ATTACHMENT NO. 2

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Technical Memorandum

November 5, 2025 Project# 304410.003

To: Ruben Hovanesian – City of Fontana
From: Michael Sahimi, Sam Liu – Kittelson & Associates
RE: City of Fontana AB 98 Compliance – General Plan Updates and Additional Considerations Memo

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Kittelson & Associates (Kittelson) is assisting the City of Fontana (City) in complying with the State's recent passage of Assembly Bill (AB) 98. To date, Kittelson has prepared an updated designated truck route map for the City. To supplement the updated truck route map and fulfill other AB 98 requirements, this memo details recommended edits to the Fontana General Plan's circulation goals, policies, and actions, as well as provides an overview of design considerations for the updated citywide truck route network. This memo is organized into the following sections:

- Background
- Updates to General Plan Goals, Policies, and Actions
- Truck Route Design Considerations
- Conclusions and Next Steps

BACKGROUND

Signed by the governor in 2025, AB 98 addresses new limitations on warehousing/logistics uses, as well as relevant updates to local jurisdictions' General Plan Circulation Elements. Components of the law include:

- Local agencies are prohibited from approving new or expanded "logistics uses" near sensitive receptors, unless state standards are met.
- Requires local jurisdictions to update their General Plan Circulation Element with specific requirements for truck routes.

The law's requirements for updates to General Plan Circulation Elements are as follows:

- Identify truck routes to accommodate truck traffic and avoid residential areas and sensitive receptors, which include uses such as residences, nursing homes and long-term care facilities, K-12 schools, pre-schools, daycare facilities, publicly-owned parks and recreational areas, and hospitals.
- Maximize use of highways, arterial roads, major thoroughfares, and local commercial streets.
- Require logistic use projects to be accessible by truck routes.
- Other requirements such as truck route signage, available maps, and public involvement.

The law's Circulation Element requirement goes into effect by January 1, 2028. However, jurisdictions in the state's warehouse concentration region (such as the City of Fontana) must meet this requirement by January 1, 2026.

To date, Kittelson has prepared an updated designated truck route map for the City, which is documented in the *Truck Route Update Recommendations Memo* (dated June 12, 2025) and illustrated in Figure 1.

AB 98 requires General Plans to identify truck routes. Therefore, the City's Community Mobility and Circulation Element, approved and adopted by the City Council in July 2023, will need to be updated to incorporate the updated truck route map. This will require replacing the element's **Exhibit 9.7 Truck Routes** (provided in this memo as Figure 2) with the map shown in Figure 1.

Figure 1: Updated City of Fontana Truck Route Map

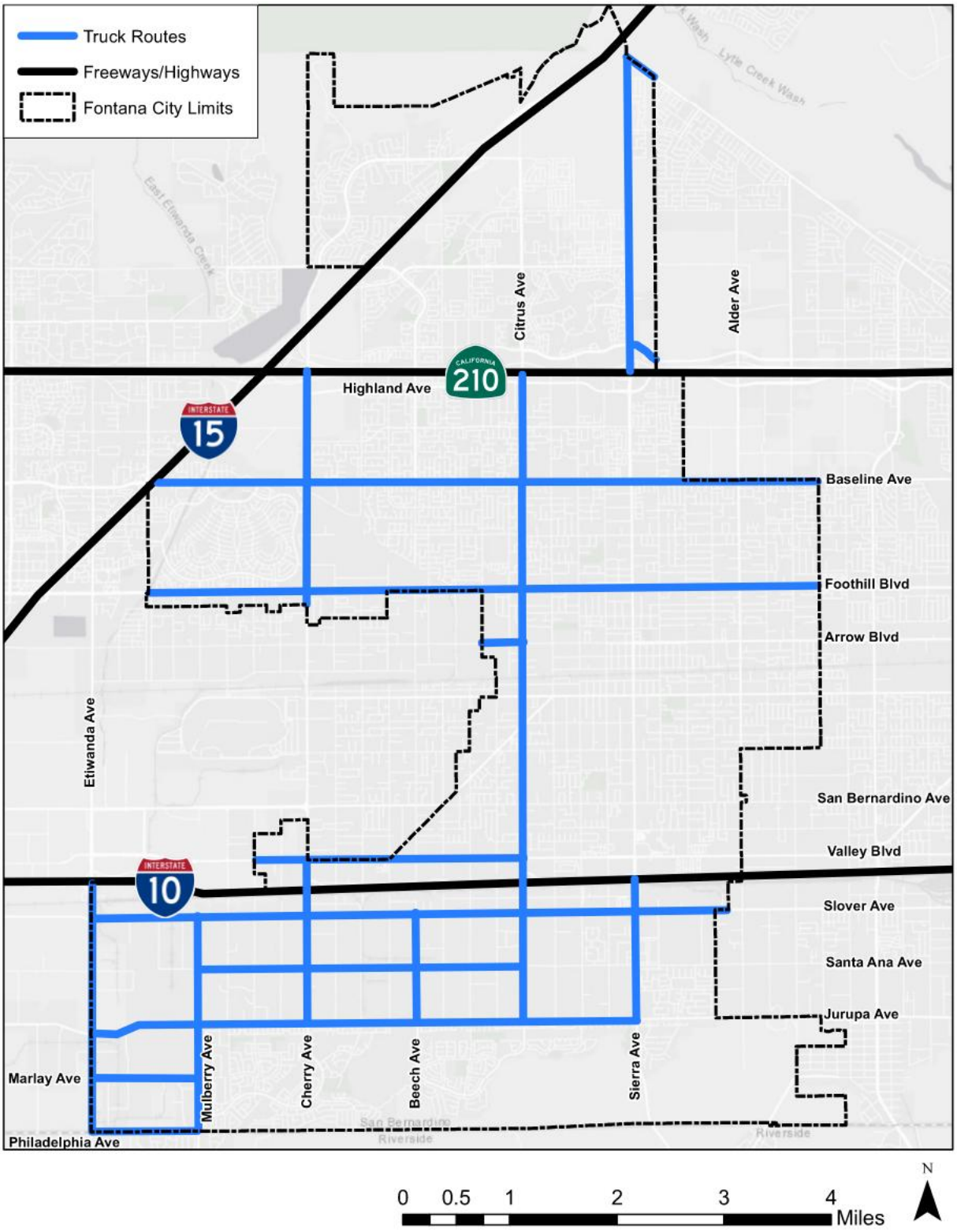
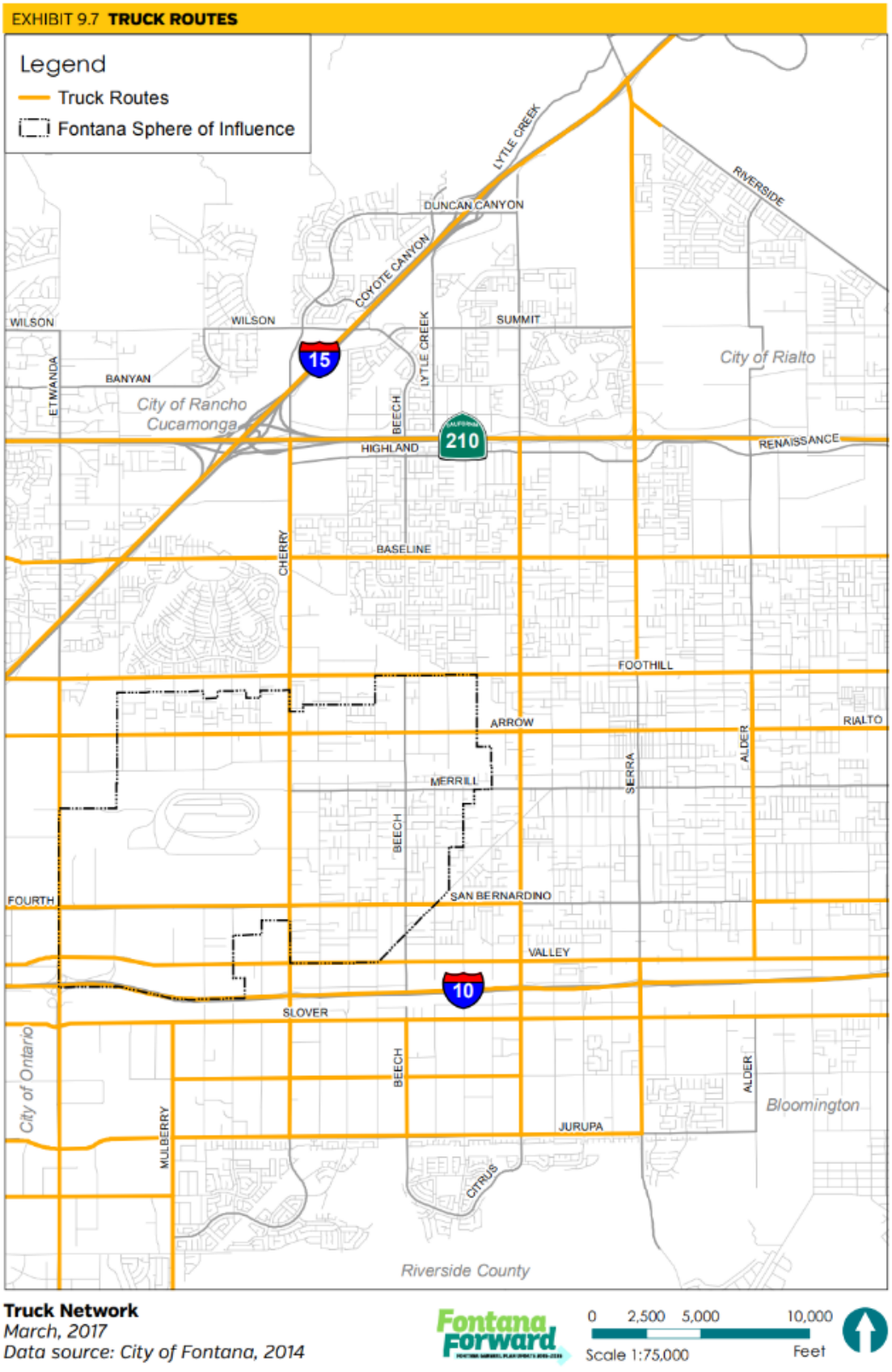


Figure 2: Current General Plan Truck Route Map



UPDATES TO GENERAL PLAN GOALS, POLICIES, AND ACTIONS

In addition to the updated map, AB 98 requires cities to update their General Plans with specific requirements for truck routes that accommodate truck traffic and avoid residential areas and sensitive receptors. The following sections review the current Community Mobility and Circulation Element goals, policies, and actions, and provides recommended modifications and additions to fulfill the State's AB 98 requirements.

Existing General Plan

The Fontana Community Mobility and Circulation Element consists of seven goals, each supplemented by policies and actions to achieve that goal. The seven goals and their accompanying policies are documented below. In addition, actions relevant to this effort that could potentially be modified, replaced, or expanded are also listed below.

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.

- Policy: Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.
- Policy: Apply the six "E's" of the Safe Routes to School program to transportation planning and implementation— Encouragement, Education, Engineering, Enforcement, Evaluation, and Equity.
- Policy: 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.
- Policy: Monitor the development of autonomous vehicle systems and potential benefits and impacts on Fontana.
- Policy: Make safety and multimodal accessibility the top priority of citywide transportation planning.
- Action 1-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.
- Action 1-J: Continue to designate and enforce truck routes to provide freight access while mitigating air pollution impacts on neighborhoods
- Action 1-K: Continue to support freight railroad access to serve Fontana industry.
- Action 1-BB: Monitor the development of autonomous vehicles (cars, trucks, and shared vehicles) and its potential impacts on Fontana.

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.

- Policy: 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.
- Policy: 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.
- Action 2-B: Design streets, intersections, and parking areas with safety and all users in mind.
- Action 2-G: Vigorously and consistently enforce speed limits and other traffic laws.

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

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

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

- Policy: Balance neighborhood traffic circulation needs with the goal of creating walkable and bike-friendly neighborhoods.
- Policy: Develop and implement Best Practice Street Design standards for new residential street development projects.
- Action 4-B: Implement traffic-calming measures to slow traffic on local and collector streets in residential neighborhoods when supported by affected residents.

Goal 5: 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.

- Policy: Provide a transportation network that is compatible with the needs of commerce and those who live, work and shop in mixed-use areas.
- Policy: 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.
- Action 5-A: Maintain levels of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area.
- Action 5-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.
- Action 5-E: Integrate Complete Streets principles into street design guidelines for mixed-use and commercial areas.

Goal 6: 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.

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

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

- Policy: Lead and participate in initiatives to manage regional traffic.
- Policy: Coordinate with regional agencies and Caltrans to participate in regional efforts to maintain transportation infrastructure in Fontana.
- Policy: Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions.
- Policy: Participate in the efforts by Caltrans to reduce congestion and improve traffic flow on area freeways.
- Action 7-A: Use the City's annual Legislative Platform to define positions on regional and statewide transportation policies.
- Action 7-D: Support the adoption and use of technologies that reduce emissions from passenger and transit vehicles.

As shown here, the City's Community Mobility and Circulation Element already contains multiple goals, policies, and/or actions related to meeting goods movement needs while minimizing negative effects on the local community, as well as providing a multimodal transportation network that meets the needs of all modes, including vulnerable users. The following section provides suggested modifications to specifically meet AB 98 requirements.

Recommended Updates

In addition to replacing Exhibit 9.7 with the updated truck route map (illustrated on pages 7 and 8 of this memo), there are opportunities to modify existing policies and actions as well as add new policies and actions under Goal 2 and Goal 7. While the Community Mobility and Circulation Element currently has policies and actions related to providing a sufficient truck route network and providing a safe multimodal network for all users, these modifications and additions will further address AB 98 requirements to provide specific truck route requirements and avoid residential areas and sensitive receptors, as well as direct the City towards meeting other AB 98 requirements. Modifications are provided under each goal below with tracked changes.

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.*

Recommended changes to Goal 2 policies and actions are as follows:

- Modified Policy: ~~Support~~ Maintain a designated truck route~~s~~ network that avoids ~~negative impacts on~~ residential ~~and commercial~~ areas and other sensitive uses, ~~while~~ with arterial streets accommodating the efficient movement of trucks ~~on designated truck routes and arterial streets~~.
- Modified Action G: Vigorously and consistently enforce speed limits, truck use of designated truck routes, and other traffic laws.
- New Action O: Develop and maintain a citywide system of clear and conspicuous signage denoting truck routes and other truck requirements and restrictions.
- New Action P: Maintain an up-to-date online map of citywide truck routes, and make available maps and source data to local warehouse operators, fleet operators, and truck drivers.
- New Action Q: Regularly review the citywide truck route map to see if changes in land use or other conditions require updates to accommodate truck access and avoid sensitive uses.

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

Recommended changes to Goal 7 policies and actions are as follows:

- New Policy: Coordinate with regional agencies and adjacent jurisdictions on regional goods movement planning and cross-jurisdictional consistency.
- Modified Action D: Support the adoption and use of technologies that reduce emissions from passenger, ~~and~~ transit, and goods movement vehicles.

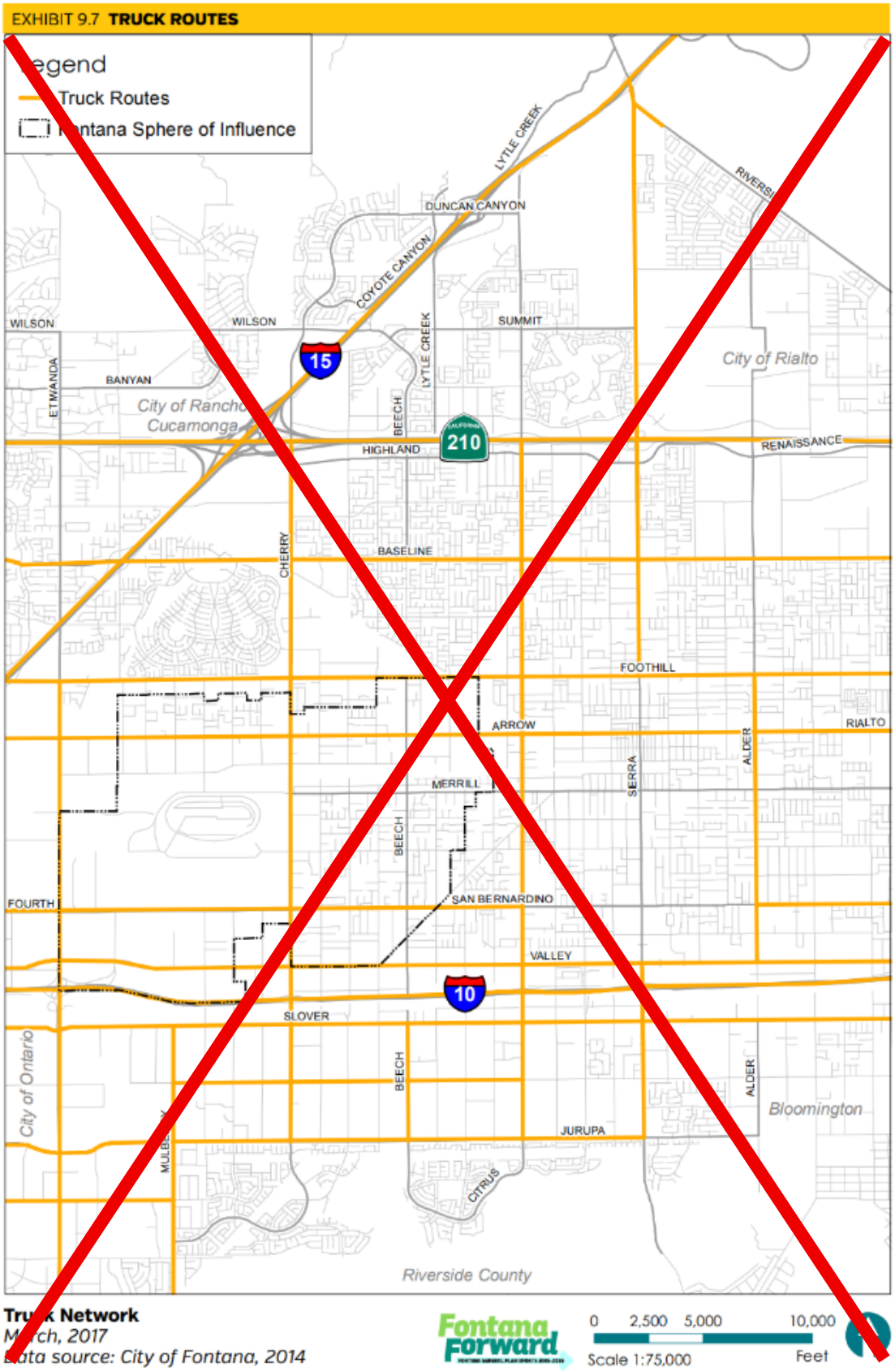
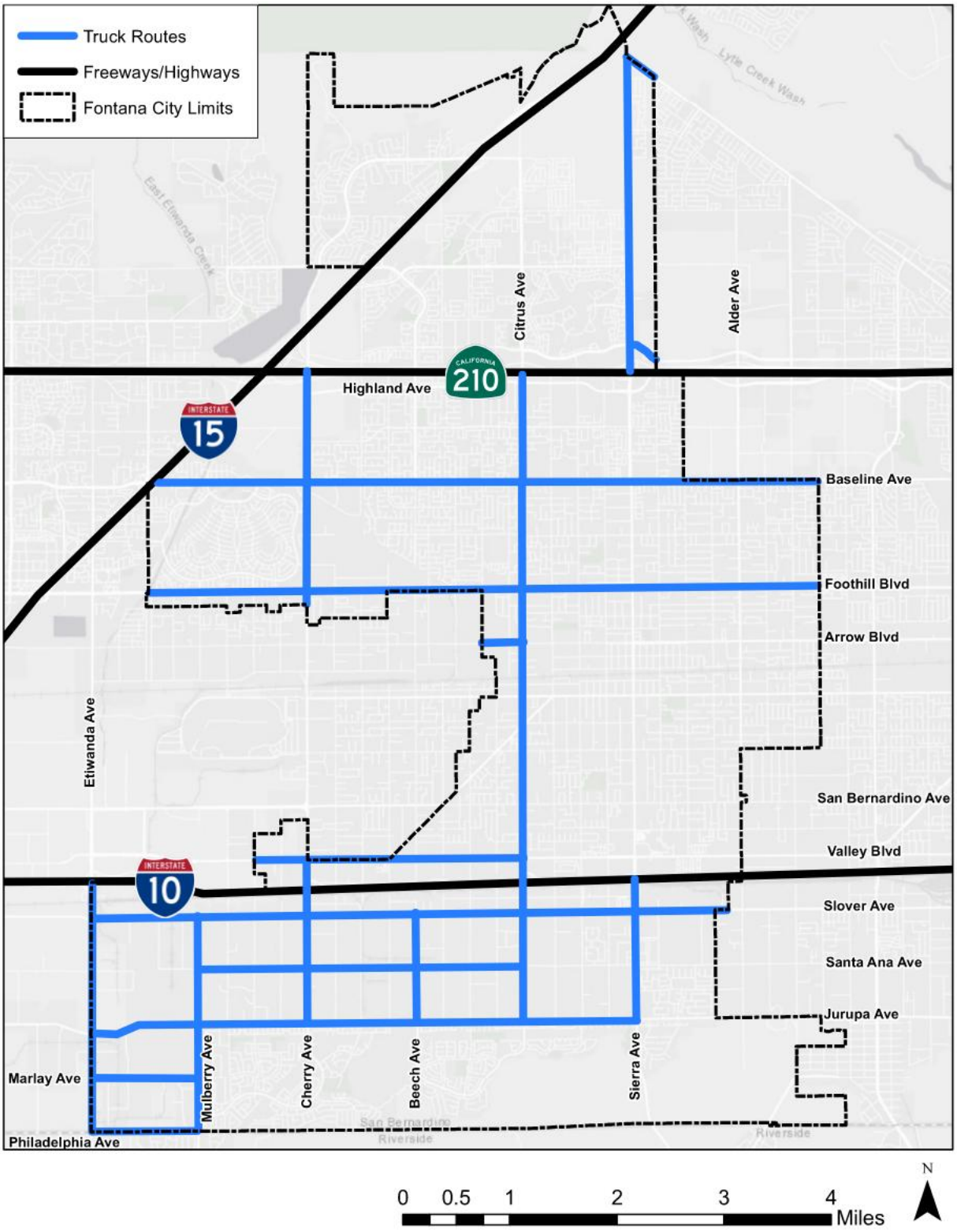


EXHIBIT 9.7 TRUCK ROUTES
egend
Truck Routes
ntana Sphere of Influence
LYTLE CREEK
DUNCAN CANYON
COYOTE CANYON
WILSON
WILSON
SUMMIT
15
LYTLE CREEK
City of Rialto
ETIWANDA
BANYAN
City of Ranch
Cucamonga
BEECH
HIGHLAND
210
RENAISSANCE
CHERRY
BASELINE
FOOTHILL
ARROW
RIALTO
ALDER
SIERRA
MERRILL
BEECH
FOURTH
SAN BERNARDINO
VALLEY
10
SLOVER
City of Ontario
BEECH
ALDER
Bloomington
JURUPA
CITRUS
Riverside County
Truck Network
March, 2017
Data source: City of Fontana, 2014
Fontana Forward
0 2,500 5,000 10,000
Scale 1:75,000
Feet

EXHIBIT 9.7 TRUCK ROUTES



TRUCK ROUTE DESIGN CONSIDERATIONS

The City will need to continue planning for a multimodal network that supports trucks and other users even after these proposed modifications are made to the truck route map and to the General Plan. To support these efforts, this memo includes an overview of design considerations as the City plans for existing and future goods movement needs.

Trucks are larger and less maneuverable than passenger vehicles, requiring roadway designs that account for their greater width, length, and turning radii. To ensure efficient goods movement and minimize conflicts with other road users and land uses, truck routes in the City of Fontana should incorporate the following geometric and operational design considerations:

- **Signage and Regulatory Compliance:** All designated truck routes shall be clearly signed per the California MUTCD and California Vehicle Code (CVC) Section 35701. Signage shall be posted prior to enforcement. The City should establish enforceable maximum weight and dimensional restrictions, including provisions for local deliveries.
- **Geometric Design (Turning Movements, Lane Widths, and Storage):** Adequate curb return radii, turn lane widths, and intersection geometry must accommodate the largest design vehicle expected to use the route regularly. Intersections where two-lane roads meet larger arterials, such as Etiwanda Avenue at Marley Avenue and Etiwanda Avenue at Philadelphia Avenue, may have difficulty accommodating large truck turning movements if appropriate curb radii are not already in place. Travel lanes used by trucks should be at least 12 feet wide, excluding any portion used for parking. Storage lengths for turn lanes and driveway throats should be designed to prevent spillback into through lanes, particularly at interchange areas, while accommodating higher truck volumes which could be 2 to 3 times longer than passenger vehicles depending on the truck.
- **Pavement and Structural Capacity:** Pavement conditions should be evaluated along each truck route segment to ensure the roadway can support anticipated axle loads in accordance with California Vehicle Code (CVC) Section 35550. Where conditions are found to be insufficient, pavement upgrades may be necessary to accommodate regular truck traffic. This is particularly relevant for local roadways with higher truck volumes, such as Etiwanda Avenue, Mulberry Avenue, Slover Avenue, and Jurupa Avenue.
- **Curb Space and Loading Needs:** As demand for curbside space increases, designated loading zones should be considered where off-street loading areas are unavailable. Without these provisions, delivery trucks may obstruct travel lanes (including bicycle facilities), creating safety and operational issues.
- **Minimize Multimodal Conflict:** Where truck routes overlap with pedestrian and bicycle corridors (like along Citrus Avenue), designs should aim to minimize modal conflicts. For pedestrians, curb-attached sidewalks should be avoided along truck routes. A minimum buffer of at least 2 feet between the sidewalk and the travel lane is recommended. For bicyclists, conflict reduction can be achieved through off-street multi-use paths, buffered bike lanes with a minimum 3-foot buffer, or widened bike lanes. Routes with frequent truck stops are generally undesired for standard bike lanes.
- **Railroad Grade Crossings:** Where there are railroad crossings along a truck route (like along Philadelphia Avenue and Marlay Avenue), adequate clearance between the crossing and adjacent intersections is essential to ensure that trucks are not forced to stop across the tracks. The spacing should either allow full truck storage or be short enough to pass through both without stopping. The vertical profile of the crossing must also accommodate low-clearance trucks to prevent undercarriage contact.

For additional guidance, refer to *NCHRP Research Report 943: Design and Access Management Guidelines for Truck Routes*.[1]

[1] Available at: https://nap.nationalacademies.org/catalog/25950/design-and-access-management-guidelines-for-truck-routes-planning-and-design-guide

FINDINGS AND CONCLUSIONS

AB 98, which goes into effect in 2026 for the City of Fontana, include requirements such as updating the General Plan with specific requirements for truck routes, identifying a truck route network that avoids residential areas and sensitive receptors, and other requirements to support goods movement while minimizing negative effects on the community and other modes. To date, Kittelson has prepared an updated designated truck route map for the City. To supplement the updated truck route map and fulfill other AB 98 requirements, this memo details recommended edits to the Fontana General Plan's circulation goals, policies, and actions, as well as provides an overview of design considerations for the updated citywide truck route network. This memo's findings and recommendations are summarized below.

The City's Community Mobility and Circulation Element currently contains multiple goals, policies, and/or actions related to meeting goods movement needs while minimizing negative effects on the local community, as well as providing a multimodal transportation network that meets the needs of all modes, including vulnerable users. However, there are opportunities to modify existing policies and actions as well as add new policies and actions to further address AB 98 requirements to provide specific truck route requirements and avoid residential areas and sensitive receptors, as well as direct the City towards meeting other AB 98 requirements.

Recommended changes to Goal 2 policies and actions are as follows, presented with tracked changes:

- Modified Policy: ~~Support~~ Maintain a designated truck route~~s~~ network that avoids ~~negative impacts on~~ residential ~~and commercial~~ areas and other sensitive uses, ~~while~~ with arterial streets accommodating the efficient movement of trucks ~~on designated truck routes and arterial streets~~.
- Modified Action G: Vigorously and consistently enforce speed limits, truck use of designated truck routes, and other traffic laws.
- New Action O: Develop and maintain a citywide system of clear and conspicuous signage denoting truck routes and other truck requirements and restrictions.
- New Action P: Maintain an up-to-date online map of citywide truck routes, and make available maps and source data to local warehouse operators, fleet operators, and truck drivers.
- New Action Q: Regularly review the citywide truck route map to see if changes in land use or other conditions require updates to accommodate truck access and avoid sensitive uses.

Recommended changes to Goal 7 policies and actions are as follows, presented with tracked changes:

- New Policy: Coordinate with regional agencies and adjacent jurisdictions on regional goods movement planning and cross-jurisdictional consistency.
- Modified Action D: Support the adoption and use of technologies that reduce emissions from passenger, ~~and~~ transit, and goods movement vehicles.

The City will need to continue planning for a multimodal network that supports trucks and other users even after these proposed modifications are made to the truck route map and to the General Plan. To ensure efficient goods movement and minimize conflicts with other road users and land uses, truck routes in the City of Fontana should incorporate the geometric and operational design considerations to account for trucks' greater width, length, and turning radii compared to passenger vehicles.

Attachment A: Existing Goals, Policies, and Actions

B. Goals and Policies

GOALS	POLICIES
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.	• 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.
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.	• 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.
Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.	• 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.
The neighborhood streets of Fontana maintain a residential character and support a range of transportation options.	• 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.
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.	• 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.
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.	• 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	• 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.

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.

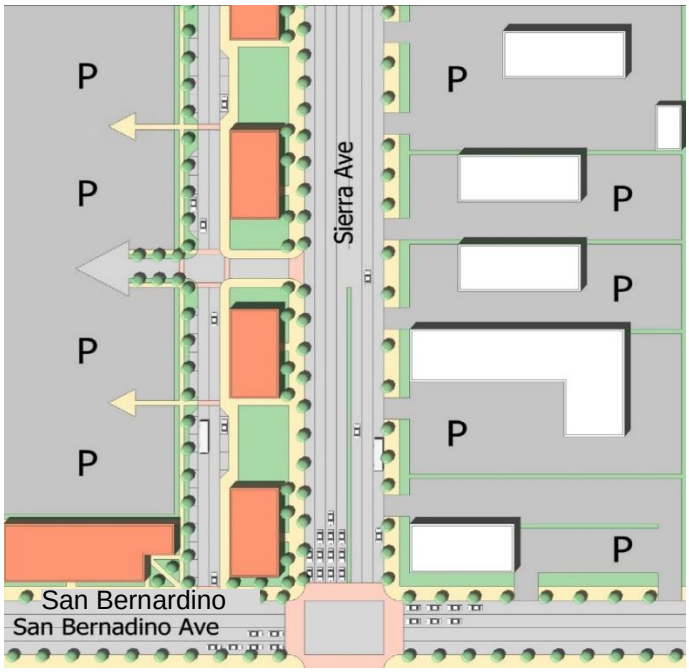
POLICIES

- 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.

EXHIBIT 9.8 **MULTI-WAY SEGMENTS FOR THE LIVABLE CORRIDORS**



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.

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.

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

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

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-mileradius) in neighborhoods to connect to destinations. This is the Neighborhood Mobility Area approach included in SCAG's2016-2040 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 ofsafety.

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.

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

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.

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.

Well designed furnishings for transit stops—including benches, lighting, and bike parking—will improve users' comfort and safety.

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.

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 polices.

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.