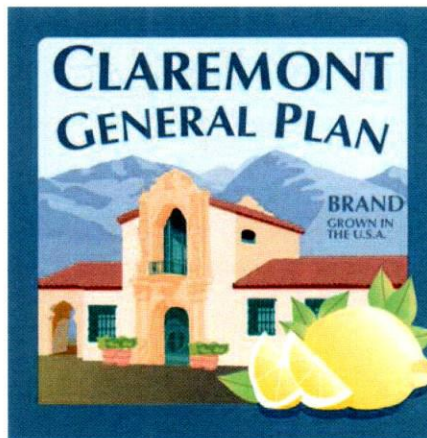


CHAPTER 4  
COMMUNITY MOBILITY  
ELEMENT

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THE CITY OF CLAREMONT  
GENERAL PLAN

# 4 CHAPTER 4 COMMUNITY MOBILITY ELEMENT

Claremont General Plan

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**Sustainability Icon**

The leaf icon identifies goals and policies involving sustainability (see example). The leaf signifies that the concept of sustainability – either economic, environmental and/or social – is promoted by that particular goal and policy.

# 4

## CHAPTER 4

# COMMUNITY MOBILITY ELEMENT

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Claremont General Plan

### **Our Vision: Connecting Our Community Internally and to the Region**

**T**he City of Claremont is convenient and accessible. Transit connects neighborhoods, local and regional activity centers, schools, and colleges, and the City has a calm traffic environment that encourages and supports both bicycling and walking. Our City is also connected to its wilderness areas via bikeways and trails. Regional, national and international land, sea, and air transportation systems are all accessible from Claremont.

Our City is connected yet protected - sustaining and self-sufficient. It is a diverse residential, business, and college community that is welcoming to all. Our City has individual neighborhoods that are distinct, yet connected and interdependent.

Claremont is both a cultural and an educational destination. There is an important relationship and interaction between The Claremont Colleges and the City as a whole. Because of these factors, the City is vibrant and active in the evening as well as the daytime.

#### **Circulation and Mobility Vision Statement**

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This Vision Statement was crafted by the Citizens' Committee for Claremont, Circulation and Mobility Subcommittee.

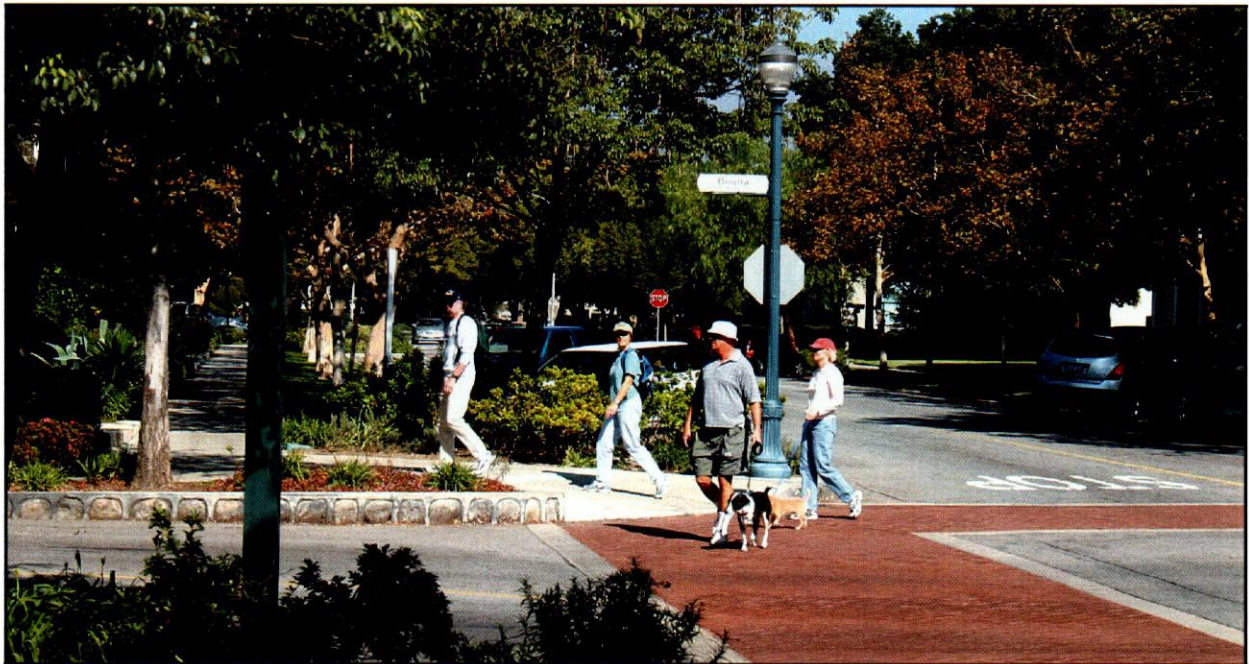
We recognize Claremont is not an island. The City engages in cooperative planning with surrounding cities and counties to solve circulation problems arising from regional growth. Transportation gateways provide a sense of entry to Claremont; these gateways and streetscapes reflect the character of our City.

Regional rail transit serves Claremont and has had a positive, significant influence on development patterns. This influence extends to housing, public spaces, and industrial and commercial areas. Transit integration and orientation are routinely considered in the design of communities and spaces. Convenient public transit and pedestrian connections help people reach their destinations. The City explores all alternatives to reduce the dependency on automobiles. Parking is readily available within walkable distances to our shops, places of business, and parks.

Technology is an enabler for compatible city development, environmental solutions, and easy access. A technology corridor has been developed in conjunction with the rail line. Transportation technology allows management of circulation and access.

### **Pedestrian-Friendly**

Streets in Claremont provide an inviting and calm environment for pedestrians. Pedestrian-friendly elements such as stamped crosswalks, street trees, and traffic calming measures promote walking.



# Context for Mobility: Creating Options

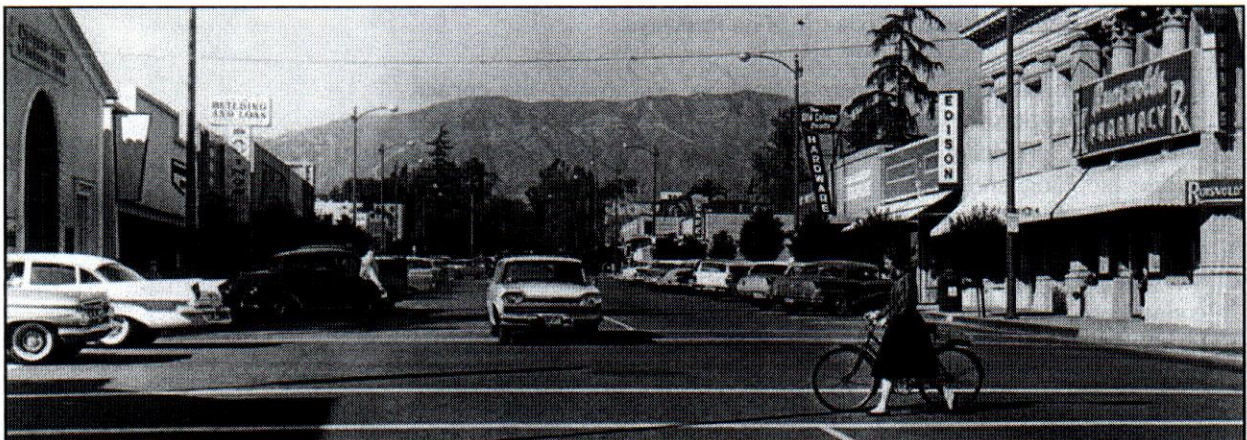
This chapter of the General Plan addresses circulation and mobility. *Circulation* refers to all travel modes and routes people use to move within and beyond Claremont: the local street system, via biking or walking, or using transit. Moving people and goods within the City efficiently and effectively allows the community to function well economically and socially. *Mobility* describes people's ability to circulate from home to school, work, or shopping with ease and safety. Alternatives to the private car - transit, biking, and walking - can offer choice and convenience. Our plans for circulation and mobility are centered upon providing *options*, and make sustainable the use and interaction of these options.

The Community Mobility Element recognizes that automobiles will remain as the leading mode of transportation for many Claremont residents and visitors. The goals and objectives for the Community Mobility Element build upon the City's existing transportation network and enhance it with options that allow residents to get where they want to go.

Before the freeways existed, Claremonters moved around town and throughout the region in horse-drawn carriages, early automobiles, and trains. They also walked and rode bicycles. Many of these modes of transport, and the development patterns that developed around them, have proven to be sustainable over time, as evidenced by a resurgence in train travel and the growth of mixed-use residential and commercial developments.

## **Multi-Modal Transportation**

Claremonters have always moved around town using automobiles, walking, and bicycling. A great deal of emphasis continues to be placed on making streets a safe environment for pedestrians, bicyclists, and automobiles. Jennifer Badger of Pomona College walks her bike across Yale Avenue on March 10, 1961. (Photo: Los Angeles Public Library Photographic Collection)



We owe much of our early history as a town to the railroads. The first Claremont Depot was built in 1887. The Santa Fe Railroad and Southern Pacific Railroad provided freight and passenger connections to points throughout the rapidly developing western United States and to established east coast cities. Many of our early streets featured wide medians that accommodated rail transit. The Pacific Electric Railway came to Claremont in the early twentieth century, providing easy high-speed connections to other parts of Southern California. The Claremont Depot, now the site of Metrolink and Foothill Transit operations and the planned Metro Gold Line station, is an important legacy connecting Claremont's transportation past to our present and future.

Like other Southern California cities, our destiny was also determined by construction of highway and freeway networks to carry cars across the Los Angeles basin. Arrow Highway, Foothill Boulevard, and Base Line Road were all established in the early twentieth century as roadways connecting San Bernardino to Pasadena and Los Angeles. In 1954, the 10 Freeway opened through Claremont, with an access point at Indian Hill Boulevard. In 2002, the 210 Freeway opened through the City, with access points at Base Line Road/Monte Vista Avenue and Towne Avenue. These roadways have shaped the development of Claremont from their original planning in the 1930s through today. Initially, these roadways were popular options, allowing Claremonters to reach distant destinations quickly and with ease. However, as time has gone by and population growth throughout Southern California increased, we have become dependent on these routes to get us to work, and they have become increasingly congested. This congestion is likely to increase further with the extensive amount of new development planned in the adjacent cities of Upland and Montclair. Energy, land, and financial resources necessary to expand the system have become limited, and future options are uncertain. In short, we have discovered that this system is not sustainable, and we seek future options to automobile travel on freeways.

Claremonters should have many options to get around the corner, around the region, or around the nation. We will place increased attention on providing facilities on our streets that encourage and enable bicycling and walking. We will consider options to provide internal shuttles within the City, but we will also need to provide parking within walking distances of people's destinations. We will work with surrounding jurisdictions and regional agencies to improve our transit connections within the City and to other locations, both on buses and trains. We look forward to the extension of the Metro Gold Line to Claremont. We take pride in our Depot and will preserve it as a historical treasure, as well as part of a functioning transportation center. We will provide better access between Claremont and area airports, and work with other agencies and jurisdictions to take steps in development strategies to reduce the impacts of air traffic upon our neighborhoods.

Most importantly, we will enhance and care for our system of streets, recognizing their significant role not just as travel routes but as places that bring us together. Several of our roadways – including First Street, Indian Hill Boulevard, and Sixth Street – provide unique functions that must be maintained. Others, including Arrow Highway and Foothill Boulevard, have great potential to be attractive and safer routes. We will continue our proud tradition of providing lush street trees and landscaped medians on major roadways to maintain the look and feel of Claremont.



**Claremont Depot**

Claremont's historic train station links our transportation past to options for the future.

Our plans set forth in this Element are bold but necessary if we are to build upon community traditions, reclaim our streets as public places, and provide sustainable mobility options for all Claremonters.

## A Plan for Our Streets

Efficient movement within and through Claremont and the region will be facilitated by developing and maintaining a well-designed, integrated circulation network. Easy and convenient access to bus and rail transit, and pedestrian and bicycle options within the City, are essential to an efficient network. The various modes need to be coordinated so that Claremont's mobility and the design of City streets accommodate more transit options than just cars.

Streets are the backbone of Claremont's circulation system. Our streets lend identity to our neighborhoods and have always served as a determining force in the shape, form, and function of the City. Streets should be considered as places with many functions, including moving



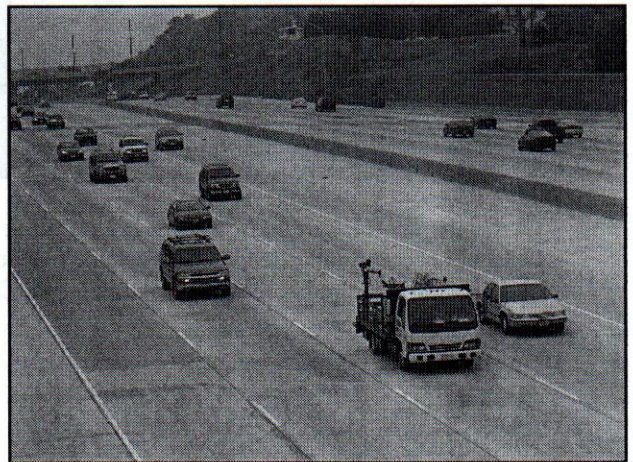
people and goods, connecting neighborhoods, and as statements of civic pride and beauty.

Streets and highways are grouped into classes or systems according to the character of the service they are intended to provide. This grouping is called functional classification. An integral part of functionally classifying streets is recognizing that individual roads and streets do not serve travel independent from the rest of the highway system. Rather, most travel involves movement through a network of roads, so it is necessary to determine how this travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the role that a particular road or street should play in serving the flow of trips within a highway network.

Functional classification can be applied in planning highway system development, determining the jurisdictional responsibility for particular systems, and in fiscal planning. Functional classification is also important in determining eligibility for federal funding.

## Claremont's Street System

Claremont's street system is differentiated by roadway size, function, and capacity. The four basic types of roadways in Claremont are described below. Figure 4-1 presents schematic cross-sections for each type of roadway that represent desirable standards. Deviations from these standards may occur in cases where physical constraints and/or right-of-way limitations are present, and where preservation of neighborhood or community character dictates special treatment. Provision of bikeways and sidewalks may also affect the specific design of roadways. In addition, the median width of major and secondary arterials will vary according to the area being served, right-of-way constraints, and turn lane requirements.



### **Foothill Freeway**

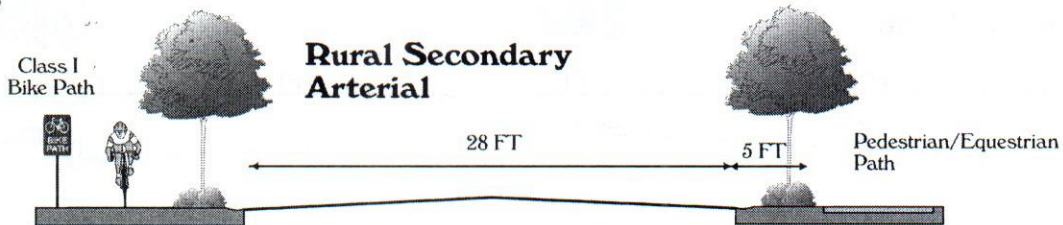
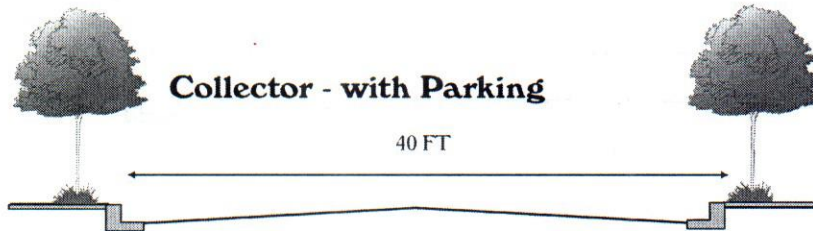
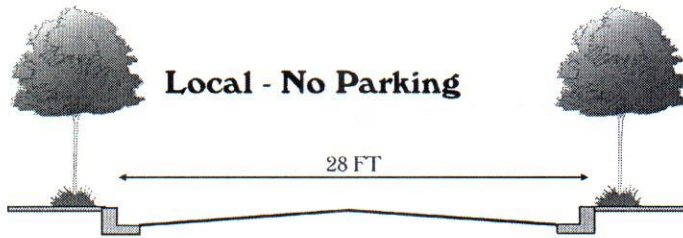
**The Foothill Freeway opened in November 2002 with the intention of relieving congestion on surface streets in Claremont and on the 10 Freeway.**

### **Freeways**

Freeways are limited-access, high-speed travelways included in the state and federal highway systems. Their purpose is to carry regional through traffic (traffic passing through Claremont without stopping). Access to the regional highway system for Claremont residents and visitors is provided at interchanges. The 10 Freeway and 210 Freeway connect Claremont to regional destinations. The design, construction, and operation of freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

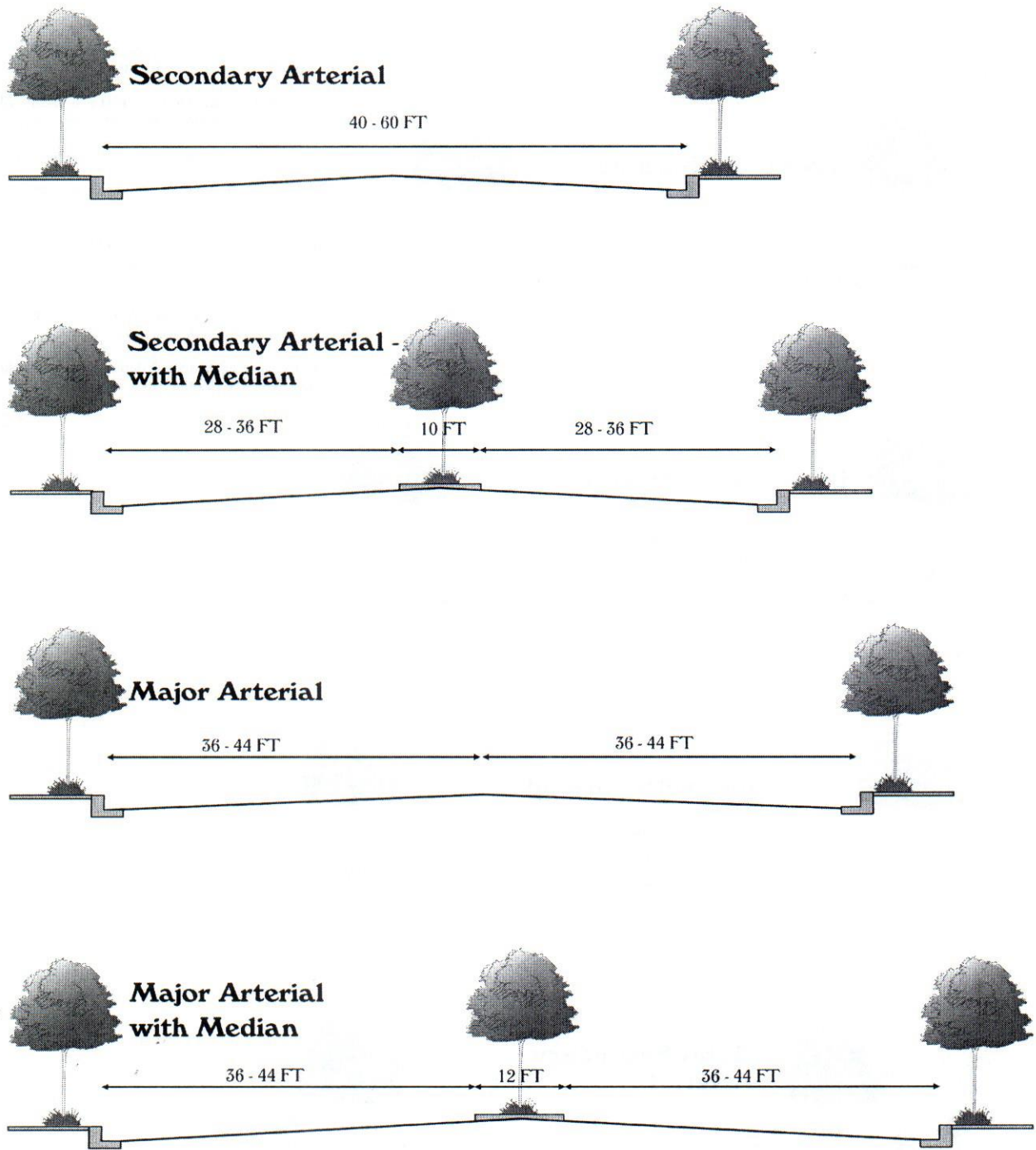
**NOTES**

1. Total right-of-way width will vary depending upon parkway requirements.
2. Streets designated for on-street bike paths will require an additional eight feet of pavement.
3. Maximum street grade shall be eight percent.
4. All streets shall have a minimum two percent crossfall.
5. Curb and gutter, pavement thickness, and striping shall be as specified by the City Engineer.
6. American Disability Act (ADA) requirements must be met for all pedestrian access.
7. Parking on arterials will depend on land width and available right-of-way.



Note: Roadway dimensions are not to scale

**Figure 4-1  
Roadway Cross Sections A**



Note: Roadway dimensions are not to scale

**Figure 4-1**  
**Roadway Cross Sections B**

## Arterial Streets

Arterial streets, together with freeways, form a network carrying long-distance, high-speed traffic. Arterial streets transport large volumes of traffic from one part of the City to another and connect to the state highway system. The Arterial Street also moves traffic between cities in locations where a freeway does not link the two. Arterials are designed to have the highest traffic carrying capacity in the City's roadway system, with the highest speeds and limited interference with traffic flow by driveways. Claremont's arterials include Towne Avenue, Mountain Avenue, Indian Hill Boulevard, Mills Avenue, Claremont Boulevard, Monte Vista Avenue, Padua Avenue, Mt. Baldy Road, Base Line Road, Foothill Boulevard, Bonita Avenue, First Street, Arrow Highway, and San Jose Avenue. Two arterial streets in Claremont are Caltrans facilities: SR-30 (Base Line Road) and SR-66 (Foothill Boulevard). The City has initiated a process to accept Caltrans relinquishment of Base Line Road.

Claremont has three types of Arterial streets: *Major Arterials*, *Secondary Arterials*, and *Rural Secondary Arterials*. These designations differ in capacity to carry traffic based on the size of right-of-way and pavement width. Major Arterials range from 72 to 88 feet in width without a median, and from 84 to 100 feet with a median. Secondary Arterials range from 40 to 60 feet in width without a median, and from 66 to 82 feet in width with a median. As a matter of policy, medians are desired on all Major and Secondary Arterials where sufficient right-of-way exists. Rural Secondary Arterials are 28 feet in width, do not have a median, and may feature separated pedestrian/equestrian trails and Class I bike lanes within the right-of-way.

Residential driveway access and on-street parking are generally not appropriate on Arterials. However, due to historical development patterns, some of Claremont's Arterial streets also provide access to homes, and have residential driveways and curb parking. These streets, including Indian Hill Boulevard, Mills Avenue, Arrow Highway, Mountain Avenue, and Padua Avenue, pass through established residential neighborhoods. The City seeks a balance between the arterial function of the streets, and neighborhood protection. Methods the City may employ include managing the arterial function of these streets, and providing appropriate driveway access and bicycle and pedestrian crossings.

## Collector Streets

Collector streets are intended to serve as intermediate routes handling traffic between arterial streets and local streets. Collectors are designed primarily to move traffic, but also provide access to abutting properties. Collectors differ from arterials in that Collectors may pass through residential neighborhoods to distribute trips from the arterials to ultimate destinations. Conversely, Collectors also collect traffic from



**Foothill Boulevard**

A view of Foothill Boulevard looking east at Indian Hill Boulevard.

local streets in residential neighborhoods and channel it onto the arterials. Ideally, Collector streets should form a network, with no one Collector extending so far that it functions as an arterial street. Some Collector streets include Radcliffe Drive, Scripps Drive, Sixth Street, Sumner Avenue, and Williams Avenue. Collectors are typically 40 feet wide within a broader right-of-way.

## Local Streets

Local streets provide direct access to individual parcels. The Local street is not designed for through traffic. Rather, Local streets should move traffic toward the nearest collector street. Therefore, speeds on Local streets are relatively low, and on-street parking is usually permitted. Local streets in Claremont are two-lane roadways without medians.

Some Local streets serve industrial areas. Because of the nature of the traffic on these streets, special consideration must be given to their design beyond that given to other Local streets, including load-bearing capacity, paving widths and materials, and turning radii.

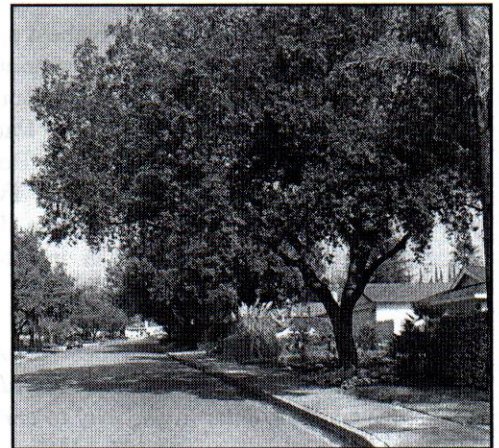
## Vehicle Travel Lanes

Claremont residents have identified that adding additional travel lanes to roadways to carry increased traffic volumes is not a sustainable option. This means other modes of transportation rather than the automobile must be encouraged, and that many alternative options need to be available to meet travel needs. For these reasons, the number of vehicle travel lanes on all City arterials and collectors will be limited to no more than four lanes, unless special circumstances demonstrate that additional lanes within limited stretches are needed for merging, congestion, or safety reasons.

Although a need for six lanes along certain segments of arterial streets may be demonstrated in the future based on travel demand and traffic volumes, such expansion of Claremont's arterials is problematic due to a lack of available right-of-way. This is also inconsistent with other City policies supporting the use of bicycles, rail, bus transit, and walking as viable circulation options, as well as policies that sustain our streets as livable places. Expansion of roadways beyond four lanes for purposes of providing bikeways, pedestrian improvements, and/or transit amenities will continue to be encouraged where right-of-way is available.

## Level of Service Standards

Evaluating the ability of the circulation system to serve Claremont's residents and businesses requires establishing suitable performance criteria. Performance criteria have a policy component that establishes a desired level of service, as well as a technical component that



**Local Street**

An example of a local street in Claremont –  
Morgan Avenue.

specifies how traffic forecast data can be used to measure the achievement of the criteria.

Level of Service (LOS) describes the efficiency and quality of traffic operations, and is generally measured at intersections. Six categories of LOS - the letter designations A to F - are used to describe traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. The performance criteria for evaluating the City street system are based on peak-hour intersection data, as intersections typically represent the most critical locations of bottlenecks and congestion. Level of service is based on average vehicle delay. Table 4-1 shows the average vehicle delay and the corresponding LOS, with a description of corresponding traffic conditions.

The City's desired performance standards for roadways are based on a sliding scale by roadway type. These standards are summarized in Table 4-2.

**Table 4-1  
Level of Service Descriptions**

<b>Level of Service</b>	<b>Description of Traffic Conditions</b>	<b>Signalized Intersection Delay (seconds per vehicle)</b>	<b>Stop-Controlled Intersection Average Stop Delay (seconds)</b>
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤10	≤10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20	>10 and ≤ 15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 and ≤ 55	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	>55 and ≤ 80	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go-type traffic flow.	> 80	> 50

Source: Highway Capacity Manual 2000. Transportation Research Board, National Research Council.

**Table 4-2  
Circulation System Performance Criteria**

**Peak Hour Intersection Level of Service**

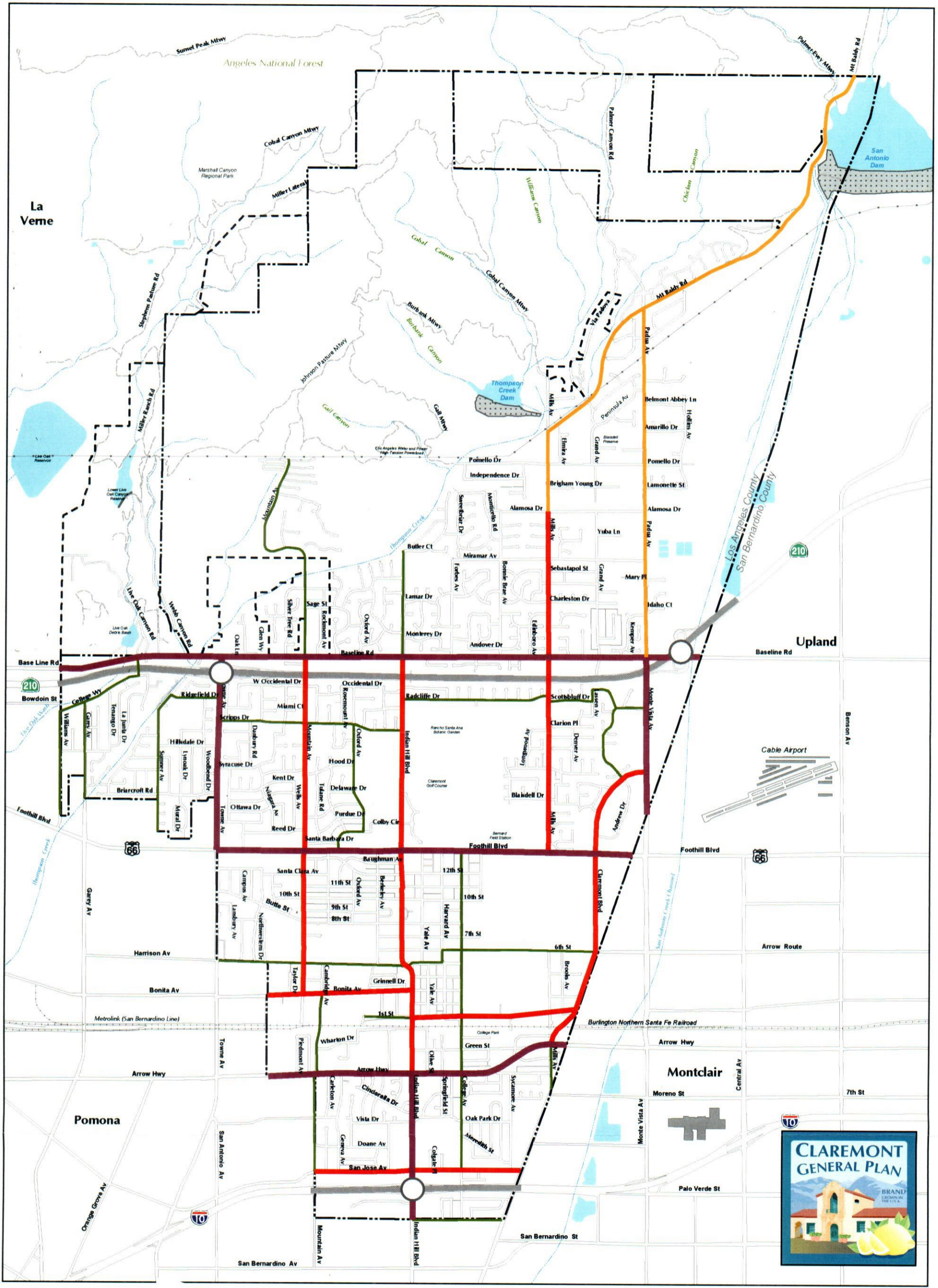
Major Arterial	LOS E Minimum acceptable operations
Secondary Arterial	LOS D Minimum acceptable operations
Rural Secondary Arterial	LOS D Minimum acceptable operations
Collector	LOS C Minimum acceptable operations
Local Street	LOS B Minimum acceptable operations

Note: For roadway segments, these standards are applied to mid-block conditions. For intersections, the LOS standard applicable to the largest intersecting street is applied. If the intersection operates at a deficient level of service, the existing level of service shall be maintained.

These minimum LOS objectives for the roadway system reflect the City's desire to maintain stable traffic flows throughout Claremont, recognizing that peak-hour congestion may occur on arterials, at locations near freeways, or other locations with unusual traffic characteristics due to regional traffic flow. When an acceptable level of service cannot be maintained with a proposed development, mitigation measures should be required to meet the City's standards. Such measures could include traffic signal improvements, additional turning and merging lanes, and/or changes to a development project. Although individual projects often do not have a significant impact on overall City circulation, the cumulative effects of several projects eventually impact City streets and result in the need for costly improvements to the system.

### **Master Plan of Roadways**

To address areas where congestion historically has occurred and to accommodate long-term traffic needs, the City has developed a Master Plan of Roadways, illustrated in Figure 4-2. This Plan meets Claremont's long-term circulation needs and reflects City policies regarding sustainability. Roadway improvements needed to achieve performance criteria and avoid roadway and intersection impacts within the Planning Area are prioritized, funded, and completed using the City's Five-Year Capital Improvement Plan process.



- Roadway Classification**
- Major Arterial
  - Secondary Arterial
  - Rural Secondary Arterial
  - Collector Roadway
  - Local Streets

- Base Map Features**
- Freeway
  - Freeway Offramps
  - Claremont City Boundary
  - Claremont Sphere of Influence
  - Water
  - Streams/Water Courses

Source: Meyer, Mohaddes Associates, 2005.



Figure 42  
**Master Plan of Roadways**  
 CLAREMONT GENERAL PLAN



## Special Roadway Conditions

The roadway classifications presented above are meant to establish consistent standards for the design, construction, and maintenance of City roadways. However, several of our City streets present unique design characteristics, serve special functions, or are critical pathways that must be enhanced and protected. Each has a unique history and role in the formation of our community, and will continue to shape the development patterns of Claremont into the future. These streets and their unique characteristics are discussed below.

### Arrow Highway

Arrow Highway is a four-lane, major arterial roadway crossing the central-southern portion of Claremont from Pomona to Montclair. West of Indian Hill Boulevard, Arrow Highway features a raised, landscaped median, and forms a buffer between business park uses to the north and single-family residential areas to the south. East of Indian Hill, residential uses are located on both sides of the street.

Arrow Highway takes its name from what was supposed to be a "straight arrow" route to Los Angeles from San Bernardino. Sixth Street was originally planned for this route, but because of resident and College opposition, the highway was re-routed to the present Arrow Highway alignment. Within Claremont, this roadway makes a significant bend to the south after it enters the City from Montclair. The highway enters Claremont parallel to Green Street, then bends south between Mills Avenue and College Avenue to intersect with the former Cucamonga Avenue alignment. This bend was constructed in the late 1940s/early 1950s to eliminate a significant jog within the route at Indian Hill Boulevard (then Alexander Avenue)<sup>1</sup>. Considerable confusion has surrounded the eastern extensions of this roadway into San Bernardino County. Both Upland and Montclair have "Arrow Highways," as neither City wished to give up the moniker since both formed around these roadways. Upland's Arrow Highway feeds into Claremont's Sixth Street (as Arrow Route), whereas Montclair's Arrow Highway is continuous with Claremont's.

Key objectives for Arrow Highway center upon making this roadway safer and more pedestrian friendly. Due to the regional nature of the roadway and high traffic volumes prior to the opening of the 210 Freeway (with these volumes projected to return to pre-210 Freeway conditions by the year 2020), two lanes in each direction are needed. Installing a landscaped median east of Indian Hill is not possible given the narrow right-of-way. Residential driveways directly access the road at several locations, which affects pedestrian safety. Pedestrian improvements described in this element, such as improved sidewalks and crosswalks, can help to alleviate safety concerns. The City will continue to study options and implement strategies to improve traffic

<sup>1</sup> Wright, p. 400

safety, enhance pedestrian travel, and beautify Arrow Highway through Claremont.

### **Base Line Road**

Base Line Road is a four-lane, major arterial roadway spanning the entire width of the City just north of the 210 Freeway. The roadway is divided, and portions of Base Line Road west of Mountain Avenue feature a raised, landscaped median. Land uses along Base Line Road consist largely of single-family residences, although small office and commercial centers are located near key intersections. Many important Claremont historical landmarks can be found along Base Line Road.

Base Line Road began as an unpaved, rural roadway running through citrus groves. The roadway takes its name from the "base line" established as a guide meridian for a survey of the Pomona Valley in 1866 as part of the Public Land Survey, which divided much of the western United States into townships, ranges, and sections. As the citrus groves were developed into residential neighborhoods, Base Line Road became a major arterial roadway. Since much of northern Claremont and other foothill cities were planned under the assumption that the 210 Freeway would be built, no additional major east-west routes were created at the foot of the San Gabriel Mountains. For many years prior to the opening of 210 Freeway in 2002, Base Line Road served as a major route for traffic commuting through Claremont from San Bernardino to Los Angeles<sup>2</sup>.

Today, Base Line Road still functions as a parallel arterial route to the 210 Freeway. With the freeway in place, properties fronting Base Line Road can be considered for new uses including some expanded types of home occupations. As described in the Land Use, Community Design, and Heritage Preservation Element, the south side of Base Line Road will develop as a corridor of mixed-use development, multiple-family housing, professional offices, and continued retail uses. Continued land use objectives for the north side of Base Line emphasize preservation of existing single-family homes and neighborhoods. Base Line Road will remain primarily an automobile-oriented street. Infill sidewalk construction within the unincorporated portions of Base Line Road will enhance the use of this roadway for pedestrians, and striped bike lanes will be maintained along both sides of Base Line Road.

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<sup>2</sup> Wright, p. 403



**Base Line Road**

Looking west from Mountain Avenue, Base Line Road features a center landscaped median and street trees on both the north and south sides. These features will be enhanced and extended to the eastern portion of Base Line.

The key objective for Base Line Road is beautification. Claremonters have expressed a desire that Base Line Road look more like a "Claremont street" in the future. The roadway lacks the signature character offered by most Claremont streets, namely a lush street tree canopy and attractive landscaped medians. In addition, residents have noted that Caltrans pavement maintenance along this roadway does not meet the City's standard for Claremont streets.

The City has initiated a process to accept Caltrans relinquishment of Base Line Road located within Claremont, understanding that the City will face significant costs in terms of maintenance. Caltrans will fund resurfacing of the roadway to provide a projected 20 years of pavement life. Desired improvements to Base Line Road following Caltrans relinquishment include:

- New raised landscaped median (east of Mountain Avenue to the City limit)
- New street lights (infill and replace wooden poles with exposed marble aggregate concrete poles)
- New bus shelters
- Encouraging the county to provide sidewalks in unincorporated areas

The City will need to explore funding options for these improvements, and it will be necessary for the City to budget for continuing maintenance.

**Bonita Avenue**

Bonita Avenue enters Claremont from Pomona, and runs east through Claremont Village to College Avenue. Bonita Avenue is the primary street providing access to the Claremont Manor and Mt. San Antonio

Gardens retirement communities, and has historically been the route of choice for bicyclists traveling and commuting through Claremont between Montclair, Pomona, and points beyond.

The Citrus Regional Bikeway, originally planned to be constructed in the railroad right of way through Claremont, has been moved to surface streets because the proposed trail along the railroad right-of-way conflicts with the future Metro Gold Line. The bikeway is now planned (from west to east) to utilize Bonita Avenue and First Street for its primary route to Claremont Boulevard. At the county line, the bikeway will connect to the Upland/Montclair trail.

Between the western City limit and Indian Hill Boulevard, Bonita Avenue is a four-lane, undivided Secondary Arterial. East of Indian Hill Boulevard within the Village, Bonita Avenue narrows to a two-lane local street.

The key objective for Bonita Avenue is to implement the planned changes to Bonita Avenue associated with the Citrus Regional Bikeway, as approved by the Traffic and Transportation Commission. The approved changes include re-striping from four travel lanes to two travel lanes, and adding a center dual-turn lane, two parking lanes, and two Class II bike lanes from the City limits to Indian Hill Boulevard. Other changes to Bonita Avenue will include adding a sidewalk on the north side of the road between Berkeley and Grinnell Avenues, and replacing stop signs at Mountain Avenue, Cambridge Avenue, and possibly Berkeley Avenue with traffic signals.

### **First Street**

First Street runs from just west of Cornell Avenue in The Village east to Claremont Boulevard. West of Indian Hill Boulevard, First Street is a two-lane collector roadway serving the western expansion of The Village. Between Indian Hill Boulevard and College Avenue, First Street is a one- and two-lane divided secondary arterial, providing access to Metrolink and Foothill Transit facilities located at the Claremont Depot. East of College Avenue, First Street transitions to a four-lane secondary arterial as it forms the southern edge of The Claremont Colleges. With the implementation of the changes associated with the Citrus Regional Bikeway, this segment will further transition to a single travel lane in each direction, incorporating the regional bikeway within the right of way.

In the early part of the twentieth century, Pacific Electric Red Cars ran down the center median of First Street. Today, First Street provides a bikeway connection to the San Bernardino County Regional Bikeway, which begins at Huntington Drive, just east of Claremont's boundary. The City looks to continue First Street's intercity transit tradition by connecting east into the cities of Montclair and Upland. This would establish easier transit connections between the Depot and Montclair Transit Center, forging a new roadway and bikeway that better connects Claremont to these cities and points beyond. In addition, the

First Street extension will provide a much-needed eastern connection to The Village.



**First Street**

Looking north toward Harvard Avenue, First Street has many pedestrian enhancements including special paving that provides connections between the Village and Claremont Depot.

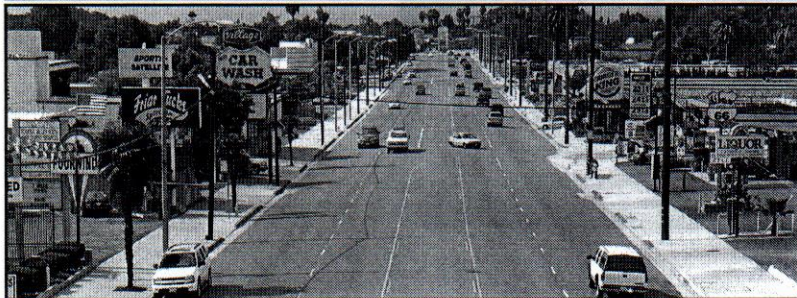
**Foothill Boulevard**

Foothill Boulevard is an east-west, four-lane major arterial that extends the length of Claremont, from Towne Avenue to Monte Vista Avenue. Owned and operated by Caltrans, for many years Foothill Boulevard has served as a major intercity roadway, and will continue to do so in the future.

In 1931, Foothill Boulevard opened to much fanfare. This state highway was an antecedent of a series of disjointed routes connecting the foothill cities. Claremont's foothill route, called Mesa Avenue at the time, was a gravel road from the San Antonio Wash on the City's eastern boundary to Pasadena on the west. In 1911, the state approved plans for an east-west roadway, championed by the Foothill Boulevard Association, a lobbying group charged with securing the route for the foothill cities<sup>5</sup>. Foothill Boulevard became part of the popular U.S. Route 66, connecting Chicago to Los Angeles, and was the route used by many Americans relocating from the Midwest dust bowl to more promising futures in California.

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<sup>5</sup> Wright, p. 412



**You Know When You've Left Claremont**

These photos show the contrast in appearance of Foothill Boulevard within Claremont and Pomona at the intersection of Towne Avenue and Foothill Boulevard, emphasizing the importance of street trees, medians and sign control along Foothill Boulevard within the City.

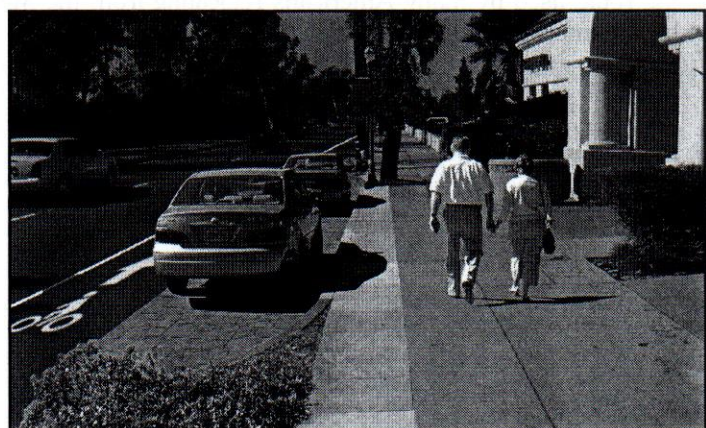
Top – Foothill Boulevard looking east into Claremont

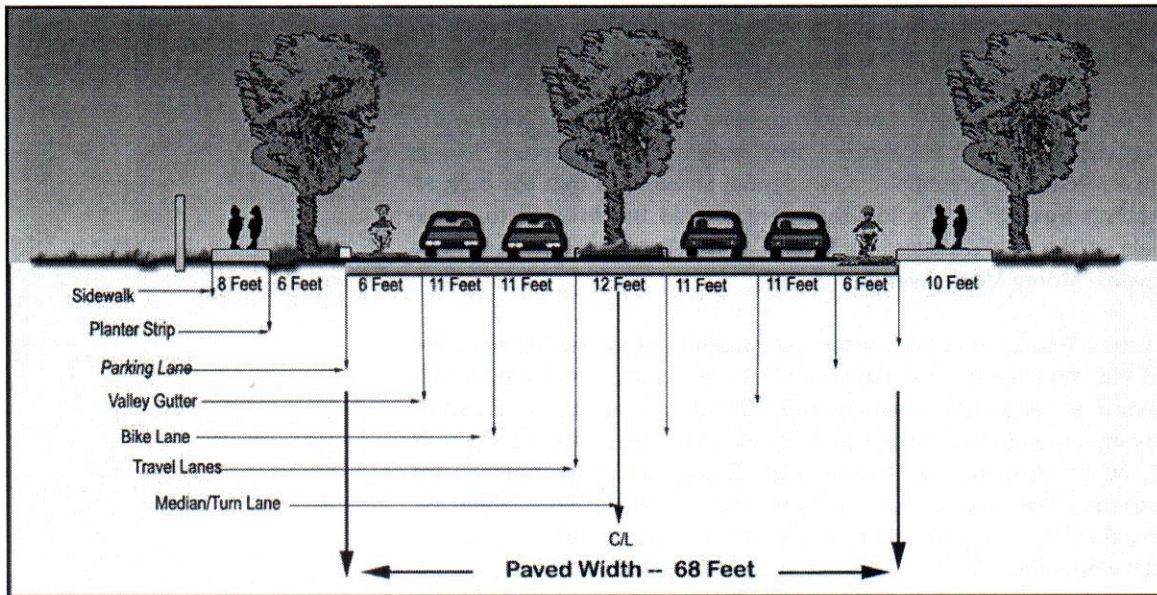
Bottom – Foothill Boulevard looking west into Pomona

As described within the Land Use, Community Design, and Heritage Preservation Element, Foothill Boulevard is expected to have a new identity in the twenty-first century. At a community design charrette conducted in the Fall of 2004, Claremonters defined a vision for Foothill Boulevard that reinvents this historic corridor as a mixed-use, pedestrian-oriented community center that connects to adjacent residential neighborhoods and schools. Envisioned changes include the re-stripping of Foothill Boulevard to incorporate bike lanes, provision of sidewalks where none exist, creation of a unified landscape treatment, and strong, unifying gateways that provide a sense of arrival. Better street connections, improved interior circulation among key properties, and expanded median designs with aggressive access management controls will facilitate pedestrian activity. While the focus of right-of-way enhancements will occur primarily along the stretch of Foothill Boulevard between Towne Avenue and Indian Hill Boulevard, the techniques may be applied east of Indian Hill Boulevard to the City border. Implementation of any or all of these changes will likely require approval and an encroachment permit from Caltrans.

**Walkable Foothill Boulevard**

The vision for Foothill Boulevard is a four-lane roadway featuring a continuous median, bike lanes, and sidewalks with planters. These features will increase Foothill's walkability, resulting in a more sustainable roadway capable of supporting commercial and residential mixed-use development.





### Indian Hill Boulevard

Indian Hill Boulevard runs from Holt Boulevard in Pomona north to the Thompson Creek in Claremont. Along its path from south to north through Claremont, Indian Hill Boulevard transitions from a four-lane, divided major arterial, to a two- and four-lane divided secondary arterial, to a two-lane collector. Indian Hill Boulevard has an interchange at the 10 Freeway, but does not have an interchange at the 210 Freeway.

Modern-day Indian Hill Boulevard was created by forging a connection between two north-south trending streets: Indian Hill Boulevard, which ran north of Harrison Avenue, and Alexander Avenue, which ran south of Harrison. Indian Hill Boulevard takes its name from Indian Hill, a small mesa located northeast of the current intersection of Indian Hill and Foothill Boulevards, where a settlement of Serrano Indians was located until the early 1800s. Alexander Avenue was named for S.T. Alexander, vice-president of the Pomona Land and Water Company. Historically, drivers were required to make two turns to connect from one street to the other, as the two streets were separated by approximately one block at Harrison. In the early 1960s, Millard Sheets designed a bend that connected the two roadways. This bend, in tandem with the opening of the 10 Freeway interchange at Indian Hill Boulevard in 1954, forced a change in circulation patterns, directing traffic away from College Avenue in favor of Indian Hill Boulevard for north-south travel.<sup>4</sup>

Over the years, Claremont's general plans have highlighted the role of Indian Hill Boulevard in the City's overall circulation plans, and have

### Foothill Boulevard: A Corridor for All

Foothill Boulevard will provide adequate and safe space for motorists, pedestrians, and bicyclists.

<sup>4</sup> Wright, p. 424

emphasized the need for such techniques as slowing and reducing traffic along the roadway, reducing traffic-related noise levels in surrounding neighborhoods, making Indian Hill Boulevard a useful and safe road for pedestrians, and discouraging truck traffic. However, these plans have also recognized that Indian Hill Boulevard, along certain stretches, is principally a residential street, and that the bulk of north-south through traffic in Claremont should be directed to other arterials at the City's edges, such as Towne Avenue and Claremont Boulevard/Monte Vista Avenue.

This Circulation Element advocates continuation of these objectives for Indian Hill Boulevard. Medians should be provided along Indian Hill Boulevard at all locations where right-of-way will allow. Pedestrian improvements should continue to be provided within The Village and along other stretches of Indian Hill Boulevard used heavily by pedestrians. Key intersections at San Jose Avenue, Arrow Highway, and Foothill Boulevard should be improved in tandem with new mixed-use development. Street trees form a major part of the signature streetscape provided by Indian Hill Boulevard, and should be maintained and enhanced throughout the length of the roadway.

#### **Mountain Avenue**

Mountain Avenue runs from the south boundary of the City at the 10 Freeway north to Arrow Highway, and from Bonita Avenue to the Claraboya neighborhood. The two sections of Mountain Avenue are connected by a portion of Cambridge Avenue, which runs from Arrow Highway to Bonita Avenue. South of Arrow Highway and north of Base Line Road, Mountain Avenue is a two-lane collector, and north of Bonita Avenue to Base Line Road, it is a secondary arterial with two lanes from Bonita Avenue to Harrison Avenue, and four lanes from Harrison Avenue to Base Line Road.

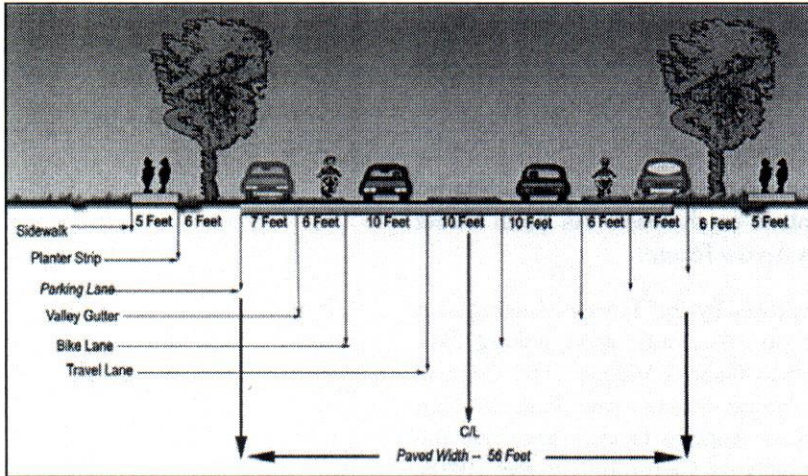
In the 1880s, Mountain Avenue ran from San Bernardino Road to San Jose Avenue, and in 1907 Mountain Avenue formed one of the westerly boundaries of the City. An interchange with the 10 Freeway was part of early freeway plans, but was never built. Mountain Avenue is known as the "street of schools", with one junior high and two elementary schools located along the roadway<sup>5</sup>.

Mountain Avenue presents significant opportunities to accomplish City objectives for both encouraging pedestrian activity and bicycle use, and establishing safe routes to schools. Mountain Avenue between Harrison Avenue and Base Line Road requires up to 12 seconds to cross, whereas seven seconds is a preferred standard. With traffic volumes below 8,000 vehicles a day, only two lanes are needed on this street.

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<sup>5</sup> Wright, p. 433





**Mountain Avenue  
"Road Diet"**

Options to improve the walkability of Mountain Avenue approaching Foothill Boulevard were explored during a community charrette held in 2004. The City will continue to study, evaluate, and receive community input regarding these options.

The approach to improving Mountain Avenue's pedestrian function centers upon the intersection at Foothill Boulevard and the stretches both north and south of Foothill Boulevard near Mountain View Elementary School. The skewed Mountain Avenue/Foothill Boulevard intersection may possibly be reduced by eliminating non-essential lanes and adding on-street parking on alternating sides of the street. On-street parking lanes may be added to the sections of Mountain Avenue north and south of Foothill Boulevard. Reduction of the intersection skew may allow for a more compact, more efficient intersection that will provide greater comfort to pedestrians.

Other roadway enhancements that would make Mountain Avenue more attractive, functional, and safe would be to add medians with turn pockets. Under this treatment, a tree canopy can be added, helping cool the street and reduce energy costs for adjacent property owners.

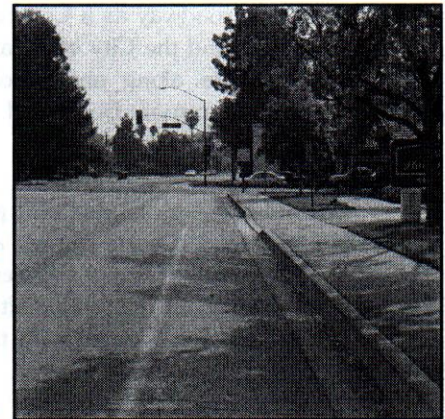
**San Jose Avenue**

San Jose Avenue is a secondary arterial roadway providing an east-west link between Pomona and Montclair through southern Claremont. Residential uses, both single-family and multiple-family, dominate San Jose Avenue. Traffic concerns include vehicle trips generated by residents of high-density apartment complexes on San Jose Avenue west of Indian Hill Boulevard. Heavy traffic on this roadway, combined with frequent driveway accessibility, affects residents' ability to use San Jose Avenue as a walking or biking corridor.

Between Indian Hill Boulevard and Mills Avenue, residents have expressed concern regarding speeding vehicles and commuter traffic that use San Jose Avenue to access the 10 Freeway. The City has completed several improvements to San Jose Avenue, including restriping the roadway to single lanes; adding bike lanes and parking west of Indian Hill Boulevard; installing a traffic signal at Lehigh Drive to improve safety of children crossing to Vista School; and working with property owners to improve properties located on San Jose Avenue. Future solutions for this roadway may include reduced travel lanes

**San Jose Avenue**

San Jose Avenue, looking east toward Indian Hill Boulevard, includes a Class II bike lane that designates a portion of the road for bicyclists.



where possible, and improved sidewalks, crossings, and medians where right-of-way is available. The City will continue to study, evaluate, and receive community input regarding these options.

### **Sixth Street**

Sixth Street is a two-lane, collector roadway running from Pilgrim Place on the west into the city of Upland on the east. As Sixth Street enters Upland, the roadway becomes Arrow Route.

In 1903, Sixth Street was voted acceptable by the Towne Meeting as a route for the Ontario Road, a proposed county road linking San Bernardino to Los Angeles via the San Gabriel Valley. The Ontario Road, or as it was later called, Arrow Route, was built in San Bernardino along this route to the Los Angeles County line. By the time this road became a real possibility in Claremont in the 1920s, residential areas surrounding Sixth Street had been settled, Pomona College had constructed several buildings close to the street, and Pilgrim Place was planned at the western terminus of the roadway. Resident and college opposition to the use of the Sixth Street route for this purpose was so strong that an alternate route had to be proposed<sup>6</sup>. The highway was subsequently re-routed to the south along the present day Arrow Highway alignment in Los Angeles County.

Sixth Street bisects both Pomona College and Claremont McKenna College, and is characterized by heavy levels of college-age pedestrian traffic. Sixth Street is the only existing or planned east/west street between Foothill Boulevard and First Street that provides a through connection into Upland between Indian Hill Boulevard and Claremont Boulevard. Prior to the opening of the 210 Freeway, Sixth Street was an important, heavily used, east-west street, particularly during the morning and evening peak hours. Since the freeway opened in 2002, traffic volumes on Sixth Street have decreased; however, as freeway volumes climb in the future, this route will again have heavier traffic volumes.

To maintain the City's policy of limiting Foothill Boulevard and Arrow Highway to four travel lanes, the additional capacity provided by Sixth Street and Harrison Avenue must be maintained. The City will maintain this roadway as a Collector street, and continue to work with The Colleges and the City of Upland to maximize pedestrian safety of college students along and across Sixth Street between Harvard Avenue and Claremont Boulevard.

### **Towne Avenue**

Towne Avenue was named and platted in Pomona approximately in 1874. It extended north almost as far as Cucamonga Avenue (now Arrow Highway). It is named after R.M. Towne who helped found the city of Pomona. In the 1960s, after the 10 Freeway was constructed, Towne Avenue was joined with the existing San Antonio Avenue, a

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<sup>6</sup> Wright, p. 397

parallel street that extended north to the foothills. The name of San Antonio Avenue was changed to Towne Avenue, except for a small segment of San Antonio Avenue south of Arrow Highway, and the street became a major arterial. Towne Avenue currently forms the western boundary of Claremont from Harrison Avenue to just south of Briarcroft Road, at which point the City's boundary extends west.<sup>7</sup>

In Claremont, Towne Avenue is a four-lane, major arterial, lined with residential properties on both the west and east sides of the street. Commercial uses are limited to areas adjacent to Foothill Boulevard. On-/off-ramps for the 210 Freeway are located on Towne Avenue south of Base Line Road, and mixed uses are planned for the east side of the street between the 210 Freeway and Base Line Road. North of Base Line Road, Towne Avenue narrows and becomes a local street, terminating at the Thompson Creek Channel.

Traffic has increased considerably since the opening of the 210 Freeway in November 2002. Residents in the area have voiced their concerns about increased traffic volumes and speeds and the difficulties the traffic creates for pedestrians. To address these concerns, the City applied for and received funds from the state's Safe Routes to School grant program to make improvements to Towne Avenue. Since 2004, improvements to Towne Avenue have included a new traffic signal at Towne Avenue and Briarcroft Avenue; relocation of a crosswalk and pedestrian signal at Towne Avenue and Scripps Avenue; installation of in-fill sidewalk and seven handicapped ramps on the west side of Towne Avenue; upgrading of eight handicapped ramps at the east side of Towne Avenue; pedestrian improvements at the eastbound 210 Freeway off-ramp; installation of raised medians and landscaping; and installation of nine streetlights on the west side of Towne Avenue, between Briarcroft Road and 210 Freeway. In addition, at the City's request, Caltrans implemented pedestrian and vehicular improvements at the eastbound 210 Freeway off-ramp.

The key objectives for Towne Avenue are to make the street safe and friendly to pedestrians and other users. The new landscaped medians and other medians have helped, and the trees in the median will provide a tree canopy. The City will continue to study ways to improve the street.

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<sup>7</sup> Wright, p. 453

# A Comprehensive, Sustainable Approach to Mobility

Claremont takes an integrated and balanced multi-modal approach to transportation which will incorporate motor vehicles, pedestrians, bicycles, and other transportation modes, including bus and rail systems.

## Connecting Claremont to the Region

Claremont has always been a crossroads. In its early history, Claremont was on a stagecoach route. The City was a stopover on a transcontinental railroad and a stop along the Pacific Electric rail network. In the twentieth century, Foothill Boulevard was part of Route 66.

Today, as part of a large metropolitan area and of necessity, Claremont needs to integrate its local street system with existing and planned regional and local systems. Regional transportation planning and management requires cooperation and coordination among all the affected jurisdictions, such as local cities, Los Angeles and San Bernardino Counties, Caltrans, and the Los Angeles Metropolitan Transportation Authority (Metro). Working together, agencies can address the physical infrastructure needed to support regional demands and ensure that convenient alternative transportation modes allow for an integrated approach to addressing traffic problems.

## Caltrans Facilities

Several Caltrans facilities traverse Claremont. The 10 Freeway, an east-west interstate highway, has an interchange at Indian Hill Boulevard. The 210 Freeway, another east-west highway, is built to interstate standards and will be designated as an interstate once Caltrans has completed the extension to the 215 Freeway in San Bernardino. The 210 Freeway has interchanges at Towne Avenue and Base Line Road. Base Line Road is designated as State Route 30 and Foothill Boulevard is designated as State Route 66; both are owned and maintained by Caltrans. The community has expressed clear direction that Base Line Road and Foothill Boulevard must look and function like other Claremont streets.

## Congestion Management Plan

The Los Angeles County Congestion Management Plan (CMP) is administered by Los Angeles County Metropolitan Transportation Authority (Metro). The CMP identifies and establishes a system for monitoring regional transportation facilities. This information is used

to link local land use decisions with their impacts on regional transportation and air quality, and to develop partnerships among transportation decision makers to find solutions that serve the region. Local jurisdictions, such as Claremont, are required to participate in the CMP to receive their portion of state gas tax revenue.

CMP facilities in Claremont include the 10 and 210 Freeways, in addition to the intersections of Arrow Highway/Indian Hill Boulevard and Foothill Boulevard/Indian Hill Boulevard. The City will continue to participate in the monitoring and improvement of these facilities in conjunction with Metro as part of the CMP.

San Bernardino County also has a Congestion Management Plan, but there is no coordination of plans between the two counties. The City will continue to work with both counties to better address cross-county impacts.

## **Minimizing Local Congestion and Protecting Our Neighborhoods**

A well-designed local roadway system is the foundation of Claremont's multi-modal circulation network. Roadways provide primary travel routes for automobiles, but also form the backbone of Claremont's transit, pedestrian, truck, and bicycle options. The primary local roadway concerns in Claremont are traffic congestion, vehicle speeds, and neighborhood protection.

### **Reducing Through Traffic**

Historically, regional commuters have chosen to use Claremont streets as quick and easy routes to access points east and west of the City. Prior to construction of the 10 and 210 Freeways, routes such as Foothill Boulevard, Base Line Road, and Arrow Highway provided east-west through connections. With the freeways providing two regional routes, Claremonters seek to transform these roadways into more local-serving arterial routes. Key objectives of this strategy include gaining local control of Base Line Road and exploring the benefits of gaining control of Foothill Boulevard, installing medians and completing beautification projects on these roadways, and pursuing the special roadway treatments specified for each roadway in this element.

North-south trending through-traffic is also a concern, as commuters seek quick options to transfer between the 210 Freeway and the 10 Freeway. This trend is most noticeable on Towne Avenue and Monte Vista Avenue, the only two continuous links between the freeways within Claremont. The City has completed median upgrades and beautification projects on each of these roadways, and continued efforts will be made to attempt to slow or properly control through traffic along these routes.

## Neighborhood Traffic Calming

As traffic in the City and region increases, and through traffic tends to seek alternative routes, these alternative routes may indirectly or directly impact local neighborhoods. This occurs when drivers divert from congested arterial roadways to local and collector roads. The City is committed to the preservation of its residential neighborhoods, and has established policies which contribute to the preservation efforts.

One of the ways to help control the movement of traffic through an area is by the use of traffic-calming techniques. Claremont has implemented a traffic-calming policy, which directs traffic to routes that minimize adverse impacts in residential neighborhoods. The policy also calls for a balanced system of circulation that incorporates motor vehicles, pedestrians, bicycles, and other transportation modes.

A number of examples of traffic-calming techniques are employed throughout the City. Some of the more notable examples are the design of Indian Hill Boulevard between Harrison Avenue and Foothill Boulevard, features installed on south Mills Avenue, median treatments on Foothill Boulevard, and the re-striping of a number of streets. Landscaping, trees, sidewalks, and bike lanes also help to calm traffic.

Over the years, the City has received many requests for additional traffic enforcement, controls, and calming in various neighborhoods. To ensure that the quality of life in Claremont's neighborhoods is sustained and to address funding issues, City staff and the City Council continue to implement the adopted traffic calming policy.

One tool to calm traffic is to install medians within the right-of-way. Medians improve general roadway safety and provide an aesthetic benefit. For pedestrians, medians provide a safe haven as they cross the street. City policy requires resident approval for the installation of medians. This policy will need to be changed because it may result in inconsistent median treatment along the major corridors which will limit the potential benefits of the medians. However, before installation of medians can be completed, the City must make sure that any unintended problems, such as visibility or traffic movement, have been explored.

The implementation of traffic-calming measures can result in varying degrees of liability exposure to the City. Therefore, such measures must incorporate engineering design features and practices that do not result in unacceptable liability exposure for the City.

## Transportation Demand Management

Transportation Demand Management, or TDM, is a general term for strategies that promote the efficient use of transportation systems without adding carrying capacity (e.g., additional lanes or widening) on

### Traffic Calming

With traffic calming, accessibility and mobility are not reduced; they are modified to fit the needs of each neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social, and environmental purposes.

the roadway system. TDM strategies can help address a variety of traffic problems and provide secondary economic, social, and environmental benefits. When all are considered, TDM strategies are often the most cost-effective way to improve transportation. Examples of TDM include:

- Bike/Transit Integration
- Carpooling
- Pedestrian Facility Improvements
- Transit Improvements
- Encouraging Walking and Cycling
- Parking Management and Pricing
- Bicycle Parking
- Alternative Work Schedules

To implement these strategies and support regional air quality objectives, the City has adopted a Transportation Demand Management Ordinance. The City will continue to work with major employers to implement TDM strategies.

### **Transportation System Management**

Nearly every jurisdiction in Southern California faces traffic congestion problems that can no longer be resolved by unsustainable capacity enhancements such as lane re-striping or roadway widening. An alternative, sustainable strategy is implementation of Intelligent Transportation Systems (ITS), which allow a city to control traffic signals by using advanced computer technologies, monitor traffic using video monitoring, and provide traveler information to motorists. The City will work to implement ITS systems at strategic locations to improve traffic flows.

### **Impact Fees**

New development affects circulation within and through our City. Additional traffic generated by new development incrementally impacts our transportation system and affects the quality of life of Claremont residents.

In 1997, the City completed a traffic impact fee analysis to show the relationship between projected new development, needed transportation improvements, and estimated costs of improvements. As a result, the City amended the Land Use and Development Code to establish the transportation impact fee. The purpose of impact fees is to fund transportation improvements needed to reduce impacts caused by new development within the City. The costs of improvements to be funded by the fee is fairly apportioned to new development relative to the benefits conferred to new development or the need created by new development. The City will continue to use impact fees to fund required roadway improvements.

## Circulation within The Claremont Colleges

The Claremont Colleges are destination points for people arriving in the City. Transportation and circulation among and between the campuses are important considerations. The campuses are surrounded and traversed by the public street system, and also have a series of private internal streets. Each campus accesses nearby public streets as well as adjoining campuses. The Colleges have concerns regarding traffic at specific links and intersections. These concerns involve a range of circulation modes from vehicles to bicycles, service vehicles, and pedestrians. Additionally, connections to major access points such as the 10 Freeway, the 210 Freeway, Metrolink, and Metro Gold Line must be clearly understood and navigable. Striking a consistent balance between City and college concerns has long been a tradition in Claremont, and will continue to be a key priority for transportation planning.

## Accommodating Pedestrians, Bicyclists, and Equestrians

Pedestrians and cyclists share our roadways with automobiles. They also share our trail system with equestrians. Bicycling and walking play increasingly significant roles as sustainable alternatives to the automobile. The City continues to recognize this fact by providing and maintaining facilities for these other modes of travel. Claremonters have expressed a strong desire to maintain public space for use by pedestrians, bicyclists, and equestrians.

If walking and bicycling to work offer transportation alternatives, the City must pay close attention to other issues beyond basic walking and bicycling systems. New, mixed-use neighborhood centers are needed surrounding The Village and Foothill Boulevard for people to walk and shop where they feel comfortable. People seek out places where other people congregate. Vehicular traffic must be accommodated but should not be allowed to dominate land use and transportation decisions.

### Pedestrians

Walkability, access, and connections are essential components of a circulation system that easily and specifically accommodates pedestrians. Walkability includes wide sidewalks, safe street crossings, features that encourage cautious driving, and a pleasant and safe walking environment. Walkways, well-designed pedestrian crossings, pathways, and pedestrian short-cuts allow people to get from one destination point to another with ease. Dedicated pedestrian paths can provide access between residential and activity areas, especially if streets do not connect. Pedestrian connections should be provided primarily to and from activity centers such as The Village, Foothill Boulevard, The Claremont Colleges, and the Depot. Handicapped

### Ten Steps to Walkability

1. Compact, lively town and neighborhood centers, full of people, life, association and exchange.
2. Low traffic speeds, distributed volumes, modest intersection widths.
3. Fine-grained street network (defined as many well connected short blocks), many streets, trails, links, paseos, and transit links.
4. Neighborhood schools and parks/plazas within one eighth to one mile.
5. Public places have inviting features such as benches, restrooms, shade, water and art.
6. Convenient, safe, and efficient high-visibility street crossings.
7. Many people of all ages and abilities walking many hours.
8. Celebrated public spaces with many activities such as parades, markets, and festivals.
9. Good coordination between land use and transportation.
10. Inspiring, well-maintained streets and homes.

- *Foothill Boulevard Corridor  
Charette Report*, Walkable  
Communities, Inc.



access strategies should also be incorporated into all street and pathway plans.

Pedestrian systems must easily and efficiently connect people to their desired destinations within the City. To feel secure, walkways and other public spaces should be open to public view. Pleasant and secure places have many houses, stores, and public spaces where we can know our surroundings.

Pedestrian connections are generally in place throughout the City, especially in residential neighborhoods and the Village. Some pedestrian connections between residential areas, schools, and employment centers are missing, and some areas within the northern part of the City have no pedestrian facilities. Off-street pedestrian facilities for hiking and recreational uses are located throughout the City, most notably along the Thompson Creek Trail and within the Wilderness Park. When considering new connections, the City will strive to ensure that any associated problems are not shifted from one location to another.

### **Walkability Improvements and Pedestrian Amenities**

Claremonters support proactive integration of the pedestrian-oriented improvements and amenities within our circulation system to improve walkability. Primary additional locations for incorporating these features include Arrow Highway, Foothill Boulevard, and Base Line Road. However, these principles should also be applied to other roadways within Claremont, where feasible and appropriate.

#### **Sidewalks**

All streets in urban neighborhoods in Claremont should have sidewalks or pathways on both sides. In addition to providing a basic transportation route, sidewalks and pathways offer the opportunity to create appealing public spaces that reflect community pride and invite people to walk. In many cases, improvements to existing sidewalks, rather than new sidewalks, are needed for safety purposes. Curb ramps at intersections allow for easy accessibility on or off sidewalks for someone with limited mobility and for strollers. The City will continue to construct curb ramps wherever needed to accommodate individuals with limited mobility. A furniture zone provides space for landscaping, hydrants, transit stops, bike racks, and benches so that walkways remain unobstructed.

#### **Landscaping and Street Trees**

Appropriate and aesthetically pleasing landscaping welcomes users to use walkways, and can provide a sense of calm as the user moves through the space. Street and shade tree canopies ensure that temperature-relieving shade encourages use even during the hottest times of the year.

#### **Sidewalks and Curb Cuts**

Curb ramps placed at street intersections allow someone in a wheelchair or on a toddler's tricycle to move onto or off of a sidewalk without difficulty.



### Driveway Access

Driveways, like side streets, expose pedestrians to turning vehicles. Although drivers need access to properties, consolidating driveways and keeping them as narrow as possible makes walkways more practical. One issue to be considered is the number of sloped driveways along a sidewalk, and the impact on wheelchairs and walkers. Numerous driveway curb cuts can be problematic for those users due to automobile drivers not paying attention to people on the sidewalk, and where no parkway separating the sidewalk from the street exists, the constant slopes present problems for wheelchair users.

### Medians and Turning Pockets

One method for reducing the frequency of turning movements that cross pedestrian travel routes is to provide raised medians. Medians provide essential buffers between opposing lanes of traffic and can increase vehicle carrying capacity of individual lanes by restricting crossover traffic and lane stoppages at turning points. Left-turn pockets are provided in the median at major turning points. Medians also provide pedestrians with a place to wait for a crossing opportunity between travel lanes. They allow space for street beautification and gateway treatments, and help eliminate aggressive behaviors, such as inappropriate passing.



### Pedestrian Linkages

This pedestrian linkage connects parking lots at the rear of buildings in The Village to the sidewalks along Yale Avenue.

### Pedestrian Linkages

Linkages are alleys, walkways, corridors, and shared-use paths that connect pedestrian facilities. Linkages increase pedestrian convenience by providing "short cuts" to destinations. Linkages often provide travel routes that are more appealing than walking next to traffic. Claremont is characterized by many long blocks and other land sections where new pedestrian links should be provided. Ideally, pedestrian links

should be provided between parallel blocks every 300 to 500 feet. These spaces need ample (but not too much) width, many eyes facing into the spaces, effective use of landscaping to increase security, and other features that encourage people to use them.

### **Crosswalks and Markings**

Properly designed, marked, and signed crossings lead to higher levels of motorist courtesy toward pedestrians. Pursuant to the City's adopted crosswalk policy, the City supports the provision of marked crosswalks at protected (signalized or stop-controlled) intersections, if their presence minimizes pedestrian-auto conflicts. The City discourages marked crosswalks at unprotected locations (mid-block or uncontrolled intersections); however, the City has established criteria for areas near elementary schools by which residents may petition for installation of a marked crosswalk at an unprotected location, if certain conditions are met.

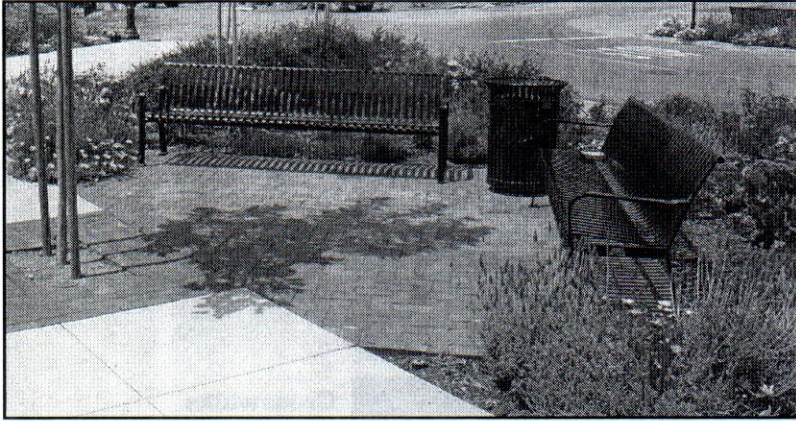


### **Crosswalks**

Cross walks with pavers in The Village help define crosswalks for pedestrians and motorists.

### Street Furniture

Street furniture can be unique to each site, or provide a general mood for an area. Less-attractive features, such as trash bins, dumpsters, and newspaper racks, can be converted into visual sources of pride.



### Street Furniture

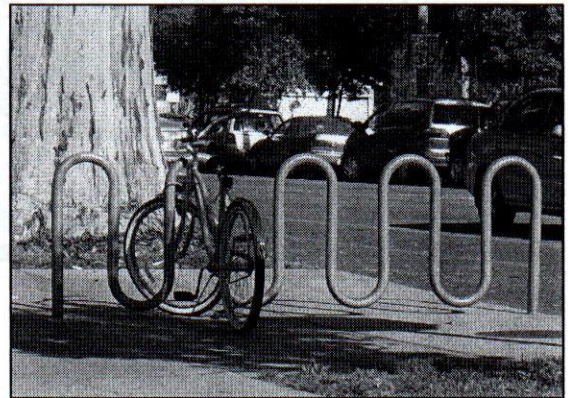
Examples of street furniture designed for The Village.

### Way-finding Signs

Clear way-finding signs direct traffic to specific destination points and reduce traffic through neighborhoods and the college campuses. These signs will become even more important as planned development in Upland and Montclair are constructed, and the demand for east-west access is increased.

### Bicycles

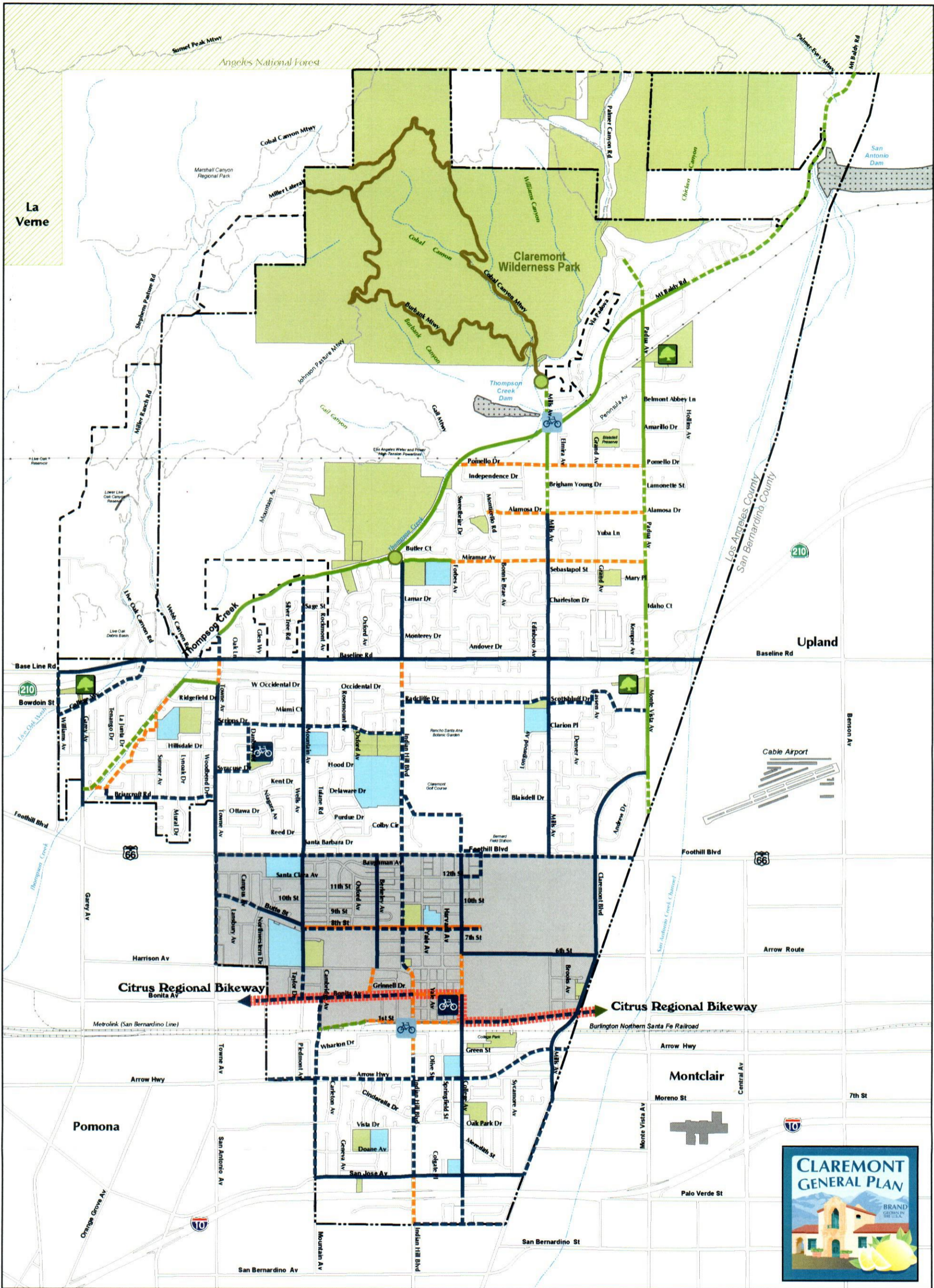
Bicycling is an increasingly popular form of recreation as well as transportation. Claremonters should be able to easily cycle to work or school using convenient routes. Allowing bicycles on buses and providing secure bicycle parking facilities will further encourage bicycling and promote the use of multiple transportation modes. Cycling is also a major recreational activity, and mountain bikers can traverse the hills using the Claremont Wilderness Park Trail.



### Bicycles Racks

A bicycle rack, located at College Avenue and Sixth Street, is in the Bike Priority Zone.

Claremont has designated a Bike Priority Zone within The Village, The Claremont Colleges, and residential neighborhoods south of Foothill Boulevard and north of First Street (see Figure 4-3). The Bike Priority Zone emphasizes safe bicycle routes and parking facilities. Within the Bike Priority Zone, signs are needed to alert drivers of the zone and the presence of bicyclists, and bicycle crossing buttons and bike loop sensors are provided at intersections. The regional bikeway utilizing Bonita Avenue and First Street will be the City's most important east-west bike route. All schools in Claremont provide bike racks for students and faculty, and bicycle lockers are available at the Metrolink parking lot.



**Bike Facilities**

**Bikeways**

- Bike Path (Class I)
- Proposed Bike Path (Class I)
- Bike Lane (Class II)
- Proposed Bike Lane (Class II)
- Bike Lane (Class III)
- Proposed Bike Lane (Class III)

- Citrus Regional Bikeway
- Bike Priority Zone
- Bike Parking
- Bike Lockers

- Park Trails**
- Claremont Hillside Wilderness Park Trail
  - Trail Staging Area/Trail Parking

**Base Map Features**

- Claremont City Boundary
- Claremont Sphere of Influence
- Parks
- Proposed Park
- Schools
- Los Angeles National Forest

Source: City of Claremont, 2007.

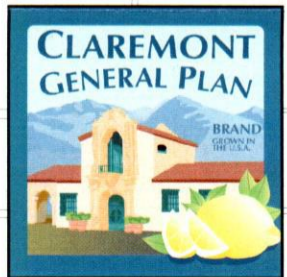
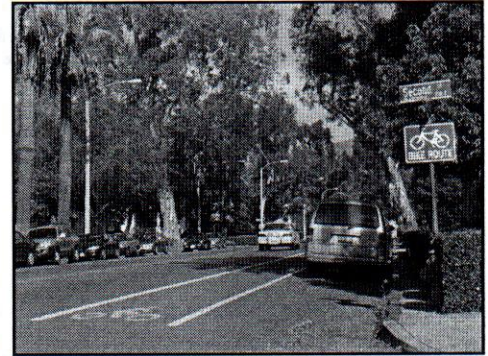


Figure 43  
**Bike Plan**

**Bikeway Classes**

Like roadways, bikeways come in many forms. Figure 4-3 designates a series of Class I, Class II, and Class III bicycle facilities throughout the City. Class I facilities are located on a separate protected path, Class II facilities are a marked bike lane on the pavement adjacent to traffic, and Class III facilities consist of posted riding areas.

Figure 4-4 provides schematic diagrams illustrating the width and features of each type of bikeway. These routes are located both on-street and off-street to reduce bicycle conflicts with automobiles and pedestrians while maintaining connectivity. Continuing challenges for bikeways in Claremont include improved crossings over the 210 Freeway, improvements at intersections, and improved cross-town connections and routes to schools.



**Class II Bike Routes**

A Class II bike lane traverses College Avenue.

**Citrus Regional Bikeway**

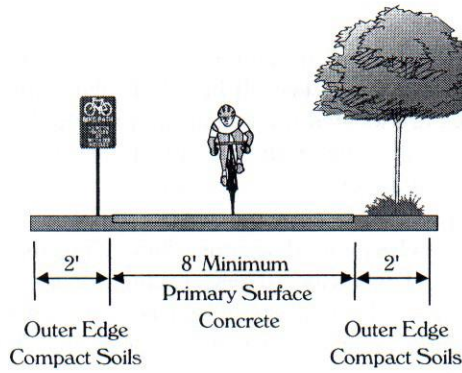
The Citrus Regional Bikeway is a portion of a larger regional bike trail system designed to provide a continuous path for bicyclists traveling and commuting between San Dimas and Rialto. The bikeway, originally planned to be constructed in the railroad right-of-way through the cities of San Dimas, La Verne, Pomona, and Claremont, has been moved to surface streets to avoid conflicts with the planned extension of the Gold Line. From San Dimas to Claremont, the Citrus Regional Bikeway will utilize Bonita Avenue as the primary route. In Claremont, the bikeway route will utilize Bonita Avenue and First Street for its primary route and will consist of Class I, II, and III paths. When completed in Claremont, the bikeway will connect to the regional trail in San Bernardino at the Upland/Montclair boundary. Sections of the regional trail are already completed in Upland, Rancho Cucamonga, and Fontana, with the ultimate goal of providing a continuous path to Rialto.

**Equestrians**

Although not significant for transportation purposes, equestrian trails provide a recreational resource within the City. Claremont, as a whole, is not an equestrian-oriented community, but an Equestrian Overlay District in a residential neighborhood north of Base Line Road provides for a trail. In addition, the City's equestrian trail system includes trails on portions of Mills Avenue and Padua Avenue, and incorporates use of the Wilderness Park Trail and Thompson Creek Trail. These facilities are shared by equestrians, bicyclists, and hikers.

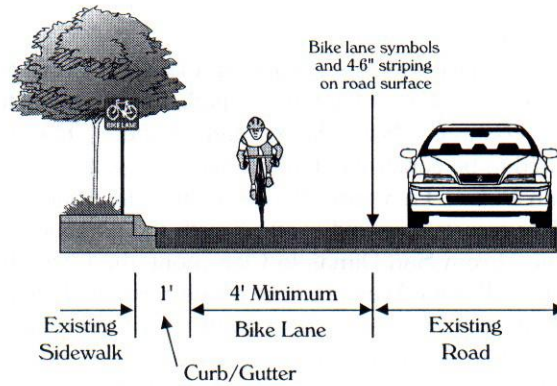
**Class I (Bike Path)**

Wider lanes recommended for high bike volumes or high levels of mixed use.



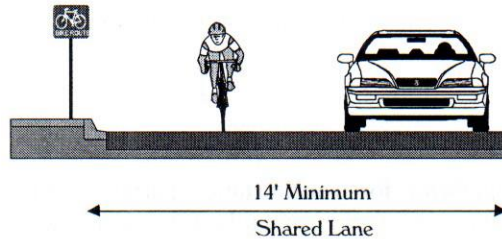
**Class II (Bike Lane)**

4' total width where curb occurs. Wider bike lane recommended for high bike volumes or if adjacent to on-street parking.



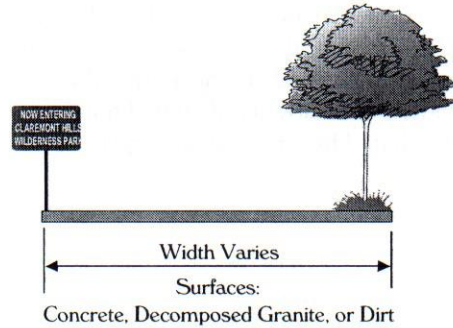
**Class III (Bike Route)**

No street striping or bike symbols.



**Connector and Park Trails**

Connector trails are multipurpose trails that emphasize safe travel for pedestrians to and from parks and the community. Park trails are multipurpose trails located within greenways, parks, and natural resource areas.



Note: Dimensions are not to scale

**Figure 4-4  
Bikeway and Trail Cross Sections**

## Trails

Trails are multi-purpose pathways located along drainage channels, roadways, or within the Wilderness Park. Single-purpose and multi-purpose trails enhance community mobility, and provide opportunities for recreation and exercise. A well-defined, interconnected trail system can also reduce dependence on the automobile for short local trips. For more information and locations of trails, see Chapter 5 - Open Space, Parkland, Conservation, and Air Quality Element.



### **Wilderness Park Trail**

The Wilderness Park Trail forms a loop through the City's Wilderness Park. The trail is a popular recreation destination for many enthusiasts, and offers options for hikers, bikers, and equestrians.

## Riding the Rails

Railroads historically have played a strong role in shaping Claremont's form, establishing connections to surrounding cities and regions, and establishing the City as a destination for residents and visitors. Beginning with the Santa Fe Railroad, the Ontario and San Antonio Heights trolley, and Pacific Electric Red Cars, and continuing today with Metrolink, Amtrak, and the planned extension of the Metro Gold Line, rail transit provides options for Claremonters who wish to travel beyond the City. New options for transit-oriented development projects in areas surrounding rail stations have been created, and rail transit continues to be an agent for change in Claremont. Increasing use of all forms of rail transit, and concentrating new residential and mixed-use projects near Claremont Depot, are sustainable actions that will ensure that the Claremont residents of tomorrow enjoy the same benefits of rail travel enjoyed by past and present generations. Maintaining access to rail travel near the Claremont Depot is critical to the success of such projects and enhances pedestrian access to the Claremont Village.



## Metrolink

Metrolink is a regional rail system that provides reliable transportation and mobility for the region, and is the result of a multi-agency effort involving the counties of Los Angeles, Orange, Riverside, and San Bernardino.



### **Metrolink**

Commuters wait at the Claremont Depot for the Metrolink train along the San Bernardino Line, which links the City of San Bernardino and Downtown Los Angeles' Union Station.

The Metrolink commuter rail service to Claremont operates on the Union Pacific Railroad (UPRR) right-of-way, located approximately 0.8 miles north of the 10 Freeway, paralleling Arrow Highway. The system, operated by the Southern California Regional Rail Authority (SCRRA), provides service to employment centers such as downtown Los Angeles, Burbank, and Irvine. In Claremont, Metrolink users can catch the San Bernardino Line at the station at the Claremont Depot on First Street. Claremont residents identify Metrolink as a definitive community transportation asset. Metrolink trains of the San Bernardino Line operate daily, including weekends.

## Metro Gold Line

The Metro Gold Line is planned for extension eastward from Pasadena to Montclair, with a station at the Claremont Depot. The 24-mile Gold Line extension will parallel the Metrolink track through Claremont. The location of the Gold Line station in The Village will be designed to provide access between the two systems. The surface Metrolink parking lot will likely be replaced with a parking structure to meet the increased parking demands of dual Metrolink and Gold Line service.

Claremonters have been active in the planning and implementation of the extension as part of the Metro Gold Line Foothill Extension Construction Authority. The City will continue to work for the

integration of the Gold Line within The Village with transit and mobility options.

### Grade Crossings

The rail alignments shared by Metrolink and the Metro Gold Line cross four Claremont streets at grade: Cambridge Avenue, Indian Hill Boulevard, College Avenue, and Claremont Boulevard/Mills Avenue. At these locations, crossing gates and bells are required. The increased frequency of operation of Metro Gold Line trains may lead to increased noise levels and traffic congestion at one or more of these locations. Given the proximity of the light rail station and projected traffic volumes on Indian Hill Boulevard, the City will work actively to allow for proper traffic flow through the traffic signals and railroad gates that surround the light rail station. In addition, the City will explore the feasibility of establishing quiet zones along the rail alignment.

### Transit-Oriented Development

To be most effective, transit service requires supportive land use. In the early years of the twentieth century, rail transit dominated travel in cities, including Claremont. By necessity, early development was clustered near rail transit options offered by the Ontario and San Antonio Heights trolley and Pacific Electric Railway. In contrast, at the start of the twenty-first century, the automobile represented the dominant form of transportation, and proximity to transit became an afterthought in development. Frustration with freeway congestion and a desire to spend more time with families and in leisure activities has led a new generation of residents to explore options to suburban living and long commutes. In the context of excellent Metrolink service and extension of the Metro Gold Line, Claremonters have identified Transit-Oriented Development (TOD) as a sustainable approach to development that provides increased housing options and achieves reductions in vehicle travel.

The City can ensure good accessibility to rail transit by clustering higher-density residential development around the Claremont Depot. In addition, transit can become more effective as an alternative to the automobile if other services and amenities are incorporated into the design of TOD projects. Such uses may include childcare, dry cleaning, parcel pick-up and drop-off facilities, and convenience stores. By enabling transit riders to accomplish multiple errands within their commute, the City can help rail transit to become a viable and convenient transportation option.

As identified on the Land Use Policy Map, several sites adjacent to the Claremont Depot are designated Mixed Use, and transit-oriented development with a residential focus is the preferred option for new uses south of the Claremont Depot, adjacent to the tracks near College Avenue. The City will work toward realization of a transit-oriented

#### Transit-Oriented Development

Transit-Oriented Development (TOD) consists of moderate to higher density development, located within an easy walk (generally ½ mile) of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians, without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.  
 - California Department of Transportation

development at this location. In addition, the City will continue to investigate and consider other options to promote TODs in Claremont.

## Using Fixed-Rate Buses

Promoting the use of buses and similar non-fixed-route transit within, to, and from Claremont is a sustainable practice that reduces the number of vehicles on the road, and subsequently the amount of fossil fuels consumed by commuters. By using transit, we reduce traffic congestion, reduce the need for costly roadway improvement projects, improve air quality, and ensure a healthier population. Also, many Claremont residents cannot drive or choose not to drive, including pre-teen and teenage youth, seniors living in residential care facilities, and seniors living on their own. Claremont residents have consistently supported initiatives to provide better public transportation.

### Bus Service

Public bus service in Claremont is provided by Foothill Transit. Claremont was active in the formulation of Foothill Transit in 1988 after the former Southern California Rapid Transit District (RTD) announced service elimination in Claremont, as well as cuts and fare increases that would impact the San Gabriel Valley. In an effort to provide better bus service to the San Gabriel and Pomona Valleys while reducing costs and improving local control, the Los Angeles County Transportation Commission approved Foothill Transit's joint powers authority application to assume control of 14 lines operated by RTD. Foothill Transit is now one of the most successful bus operators in the country, providing many connections throughout the valleys to the Metrolink system.

An established network of Foothill Transit routes provides access to recreational, institutional, residential, and commercial uses throughout Claremont, and connects us to other jurisdictions in the San Gabriel Valley and Inland Empire. All of the routes connect to Metrolink at the Claremont Depot, with many of these buses going directly to Montclair Transit Center. Foothill Transit routinely updates its long-range service plans to respond to necessary changes to service levels and route configurations. In addition, approximately 200 parking spaces will be provided in The Village's new parking structure for Foothill Transit users.

The ability to modify bus routes over time will allow Claremont to have improved access to airports, better integration of transit within new developments, better transit options east into Montclair and San Bernardino County, and potentially the creation of privately owned public transportation options to supplement the excellent services provided by Foothill Transit. Together, these steps will ensure that Claremont achieves the goal of becoming a place where a car is not always required.

#### The Little City That Could

"There were steep hills to climb and deep canyons to crawl out of in developing Foothill Transit. We even had to go all the way to the Supreme Court of California to confirm our right to operate Foothill Transit. We never gave up. We knew we could." - *Judy Wright, Claremont: A Pictorial History*

Amtrak also provides bus service to Claremont, stopping at the Claremont Depot on its route between Bakersfield to Indio. Greyhound provides service to the City at its station located on Indian Hill Boulevard south of the 10 Freeway.

### Paratransit

Paratransit describes types of public transportation that are distinct from conventional, fixed-route bus transit, including flexibly scheduled and routed services such as dial-a-rides, carpools, and vanpools. Claremont's paratransit services include two general public services offered for travel within the City and a third service intended to provide trips for senior and disabled residents for travel outside of Claremont.



### Pomona Valley Transportation Authority

Pomona Valley Transportation Authority (PVTA) is the community transit provider for the Pomona Valley and provides specialized transportation services which allow riders to travel throughout the four cities of Claremont, LaVerne, Pomona, and San Dimas. PVTA operates through a voluntary agreement of these four cities, and the four cities use their Proposition A local sales tax funds as the primary source of revenue for PVTA. Each city determines the services they will participate in and the level of service to be provided.

Claremont Dial-a-Ride is a curb-to-curb, general public, shared, dial-a-ride service operated by PVTA, providing transportation within the City and to specified destinations outside Claremont.

Group Van Services are operated by PVTA on an advance-reservation or subscription basis to groups of six or more individuals traveling to the same destination. Group transportation is available within Claremont and the area covered by the Claremont Unified School District, plus other destinations approved by PVTA.

Get About provides transportation services to registered senior residents and disabled persons of any age. Get About operates within the four cities of Claremont, La Verne, Pomona, and San Dimas, and to selected destinations in adjacent areas.

These services provide excellent transit resources that improve the mobility of those Claremonters who need them most. However, several needs remain unmet in Claremont, including additional demand for daycare access for preschool children, transportation for youth to after-school activities located off school campuses, trips across the county line (particularly for medical purposes), additional peak-hour

### Claremont Dial-a-Ride

Claremont Dial-a-Ride operates within the boundaries of Claremont. Service is also provided to the medical facilities in the Pomona Valley Medical Center area, the Courthouse and Social Security office in Pomona, as well as the Montclair Plaza and Montclair TransCenter.

service, limited expansion of services beyond the edges of Claremont, more north-south off-peak service, and additional demands for service north of Base Line Road. In addition, there is concern among the youth population that services are consumed by seniors, and vice versa. Use of bikes, especially by youth, may help to alleviate these congestion problems during peak use hours.

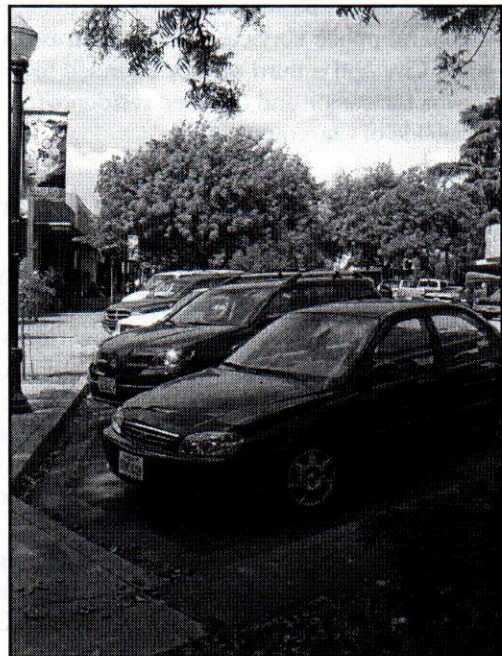
Our future includes a strong local paratransit system that promotes the mobility of all residents and that educates residents about local mobility choices.

## Meeting Our Parking Needs

Parking typically is considered a separate issue from vehicle circulation. However, the presence of on-street parking has a direct effect on roadway capacity. In addition, off-street parking deficiencies can cause vehicles to recirculate on a public street, which also increases traffic volumes and congestion by reducing capacity for through traffic.

The City's Land Use and Development Code requires that parking be provided for all uses on a site. These requirements for parking spaces are consistent with the standards of other jurisdictions. These regulations apply to all new developments and may be applied to existing uses that are modified or expanded. The City will continue to enforce these provisions.

At some locations, including areas surrounding the Claremont Depot and The Village, signs are used to direct motorists to preferred parking locations. Maintaining and expanding the use of directional signage is critical to ensuring that areas set aside for parking are used to their full potential, and that spill-over parking does not impact surrounding neighborhoods.



Adequate off-street parking, effective regulation of on-street parking, and improved directional signage leading to parking locations are significant concerns throughout the City. However, two locations in particular – The Village and The Claremont Colleges – present unique parking challenges.

### **Village Parking**

Most on-street parking in the Claremont Village is limited to two hours.

## Parking in The Village

Parking in The Village presents a continuous challenge due to the success of The Village. On-street parking in the retail portions of The Village is heavily used. The City and Redevelopment Agency have created several off-street parking lots within The Village to help alleviate parking shortages, and have added parking within the former Pacific Electric Railroad right of way along First Street. At peak times, visitors experience difficulties finding parking in the most convenient locations within The Village. A new, multi-level parking structure will

address parking needs for Village expansion across Indian Hill Boulevard and may help relieve parking for other Village businesses in the immediate vicinity.

Parking needs in The Village must continue to be considered in conjunction with continued Metrolink service, initiation of Metro Gold Line service, and expanded retail and entertainment opportunities in The Village.

### **Parking near and at The Colleges**

Areas located along the interfaces between The Colleges, surrounding neighborhoods, and The Claremont Village also experience increased parking demand as a result of overflow from campus parking lots. A balance must be maintained between the desire to park close to the institutional, recreational, and residential uses at and surrounding The Colleges, and creating an environment where an automobile is not required to access these uses.

On-campus parking is by permit only, and no overnight parking is permitted off campus on City streets by residents or students. Parking requirements are determined for each campus per City requirements, but are permitted to be met in the aggregate for all campuses. While students must park on their own campus, faculty and staff members may park in any permitted area, thus creating a "float" of demand among campuses driven largely by the parking supply. Pricing and enforcement of parking vary among the campuses, and overflow parking onto City streets is a concern.

The Colleges are generally allowed some flexibility in meeting the City's established parking requirements. The City will continue to work with The Colleges to review parking distribution and address parking issues as they arise to minimize impacts on nearby residential neighborhoods. Also, the City will work with The Colleges to develop a parking management plan. Such a plan may include alternatives for peripheral parking with various incentive programs to reduce the need for parking adjacent to all facilities. It would need to include enforcement tools to help ensure parking does not spill into adjacent neighborhoods.

### **Routes to Schools and Parks**

Schools in Claremont were designed with the assumption that most students would walk. Many of Claremont's schools were also paired with neighborhood parks at the planning and design stage. Each of these characteristics presents opportunities to encourage sustainable pedestrian travel to Claremont's quality schools and parks.

However, trends indicate that many parents will continue to prefer using their cars to drop off and pick up children from school. Associated traffic results in unique congestion problems on local streets

that were not designed to handle large, peak-hour loading queues. Congestion and parking problems also occur during special purpose and sports events at schools.

Our community seeks both to recapture the sustainable practices of walking and bicycling to and from schools and parks, and to reduce congestion in areas immediately surrounding these facilities. The City will work with the Claremont Unified School District to provide accessible pedestrian routes to local schools from surrounding neighborhoods.

## Truck Routes

Claremont experiences moderate amounts of truck traffic associated with local commercial and industrial uses. Truck traffic may increase moderately over time to support new businesses. Therefore, our circulation system needs to continue to accommodate truck traffic.

To minimize truck traffic impacts on residential neighborhoods and other noise-sensitive uses, the City's roadway system includes designated truck routes, as shown in Figure 4-5. The truck route system provides access to all areas of the City, and is intended for both local deliveries and through trucks.

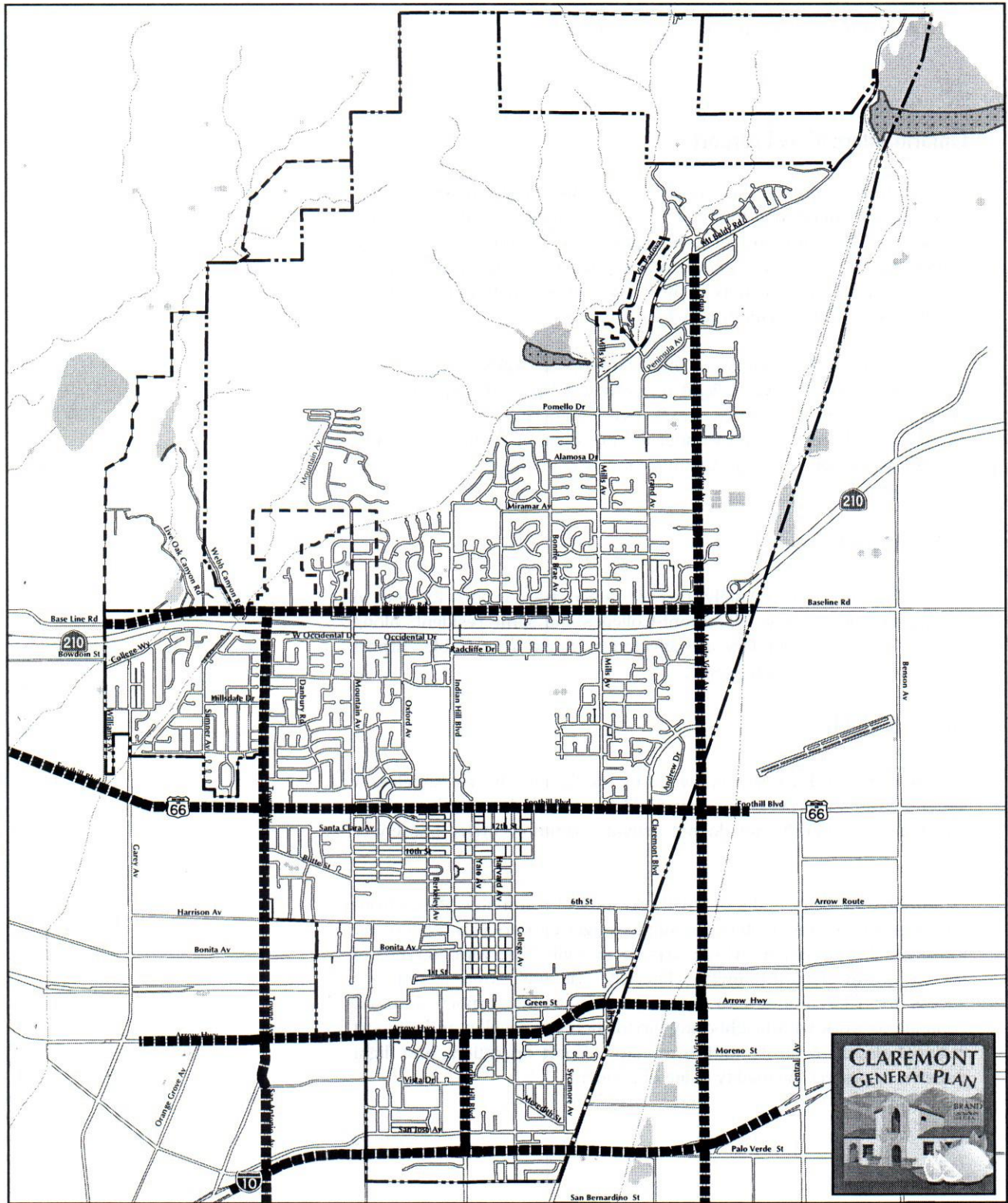
These routes are also situated on interregional routes or provide connectivity to them. The City has signage along truck routes leading from the 10 Freeway and the 210 Freeway to reduce the amount of truck traffic that finds its way onto undesignated streets.

## Airports

Three nearby airports provide ready access to local aviation and international air travel. Ontario International Airport, located in the City of Ontario, serves the growing passenger and cargo transportation needs of the eastern section of the Los Angeles metropolitan area. Cable Airport, immediately east of Claremont in Upland, and Brackett Field, located in La Verne, serve the general aviation needs of the area with commuter plane service and private plane operations and service.

### **Airport Noise and Safety**

Refer to the Public Safety Element for information on noise and safety hazards associated with Ontario International Airport and Cable Airport.



**Legend**

- ■ ■ ■ ■ Truck Routes
- — — — City Boundary
- - - - Sphere of Influence

Source: Meyer, Mohaddes Associates, 2005.



**Figure 4-5**  
**Truck Routes**  
CLAREMONT GENERAL PLAN



## **Ontario International Airport**

Ontario International Airport is the hub of air transportation for east Los Angeles County and the Inland Empire. Once located on the edge of the developing portions of Los Angeles, the airport now sits at the center of a burgeoning urban area and is poised to grow substantially in coming years. The proximity of these services is beneficial to residents and businesses in Claremont and the region.

Claremont is affected by noise from Ontario air traffic during Santa Ana wind conditions when flight patterns are adjusted and planes fly directly over the City. Planes also fly over southern parts of Claremont along the 10 Freeway even without the presence of Santa Ana winds. In addition, ground transportation to the airport travels along the 10 Freeway.

## **Cable Airport**

Cable Airport is a privately owned public use airport located in northwest Upland. The Claremont Colleges and some residents along the City's eastern boundary are affected by noise from Cable Airport operations on an on-going basis.

## **Brackett Field**

Brackett Field in La Verne is owned by the County of Los Angeles. A general aviation airport, Brackett Field is used exclusively by private and business aircraft that do not provide common-carrier passenger service.

Separating the flight paths of small private and commuter planes from the larger national and international passenger carriers is a concern for locations like Claremont, where airports providing the various types of service are in close proximity. The City will seek ways to improve access for Claremonters to Ontario International Airport, and will continue to work with neighboring jurisdictions to develop and support regional aircraft controls, and to monitor airport operations and flight patterns to protect the quality of life of residents.

# Goals and Policies

These goals and policies demonstrate our continuing commitment to developing an effective circulation system that improves mobility and sustains the environmental quality of the community and region.

## Connecting Claremont to the Region

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**Goal 4-1**      **Support efforts that will enhance the regional transportation network and benefit Claremont residents.**

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Policy 4-1.1      Participate in regional transportation planning, and encourage systems that meet regional goals while protecting Claremont from external impacts.

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Policy 4-1.2      Work closely with Caltrans, the counties of Los Angeles and San Bernardino, and adjacent municipalities to minimize transportation problems, address cross-county transportation issues, and improve coordination of future improvements.

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Policy 4-1.3      Support initiatives to provide better public transportation. Work actively to ensure that public transportation is part of every regional transportation corridor.




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Policy 4-1.4      Coordinate the different modes of travel to enable users to transfer easily from one mode to another.




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Policy 4-1.5      Continue to work with Caltrans and other agencies to provide proper maintenance of Caltrans facilities, and to protect surrounding neighborhoods from noise and traffic impacts associated with Caltrans roads and freeways.

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Policy 4-1.6      Continue to work to provide a strong paratransit system that promotes the mobility of all residents and educate residents about local mobility choices.





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Policy 4-1.7      Promote transit-oriented development to facilitate the use of the community's transit services.



## Minimizing Local Congestion and Protecting Our Neighborhoods

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- Goal 4-2**     **Reduce traffic congestion while retaining the historic patterns and functions of City streets.**
- 
- Policy 4-2.1     Require new development to minimize traffic impacts created by the development and to incorporate mitigation measures which are acceptable to the City.
- 
- Policy 4-2.2     Develop and maintain the local street network consistent with the Master Plan of Roadways, and support the objectives specified in this Element for Arrow Highway, Base Line Road, Bonita Avenue, First Street, Foothill Boulevard, Indian Hill Boulevard, Mountain Avenue, Sixth Street, San Jose Avenue, and Towne Avenue without reducing level of service.
- 
- Policy 4-2.3     Limit width of all City streets to no more than four vehicle travel lanes, unless special circumstances demonstrate that additional lanes within limited stretches or at key intersections are needed for merging, congestion, or safety reasons.
- 
- Policy 4-2.4     Protect residential neighborhoods from cut-through traffic and other traffic-related problems by continuing to implement the traffic calming policies, as determined appropriate by the Traffic and Transportation Commission and the City Council.
- 
- Policy 4-2.5     Provide medians on all major and secondary streets with sufficient right-of-way, and use bulb-outs and pedestrian refuge medians where appropriate.
- 
- Policy 4-2.6     Continue to use Intelligent Transportation Systems (ITS) to improve the movement of traffic on Claremont streets.
- 
- Policy 4-2.7     Retain Padua Avenue north of Base Line Road as a two-lane Secondary Rural Arterial roadway with one lane in each direction.
- 
- Policy 4-2.8     Explore options to reduce impacts on Towne Avenue, Indian Hill Boulevard, Monte Vista Avenue, and other streets resulting from the opening of the 210 Freeway.

- Policy 4-2.9 Evaluate the cumulative effects of development projects within the City so that required improvements to City streets are planned for, funded, and completed. 


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- Policy 4-2.10 Limit City streets to two travel lanes where traffic volumes warrant to increase pedestrian and vehicle safety.


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- Policy 4-2.11 Continue to implement the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority and the City's Transportation Demand Management Ordinance.


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- Policy 4-2.12 Continue to promote an efficient network of different travel options. 


## Accommodating Pedestrians, Bicyclists, and Equestrians

- Goal 4-3: Establish and maintain a comprehensive system of pedestrian ways and bicycle routes that provides viable options to travel by automobile.** 


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- Policy 4-3.1 Promote walking throughout the community. Install sidewalks where missing and make improvements to existing sidewalks for accessibility purposes. Particular attention should be given to needed sidewalk improvement near schools and activity centers. 


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- Policy 4-3.2 Implement the bicycle and trail improvements indicated on Figure 4-3 and Figure 5-2 through the City's Five-Year Capital Improvement Plan. Provide a network of bicycle routes and support facilities to encourage bicycling and walking as local commute and transportation modes. 


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- Policy 4-3.3 Continue to provide for compatible joint use of the Thompson Creek Trail and Wilderness Park Trail by bicyclists, pedestrians, and equestrians. 

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- Policy 4-3.4 Explore development of a community bicycle plan which can be implemented with the assistance of volunteers and/or private funding. 


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- Policy 4-3.5 Recognize and accommodate the pedestrian ADA access in Claremont's neighborhoods, and continue to make improvements to increase pedestrian safety. 


- |               |   |   |
|---------------|---|---|
| Policy 4-3.6  | Improve the pedestrian environment on Arrow Highway, Base Line Road, Bonita Avenue, Foothill Boulevard, Indian Hill Boulevard, San Jose Avenue, and Sixth Street.   |    |
| Policy 4-3.7  | Support completion of regional trail bikeways such as Thompson Creek Trail and Citrus Regional bikeway.   |    |
| Policy 4-3.8  | Encourage businesses or residents to sponsor street furniture and landscaped areas.   |   |
| Policy 4-3.9  | Strive to provide pedestrian pathways that are well shaded and pleasantly landscaped to encourage use.  |    |
| Policy 4-3.10 | Attract bicyclists from neighboring communities to ride their bicycles or to bring their bicycles on the train to enjoy bicycling around the community and to support local businesses.                             |    |
| Policy 4-3.11 | Meet guidelines to become nationally recognized as a Bicycle-Friendly community.  |    |
| Policy 4-3.12 | Provide for an education program and stepped up code enforcement to address and minimize vegetation that degrades access along public rights-of-way. Such growth can be a hazard to pedestrians and cyclists alike. |   |
| Policy 4-3.13 | Provide and maintain safe bicycle and pedestrian links to adjacent communities east, west and south of Claremont.   |  |
| Policy 4-3.14 | Engage in discussions with transit providers to increase the number of bicycles that can be accommodated on buses.  |  |

## Riding the Rails


- |                  |  |   |
|------------------|--|---|
| <b>Goal 4-4:</b> | <b>Achieve optimum use of regional rail transit.</b>   |  |
| Policy 4-4.1     | Support the expeditious extension of the Metro Gold Line to Claremont.   |  |
| Policy 4-4.2     | Continue to support regional rail options provided by Metrolink, and work with Southern California Regional Rail Authority to expand services. |  |

- Policy 4-4.3 Achieve better integration of all transit options located at the Claremont Depot. 


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- Policy 4-4.4 Work with regional transportation planning agencies to finance and provide incentives for multimodal transportation systems. 


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- Policy 4-4.5 Promote activity centers and transit-oriented development projects around the transit station. 


## Using Buses

- Goal 4-5 Expand and optimize use of local and regional bus and transit systems.** 


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- Policy 4-5.1 Encourage convenient public transit service between Claremont and the Ontario and Los Angeles International Airports. 


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- Policy 4-5.2 Support the establishment of a local shuttle to serve commercial centers. 


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- Policy 4-5.3 Promote convenient, clean, efficient, and accessible public transit that serves transit-dependent riders and attracts discretionary riders as an alternative to reliance on single-occupant automobiles. 


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- Policy 4-5.4 Empower seniors and those with physical disabilities who desire maximum personal freedom and independence of lifestyle with unimpeded access to public transportation. 

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- Policy 4-5.5 Increase mobility options by providing after school shuttles to connect teens to recreation centers. 

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- Policy 4-5.6 Integrate transit service and amenities with surrounding land uses and buildings. 

## Meeting Our Parking Needs

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**Goal 4-6 Provide convenient and accessible parking that fosters economic growth and improves quality of life in neighborhoods.**

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Policy 4-6.1 Provide adequate parking in The Village to serve patrons, as well as users of Metrolink, Foothill Transit, and the Metro Gold Line.

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Policy 4-6.2 Require The Claremont Colleges and other institutions to provide parking in a manner that minimizes the impact on adjacent neighborhoods.

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Policy 4-6.3 Work with The Claremont Colleges in the preparation of a parking management plan that includes enforcement tools to help ensure parking does not spill into adjacent residential neighborhoods. Such a plan may include incentives to promote the use of peripheral parking lots, reducing the need to have parking adjacent to all facilities.

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Policy 4-6.4 Require that adequate on-site parking is provided for business park land uses and major employers to reduce impacts on surrounding residential areas. In approving new development, require compliance with the City's Transportation Demand Management Ordinance to increase the amount of car pooling and the use of alternative transportation modes.

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Policy 4-6.5 Continue to provide directional signage pointing the way to City and private parking locations to promote maximum utilization of available parking spaces and to reduce impacts on surrounding neighborhoods.

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Policy 4-6.6 Support the use of bicycles, electric scooters and bikes, neighborhood electric vehicles, and motorcycles in institutional campuses and business complexes.

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## Routes to Schools and Parks

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**Goal 4-7 Reduce congestion in areas surrounding schools and parks.**

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Policy 4-7.1 Work with the Claremont Unified School District and community organizations to create a Routes to Schools program that encourages students to walk and bicycle to and from schools and parks.

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Policy 4-7.2 Work with the Claremont Unified School District to apply effective traffic management approaches to address congestion in the vicinity of schools and parks.

## Truck Routes

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**Goal 4-8 Maintain truck routes that minimize adverse impacts on residential neighborhoods.**

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Policy 4-8.1 Maintain and enforce use of a preferred truck route network.

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Policy 4-8.2 Improve signage on designated truck routes to reduce truck traffic on neighborhood streets.

## Airports

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**Goal 4-9 Balance the desire to support the benefits of regional and international airports with the need to minimize impacts of aircraft operations on the quality of life for Claremont residents.**

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Policy 4-9.1 Support regional transit options that improve access between Claremont and Ontario International Airport.

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Policy 4-9.2 Continue to monitor air traffic patterns associated with Ontario International Airport, Cable Airport, and Brackett Field, and work with airport officials to minimize noise, safety, and land use impacts on Claremont.