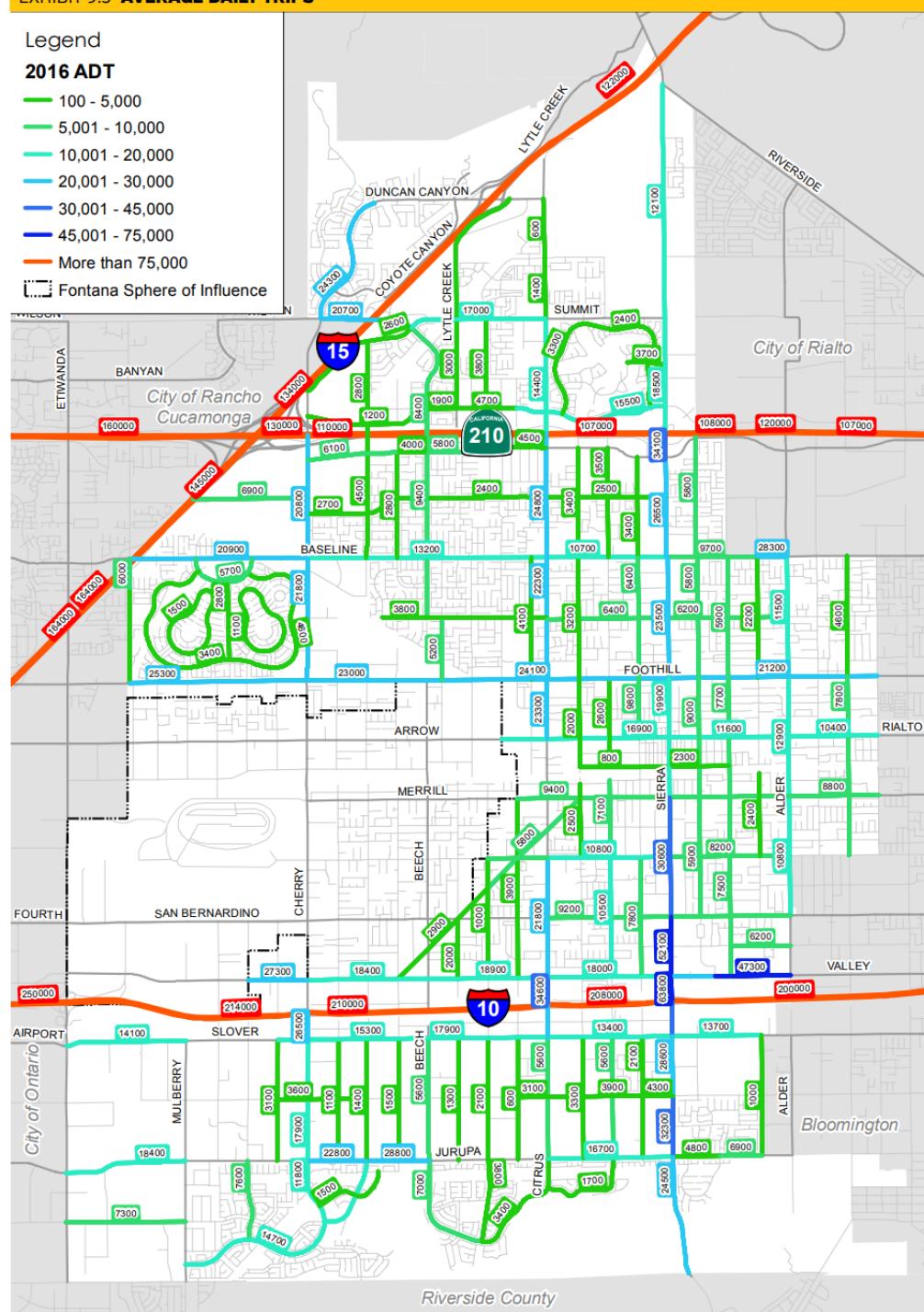
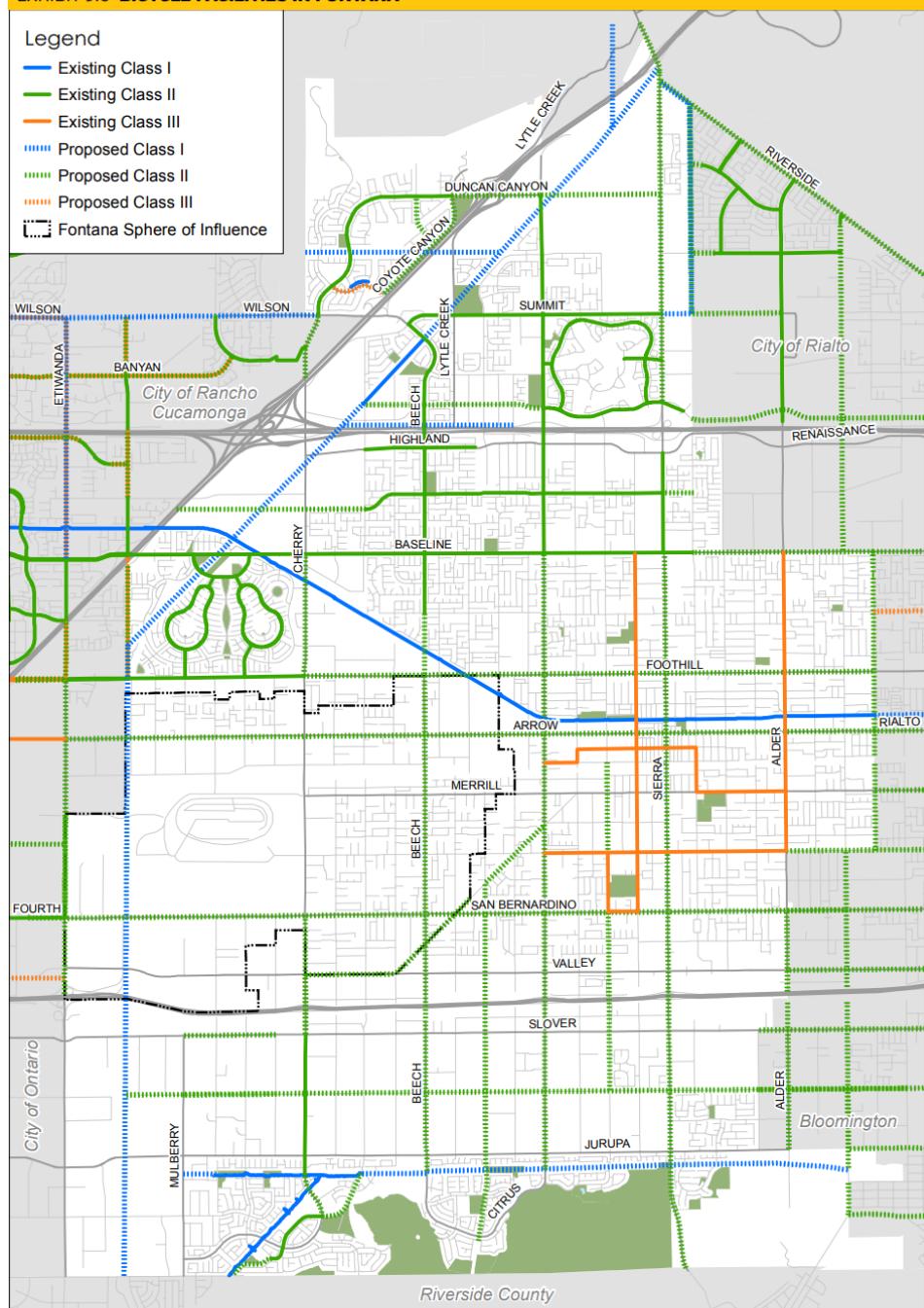


EXHIBIT 9.6 BICYCLE FACILITIES IN FONTANA



Bicycle Facilities

March, 2017

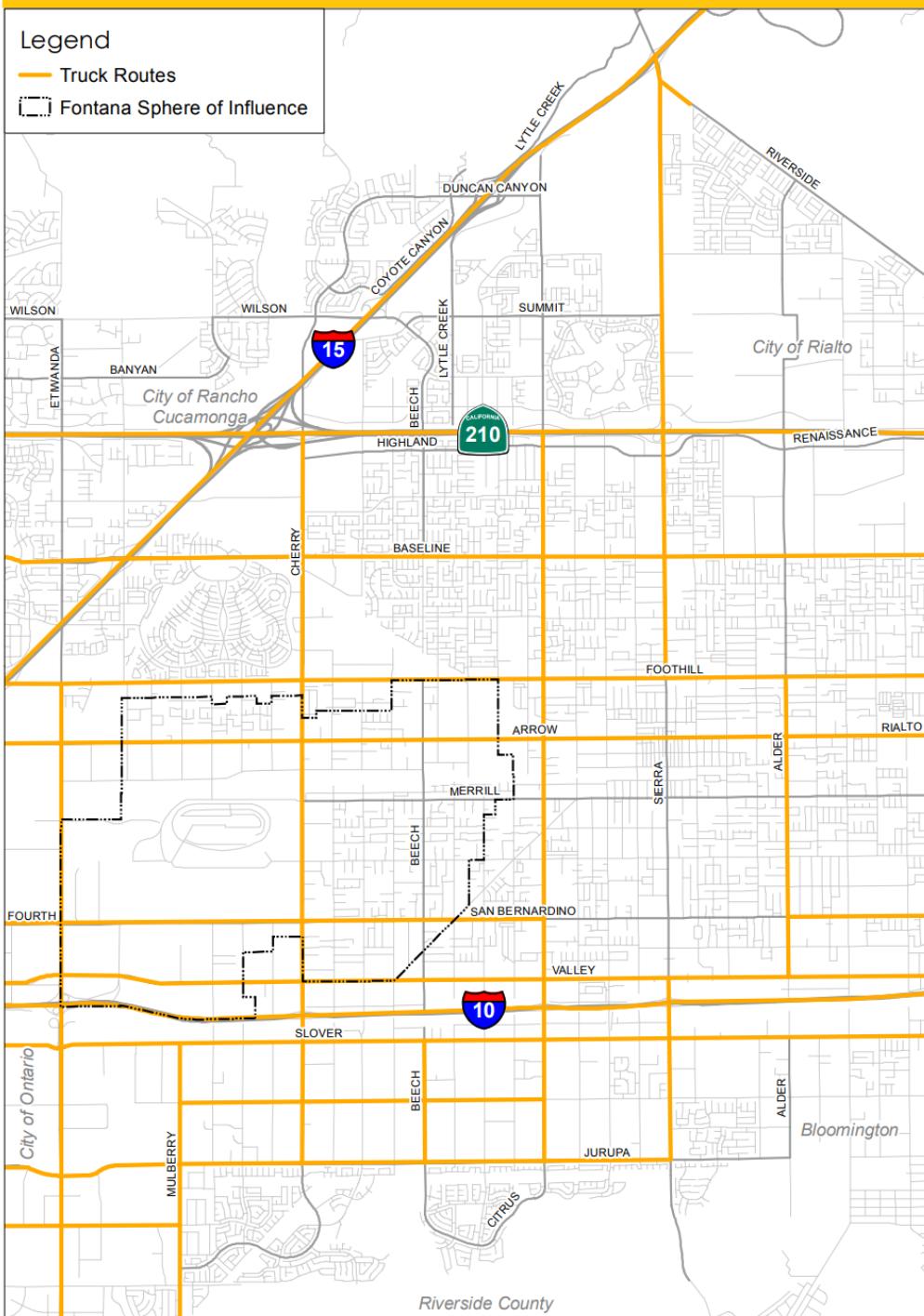
Data sources: City of Fontana, 2015;
SANBAG NMTP, 2014

Fontana Forward
FORTANA GENERAL PLAN UPDATE 2010-2035

0 2,500 5,000 10,000
Scale 1:75,000 Feet



EXHIBIT 9.7 TRUCK ROUTES



Truck Network

March, 2017

Data source: City of Fontana, 2014

Fontana Forward
FONATANA FORWARD PLAN EDITION 2010-2025

0 2,500 5,000 10,000
Scale 1:75,000
Feet

Collector Streets:

These roadways can accommodate 2 or 4 lanes of traffic. They are typically used to take traffic from neighborhoods to Primary and Secondary Roads. Collector Roads are also used in industrial areas to funnel trucks from their point of services to the Truck Route Network. Whether connecting residents to Primary Roads or trucks to Truck Routes, collector streets are ideal candidates for Complete Street concepts. Where possible, physical buffers such as landscaped parkways or solid dividers should be used to separate vehicular traffic from bicycles and pedestrians.

Local Streets:

These are 2 lane roads in large part serving residential neighborhoods. In addition to Complete Street concepts, traffic calming measures should be incorporated whenever possible. Local streets should consider automobile parking curb adjacent with bike lanes striped along the roadside of the parking area.

Downtown Corridor

Sierra Avenue (South of Arrow Blvd and North of Orange Ave):

For the first phase, which is expected to be implemented within three to five years, Sierra Avenue consists of a two-lane street with one lane going north and the other going south. A raised medium is required between both lanes with landscaping, bike lanes with buffer and sidewalk. Parallel parking is provided along both lanes with a bike lane and sidewalk.

The second phase will transition the corridor to exclusively pedestrian access, focusing on community connectivity. This new pedestrian plaza, which will feature bike lanes, seating areas, walkways and landscaping, will be the central community gathering place in the redeveloped Downtown. The implementation of the second phase will be driven by market factors including redevelopment and community demand.

Arrow Boulevard (East of Nuevo Ave and West of Wheeler Ave):

This section of Arrow Boulevard will allow up to six lanes for drive aisles and turning lanes. A raised medium and parallel parking are required.

Orange Avenue (East of Nuevo Ave and West of Wheeler Ave):

This section of Orange Avenue will allow up to five lanes for drive aisles and turning lanes. Parallel parking and bike lanes are included.

Nuevo Avenue (South of Arrow Blvd and North of Orange Ave):

This section of Nuevo Avenue will allow two lanes for automobile traffic traveling south. Parking and bike lanes are included.

Wheeler Avenue (South of Arrow Blvd and North of Orange Ave):

This section of Wheeler Avenue will allow two lanes for automobile traffic traveling south. Parking and bike lanes are included.

Valencia Avenue (East of Nuevo Ave and West of Wheeler Ave):

This section of Valencia Avenue will allow two driving lanes. Parallel parking and bike lanes are included.

CHALLENGES

- Reducing traffic congestion.
- Providing more transportation choice for trips within Fontana.
- Creating safe, comfortable and convenient alternatives to driving.
- Reducing the commuting burden for Fontana residents.
- Improving transit service, coverage, reliability, convenience, and comfort.
- Reducing traffic congestion.

D. What the Community Said

Public opinion survey

Respondents who expressed that they were very satisfied or somewhat satisfied with the following public services:

- Maintain local streets and roads—77.7%
- Manage traffic flow in the city—74.3%

Respondents ranked the following potential future priorities as high or medium priorities:

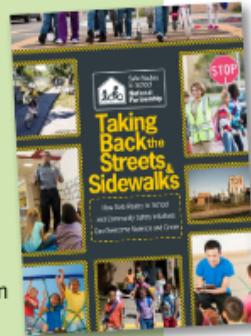
- Improve the maintenance of city streets and infrastructure—90.8%
- Make it easier and safer to walk to local destinations—86.7%
- Improve traffic conditions in the city—83.6%
- Improve local public transit services—79.6%
- Create a network of safe bike routes connecting all parts of the city—74.2%

(Text continues on page 9.18)

The Six E's of Safe Routes to School*

Research shows that comprehensive Safe Routes to School programs are effective at increasing physical activity and reducing injuries. A comprehensive approach requires embedding Safe Routes to School within all aspects of a community. The Six E's of Safe Routes to School describe the key components of a comprehensive, integrated approach:

- Education – Teaching students and community members about the broad range of transportation choices and educating them about how to be safe from traffic and crime while using different methods of transportation.
- Encouragement – Using events and activities to promote walking, bicycling, public transportation, and being physically active. Many Safe Routes to School activities, such as walking school buses, are designed to reduce the danger of harm from traffic or violence.
- Engineering – Making physical improvements to the streetscape and built environment that discourage the risk of injury from motor vehicles or people, increasing street safety.
- Enforcement – Partnering with local law enforcement to address traffic and crime concerns in the neighborhood around the school and along school routes.
- Evaluation – Assessing which approaches are more or less successful; ensuring that a program or initiative is decreasing health disparities and increasing equity; identifying unintended consequences or opportunities to improve the effectiveness of an approach for a given community.
- Equity – Creating access and ensuring safe and equitable outcomes for low-income communities, communities of color, and everyone else.



*From "Taking Back the Streets & Sidewalks: How Safe Routes to School and Community Safety Initiatives Can Overcome Violence and Crime", a guide published by the Safe Routes to School National Partnership. The full guide is available at http://saferoutespartnership.org/sites/default/files/resource_files/taking-back-the-streets-and-sidewalks.pdf

Community Workshop and meeting input

- Fill in gaps in sidewalk network
- Improve walking and biking safety
- Expand transit options
- Offer public transit for seniors lacking cars
- Address traffic speeds with traffic calming
- Address freeway interchange capacity
- Address overpasses and underpasses at railroad tracks for emergency vehicles
- Sierra Avenue between Foothill Boulevard and Valley Boulevard is too congested
- Improvements for traffic flow and speed needed on Valley Boulevard cross streets
- Roads to be safer with use of street lights and trees
- Electric stations for cars and bikes
- Don't reduce narrow streets for bike lanes

What are 'Complete Streets'?

A Complete Street provides safe and accessible travel options for all modes—walking, biking, transit, and vehicles—for people of all ages and abilities.

E. Policies and Actions to Achieve the Goals

Goal 1: The City of Fontana has a comprehensive and balanced transportation system with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.

POLICIES

- Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.
- Make safety and multimodal accessibility the top priority of citywide transportation planning.
- Apply the six "E's" of the Safe Routes to School program to transportation planning and implementation—Encouragement, Education, Engineering, Enforcement, Evaluation, and Equity.
- Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy.

ACTIONS

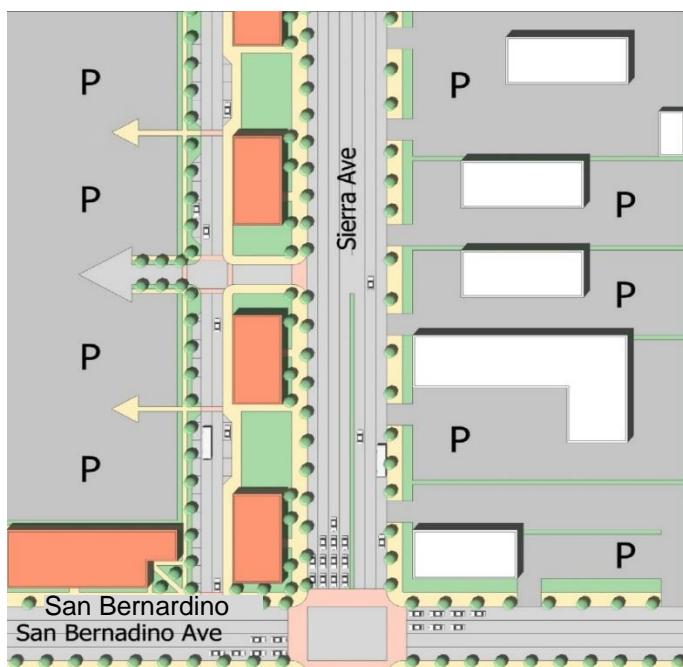
A. Establish and implement an integrated program of transportation management and intelligent transportation systems to maximize the efficiency of the existing street system and provide travel options to single-occupancy vehicles.

B. Make multimodal transportation a high priority by promoting pedestrian access, bicycle use, and transit options within Fontana and to the surrounding communities.

C. Integrate Complete Streets principles into street design guidelines, standards, and other construction guides to create a safe, comfortable, and efficient transportation system that is sensitive to the context of the area it serves.

► Encourage pedestrian-friendly design features such as sidewalks, bulb-outs, bollards, street trees, on- street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details.

EXHIBIT 9.8 MULTI-WAY SEGMENTS FOR THE LIVABLE CORRIDORS



- D. Use Multimodal Level of Service as a measurement in the rating of the performance of streets. Balance provisions for transit, bicycle, and pedestrians with vehicle level of service.
- E. Maximize available roadway capacity through technologies such as connected vehicle communication systems that link vehicles, the infrastructure, and personal communication devices.
- F. Support continued development and improvement of the Fontana Metrolink Station as an important transportation node for the city and access to regional destinations and employment centers.
- G. Support car sharing services and the use of ride-hailing apps to reduce the need for households to own multiple vehicles.
- H. Encourage the provision of amenities such as seating, lighting, and signage (including real-time arrival information) at bus stops, shuttle stops and the Metrolink station to increase rider comfort, safety, and convenience.
- I. Collaborate with employers, the school districts, Omnitrans and other agencies to develop and expand programs to reduce dependence on single-passenger auto use and develop shared shuttle services, or provide transit passes, or partner with Omnitrans to provide service to employment areas with multimodal transit stations.
- J. Continue to designate and enforce truck routes to provide freight access while mitigating air pollution impacts on neighborhoods.
- K. Continue to support freight railroad access to serve Fontana industry.
- L. Make land use decisions that support walking, bicycling, and public transit use.
- M. Encourage and require, where feasible, new private developments to dedicate easements and provide improvements for bicycle and pedestrian paths.
 - ▶ Create connecting paths for pedestrians and bicycles not identified within but supportive of Fontana's Active Transportation Plan when opportunities arise in new developments.
- N. Encourage walkable, compact, higher-density, mixed-use development in downtown and on Livable Corridor areas through land use and zoning adjacent to and within walking distance of the Metrolink Station.
- O. Explore the potential for multi-way boulevard segments along Livable Corridors (see Exhibit 9.8).
 - ▶ As revitalization and redevelopment occur along Sierra Avenue and Foothill



Complete Streets practices assure that streets serve all users equally—including people who walk, bike, and take transit.

Boulevard, explore opportunities to provide bus pull-outs or side access lanes in private property, keeping middle lanes for through traffic.

- P. Encourage retrofits of connections internally and externally in established, master-planned neighborhoods to encourage safe walking, biking, and connections to neighborhood and city destinations.
- Q. Ensure that new development proposals include pedestrian and bicyclist connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, bicycle parking and convenience.
- R. Rely on the recently adopted Active Transportation Plan to guide the implementation of Complete Streets practices that improve transportation options for everyone—especially those who walk, bike and take transit.
- S. Include options for non-work trips that connect neighborhoods to schools, parks, civic destinations, shopping, and entertainment.
 - ▶ Safe and convenient pedestrian and bicycle routes encourage people to engage in healthy exercise rather than drive to access nearby city destinations. Identify pedestrian- and bike-shed areas (typically 1/2-mile radius and 3-mile radius) in neighborhoods to connect to destinations. This is the Neighborhood Mobility Area approach included in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.
- T. Maintain and enhance the existing trails such as Pacific Electric Trail (PET) and develop new trails.
 - ▶ During the General Plan Update process, participants expressed concern about security in some parts of the PET and requested additional lighting and amenities. The trail needs public education and signage about the security features that already exist: each of the lights on the PET is numbered and functions as an address for the 911 emergency service (create a "know your number" campaign).
- U. Implement the San Sevaine Trail Master Plan through design and construction.
- V. Create an "Eastside Trail" Master Plan as north-south designated pedestrian and bicycle route in the eastern part of the city that connects with the Pacific Electric Trail.
 - ▶ Unlike the San Sevaine Trail, a separated route on the east side of the city is not feasible. However, design of a bicycle boulevard route on streets parallel to Sierra Avenue and enhanced pedestrian conditions with signage as the "Eastside Trail," could provide a comfortable, convenient, and safe citywide link.
- W. For existing walled subdivisions, support community efforts to enhance pedestrian and bicycle access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements.
- X. Add attractive, secure bicycle parking at both public and private facilities.
- Y. Maintain bicycle and pedestrian infrastructure at high levels to encourage use.
- Z. Improve amenities such as seating, lighting, secure bicycle parking, street trees, and interpretive stations along public bicycle and pedestrian paths and in City parks to encourage walking and cycling and enhance the perception of safety.
- AA. Cooperate with surrounding communities and other agencies to establish and maintain interjurisdictional bicycle facilities, pedestrian paths and multi-use trails using creek, utility, railroad rights-of-way and green spaces.

BB. Monitor the development of autonomous vehicles (cars, trucks, and shared vehicles) and its potential impacts on Fontana.

- As a city of commuters, Fontana may eventually be transformed by the rise of the driverless vehicle. The future impact of autonomous vehicles (AVs), particularly in

communities like Fontana, remains a matter for debate in 2017, when this document is being written. Shared autonomous shuttles in campus-style or higher-density environments are expected to be operating by 2020. The use of AVs in freight transportation may affect Fontana before driverless cars become common for the average user.



Goal 2: Fontana's street network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.

The design of streets, intersections and parking should give priority to safety for all users.

POLICIES

- When constructing or modifying roadways, design the roadway space for use by all users when feasible, including motor vehicles, buses, bicyclists, mobility devices, and pedestrians, as appropriate for the context of the area.
- Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks on designated truck routes and arterial streets.

ACTIONS

- A. Avoid major increases in street capacity beyond existing programmed projects unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems.
 - Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.
- B. Design streets, intersections, and parking areas with safety and all users in mind.
- C. Maintain acceptable levels of service for transit vehicles, bicyclists, and pedestrians on roads in Fontana.

- D. Prioritize pedestrian, bicycle, automobile safety and transit accessibility over vehicle level of service at intersections.
- E. Continue to work with Metrolink to increase safety at train crossings, including improving gate technology, grade separation, and signal coordination.
- F. Work with Metrolink and local bus service providers to identify opportunities to enhance bicycle and pedestrian accessibility to stations.
- G. Vigorously and consistently enforce speed limits and other traffic laws.
- H. Continue to give high priority to safe school travel routes and the safety and comfort of school children through Safe Routes to Schools projects and in-street modification projects that affect school travel routes.
- I. Identify and address the needs of people with disabilities and meet or exceed the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvement projects.
- J. Provide bicycle facilities and sidewalks on new streets when feasible and in a manner consistent with the context and needs of the area.
- K. Ensure that additional through lanes are not installed at the expense of bicycle lanes, sidewalks, or landscaping.
- L. Design intersections to minimize conflicts between motorized vehicles and the more vulnerable roadway users, such as pedestrians and bicyclists.
- M. Consider pedestrians and bicyclists when designing road surfaces, curbs, crossings, signage, landscaping, signals, and sight lines.
- N. In new commercial development, provide for direct, clearly delineated, and landscaped pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.

Goal 3: Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the city.

POLICIES

- Maximize the accessibility, safety, convenience, and appeal of transit service and transit stops.
- Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

ACTIONS

- A. Work with Omnitrans to improve service and expand service to underserved parts of Fontana.
- B. Use emerging technologies to expand and enhance traditional fixed-route/

fixed-schedule transit service to include on-demand transit ride-sharing services and similar improvements.

- C. Support efforts to decrease wait times for local buses to a maximum of 15 minutes on heavily traveled corridors.
- D. Provide easy transit access to grocery stores, schools, health facilities, and other necessary destinations and services by public transportation.
- E. Promote extending transit service to major commercial areas and major parks



and community centers north of SR-210 in order to serve groups who may not have access to a car such as retail workers, senior citizens, and youth.

F. Work with Metrolink and Omnitrans to enhance pedestrian and bicycle accessibility to stations and safety, comfort and convenience at transit stations and stops, as well as train crossings.

G. Continue to work with Metrolink to increase safety at train crossings, including improving gate technology, grade separation, and signal coordination

- H. Ensure that public transportation facilities are fully accessible to people with disabilities.
- I. Implement consistent design standards for transit shelters, benches, lighting, bicycle parking and other improvements for transit stops that are aesthetically pleasing and consistent with community character.
- J. Enhance way-finding signage along walkways to direct pedestrians to transit stops.
- K. Encourage the provision of amenities such as seating, lighting, and signage (including real-time arrival information) and bicycle parking areas at bus stops, shuttle stops and the Metrolink station to increase rider comfort, safety, and convenience.
- L. Support continued development and improvement of the Fontana Metrolink Station as an important transportation node for the city and access to regional destinations, and employment centers.
- M. Create a Bus Stop Master Plan to include bus shelters and other amenities and improvements for accessing and using bus stops.
- N. Explore the establishment of Quiet Zones to reduce train-horn noise at railroad crossings.

Well designed furnishings for transit stops—

including benches, lighting, and bike parking—will improve users' comfort and safety.

Goal 4: Fontana's neighborhood streets maintain a residential character and support a range of transportation options.

POLICIES

- Balance neighborhood traffic circulation needs with the goal of creating walkable and bike friendly neighborhoods.
- Develop and implement Best Practice Street Design standards for new residential street development projects.

ACTIONS

- A. Minimize noticeable increases in traffic from new development within existing residential neighborhoods through traffic-mitigation measures.
- B. Implement traffic-calming measures to slow traffic on local and collector streets in residential neighborhoods when supported by affected residents.
- C. Where sidewalks are directly adjacent to curbs and no planting strip exists, explore ways to add planting pockets with street trees to increase shade and reduce the apparent width of wide streets.
- D. To preserve connectivity, keep neighborhood streets open to all traffic movements unless there is a demonstrated safety or overwhelming cut-through traffic problem and there are no acceptable alternatives; or the street is a part of a designated bicycle boulevard.

Goal 5: Fontana's commercial and mixed-use areas include a multifunctional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.

POLICIES

- Provide a transportation network that is compatible with the needs of commerce and those who live, work and shop in mixed-use areas.
- Encourage mixed use and commercial developments that support walking, bicycling, and public transit use while balancing the needs of motorized traffic to serve such developments.

ACTIONS

- A. Maintain levels of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area.
- B. Maximize available roadway capacity through technologies such as connected vehicle communication systems that link vehicles, the infrastructure, and personal communication devices.

- C. Implement access-management techniques in commercial and mixed-use areas that allow for smooth traffic flow while creating a safe environment for non-motorized users.
- D. Optimize traffic flow through the use of coordinated and synchronized traffic signals.
- E. Integrate Complete Streets principles into street design guidelines for mixed-use and commercial areas.
- F. Encourage existing development and require new mixed-use and commercial development to create pedestrian and bicyclist connections within and between developments as an integral component of the site design.
- G. Widen sidewalks where intensive commercial, recreational, or institutional activity is present; where sidewalks are congested; where sidewalks are not wide enough to provide appropriate pedestrian amenities; or where residential densities are high.
- H. Require safe and convenient off-street bicycle parking as part of the approval process for new mixed-use development

Goal 6: The city has attractive and convenient parking facilities for both motorized and non-motorized vehicles that fit the context.

POLICIES

- Provide the right amount of motor vehicle and bicycle parking in commercial and employment centers to support vibrant economic activity.
- Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

ACTIONS

- A. Design vehicle parking to have multiple benefits.
- B. Design vehicle parking areas to reduce stormwater runoff, increase



Lancaster Boulevard in Lancaster supports a variety of travel methods. Its design allows easy conversion for festivals and special events, boosting activity for nearby merchants.

compatibility with street trees and add visual interest to streets and other public locations.

- Eliminate large expanses of parking as the principal feature of street frontage. Provide parking at the side or rear, with one parking row at the frontage allowed on arterial streets.
- C. Where needed, design parking areas to include some spaces for oversized vehicles.
- D. Increase the number of electric vehicle charging stations in parking areas around the city.
- E. Update the Zoning and Development Code to require the installation of electric vehicle charging stations in new commercial, mixed-use, or multifamily developments over 20,000 square feet.
- F. Require installation of electric vehicle charging stations in existing non-residential, multifamily, or mixed-use developments over 25,000 square feet (or other suitable size threshold) when they seek permits for significant expansion.
- G. Establish electric-vehicle charging stations at public sites such as community centers and other City facilities and encourage installation of charging stations at schools.
- H. Right-size parking requirements for non-residential and multifamily land uses to meet needs but avoid over-building parking.
 - Surface car storage—otherwise known as surface parking—will continue to be necessary in Fontana, both because cars will continue to be essential for most people and because of the cost of structured parking. However, required parking ratios often result in more parking spaces than are typically needed. More land is then taken up by parking that could be occupied by higher-value uses.
- I. Review and evaluate required parking ratios to “right size” parking. New proposed projects should be evaluated for parking needs and compared with existing requirements to evaluate if changes would be beneficial.
 - The Center for Neighborhood Technology is developing a tool for use all types of communities—urban, suburban, and rural—and a range of project types to right-size parking. (www.cnt.org/tools/right-size-parking-calculator)
- J. Promote and organize shared parking agreements in downtown and other areas where there are adjacent underutilized private parking areas and complementary land uses.
- K. Discourage provision of parking above the minimum required.
 - Project proponents who wish to provide more than the minimum required parking should be asked to provide parking in phases, with a requirement



Parking can provide multiple benefits, such as stormwater infiltration, visual interest, and shade.

to show data that additional parking is necessary.

- L. Require safe and convenient off street bicycle parking as part of the approval process for new development.
 - In general, increase the number of safe, secure, attractive and well-designed public bicycle parking spaces available in the city.
- M. Create public parking areas or, when feasible, a public parking structure downtown to provide a “park once” amenity for downtown visitors as part of the downtown revitalization program.
- N. Require shade strategies such as covered parking in parking lots or parking structures through the use of tree canopies or decorative (architecturally compatible) photovoltaic panel canopies.

Goal 7: The city of Fontana participates in shaping regional transportation policies to reduce traffic congestion and greenhouse gas emissions.

POLICIES

- Lead and participate in initiatives to manage regional traffic.
- Coordinate with regional agencies and Caltrans to participate in regional efforts to maintain transportation infrastructure in Fontana.
- Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions.
- Participate in the efforts by Caltrans to reduce congestion and improve traffic flow on area freeways.

ACTIONS

- A. Use the City's annual Legislative Platform to define positions on regional and statewide transportation policies.
- B. Work with Metrolink and other regional transit providers to support efforts to expand the regional rail system to connect a greater number of Fontana residents and businesses with other cities and counties in Southern California.
- C. Collaborate with public interest groups, academic institutions, and local, state, and the federal government to study and advocate for transportation regulatory changes that meet the needs of Fontana residents and businesses.
- D. Support the adoption and use of technologies that reduce emissions from passenger and transit vehicles.
- E. Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals for greenhouse gas reductions by 2035.

F. Getting Started

ACTION	RESPONSIBLE PARTY
Coordinate transportation with land use decision making	Traffic Engineering Department, Planning Division
Seek funding for the San Sevaine Trail implementation	Engineering Department