

# Appendix B

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Transportation Impact Assessment

DRAFT

Transportation Impact Analysis for  
City of Montclair  
General Plan Update

Prepared for:  
Rangwala Associates

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OC18-0573

FEHR  PEERS

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# Executive Summary

## PROPOSED GENERAL PLAN UPDATE

Fehr & Peers has completed a transportation analysis for the proposed 2021 Montclair General Plan Update in the City of Montclair, California. The proposed City of Montclair General Plan Update (the project) consists of largely infill development and includes residential, commercial, industrial, and mixed-use land use designations. In total, the General Plan land use proposes net increase of approximately, 7,580 housing units, 300 hotel rooms, and 2,500,000 non-residential square feet. This represents a buildout of 18,780 households, 403 hotel rooms, and 11,750,000 non-residential square feet.

## SCOPE OF STUDY

Roadway segments, and multi-modal transportation facilities such as pedestrian, bicycle, and transit were all considered in this transportation impact assessment study. The study area included major roadway facilities in the City of Montclair. The City of Montclair Vehicle Miles Traveled (VMT) and County of San Bernardino VMT were evaluated.

## ANALYSIS METHODOLOGIES

The Highway Capacity Manual 6<sup>th</sup> Edition methodology was used for roadway segments under the jurisdiction of the City of Montclair. For roadway segments, capacity and level-of-service from the existing and proposed Montclair General Plan were evaluated. CEQA impacts were assessed using the City of Montclair adopted Vehicle Miles Traveled (VMT) threshold of significance.

The San Bernardino County Traffic Analysis Model (SBTAM) was used to develop future year traffic volume forecasts, and to evaluate VMT.

## RESULTS

This transportation impacts assessment was done under the framework of CEQA. Although total VMT was shown to decrease with the buildout of the Project, the VMT per Service Population decreased, which indicates that travel becomes more efficient in Montclair with the implementation of the updated General Plan. The VMT per Service Population with the buildout of the General Plan is lower than the City's adopted thresholds. Therefore, the impact on transportation was determined to be **less than significant** under CEQA.

All other items covered in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) were determined to have less than significant impacts.

The assessment found the following roadway segments operated below the established LOS standard with the buildout of the General Plan:

- Moreno Street, Monte Vista Ave to Central Ave
- Holt Boulevard, Monte Vista Ave to Central Ave
- Monte Vista Avenue, Northern City Limits to Moreno St
- Monte Vista Avenue, Moreno St to I-10
- Monte Vista Avenue, San Bernardino St to Orchard St
- Central Avenue, Moreno St to I-10
- Central Avenue, San Bernardino St to Orchard St
- Central Avenue, Orchard St to Holt Blvd
- Central Avenue, Holt Blvd to Phillips Blvd

- Benson Street, Northern City Limits to Moreno St

These segments are projected to operate "at capacity" at LOS E with the buildout of the General Plan.

# 1. Introduction

Fehr & Peers has completed a transportation analysis for the proposed 2021 Montclair General Plan Update in the City of Montclair, California. This report summarizes the methodology, findings and conclusions of the analyses, including identification of recommended mitigation measures necessary to maintain consistency with the goals and policies of the proposed General Plan.

This chapter outlines the geographic scope of the transportation impact analysis, including the study area.

## 1.1 Project Description

The proposed City of Montclair General Plan Update consists of largely infill development and includes residential, commercial, industrial, and mixed-use land use designations. In total, the General Plan land use proposes a net increase of approximately 7,580 housing units, 300 hotel rooms, and 2,500,000 non-residential square feet. This represents a buildout of 18,780 households, 403 hotel rooms, and 11,750,000 non-residential square feet. In the context of CEQA and this transportation impact assessment, the buildout of general plan will be referred to as "the project."

**Figure 1-1**  
Existing Roadway  
Typology Map

Existing Travel  
Lanes

Divided Arterial (6)



Divided Arterial (4)



Arterial (4)



Major (4)



Major (2)



Secondary (4)



Secondary (2)



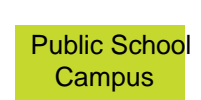
Enhanced Collector (4)



Collector (2)



Public School  
Building



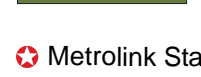
Public School  
Campus



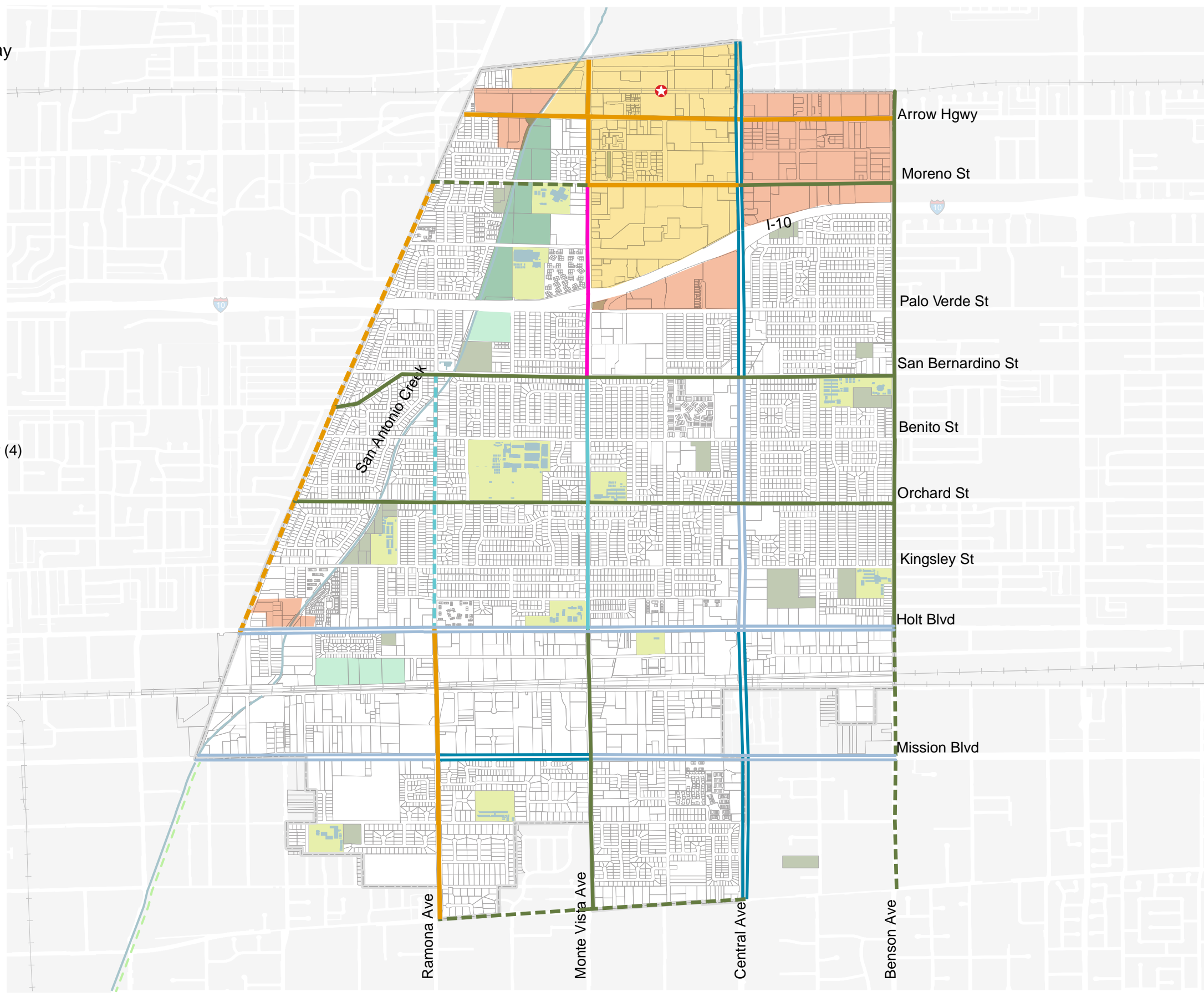
Open Space



Parks



Metrolink Station





**Figure 1-2**  
**Proposed General**  
**Plan Roadway**  
**Typology Map**

Travel Lanes with  
 Future Plus Project

Divided Arterial (6)

Divided Arterial (4)

Arterial (4)

Major (4)

Major (2)

Secondary (4)

Secondary (2)

Enhanced Collector (4)

Collector (2)

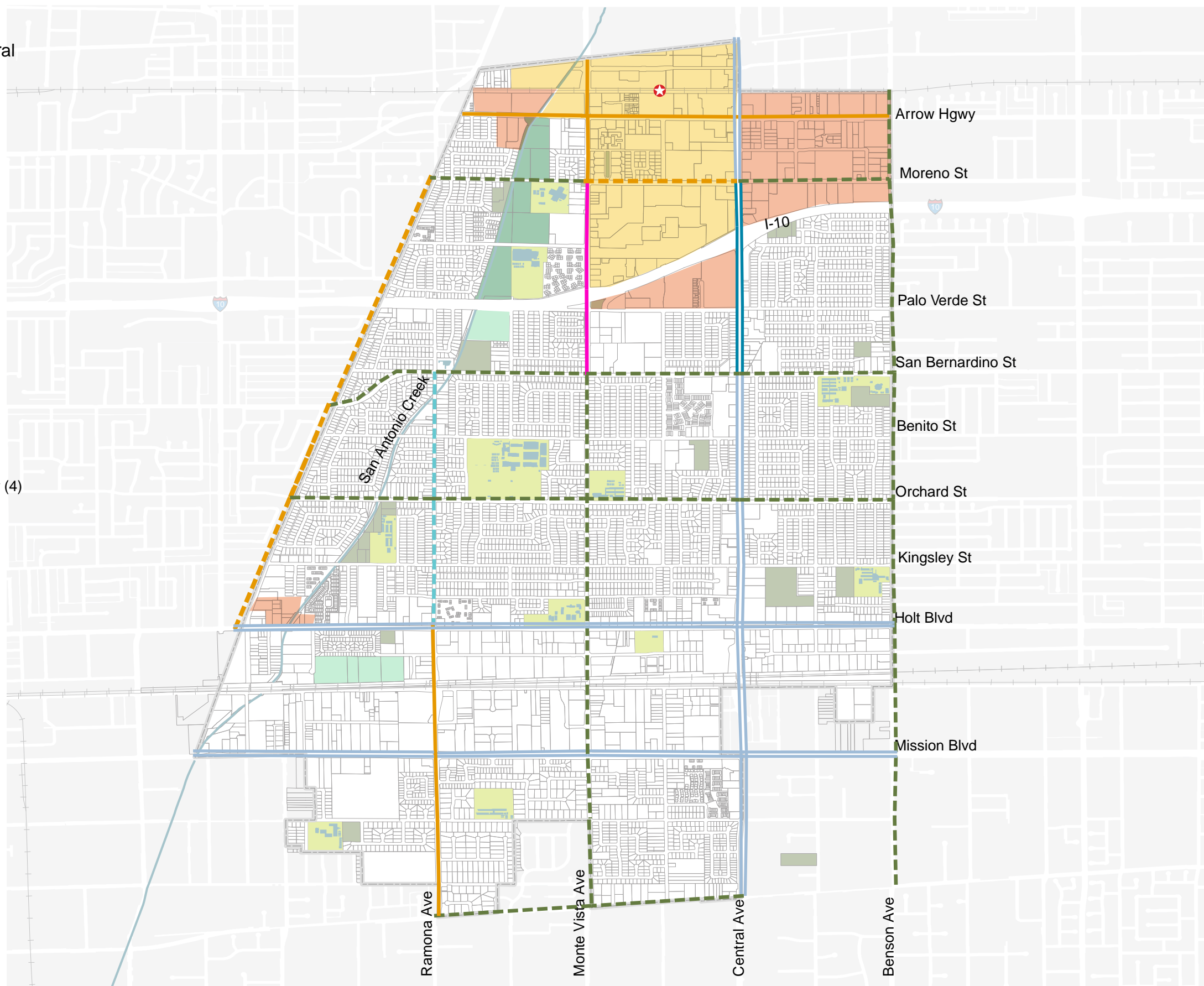
Public School  
 Building

Public School  
 Campus

Open Space

Parks

★ Metrolink Station



## 1.2 Study Area

The study area of this analysis includes those roadway segment in the City of Montclair that are anticipated to be affected by the proposed General Plan. The following lists define the study area:

### Roadway Segments:

1. Arrow Hwy from City limits to Monte Vista Ave
2. Arrow Hwy from Monte Vista Ave to Central Ave
3. Arrow Hwy from Central Ave to Benson Ave
4. Moreno St from Mills Ave to Monte Vista Ave
5. Moreno St from Monte Vista Ave to Central Ave
6. Moreno St from Central Ave to Benson Ave
7. San Bernardino Ave from Mills Ave to Monte Vista Ave
8. San Bernardino Ave from Monte Vista Ave to Central Ave
9. San Bernardino Ave from Central Ave to Benson Ave
10. Orchard St from Mills Ave to Ramona Ave
11. Orchard St from Ramona Ave to Monte Vista Ave
12. Orchard St from Monte Vista Ave to Central Ave
13. Orchard St from Central Ave to Benson Ave
14. Holt Blvd from Mills Ave to Ramona Ave
15. Holt Blvd from Ramona Ave to Monte Vista Ave
16. Holt Blvd from Monte Vista Ave to Central Ave
17. Holt Blvd from Central Ave to Benson Ave
18. Mission Blvd from City Limits to Ramona Ave
19. Mission Blvd from Ramona Ave to Monte Vista Ave
20. Mission Blvd from Monte Vista Ave to Central Ave
21. Mission Blvd from Central Ave to Benson Ave
22. Phillips St from Ramona Ave to Monte Vista Ave
23. Phillips St from Monte Vista Ave to Benson Ave
24. Mills Ave from Moreno St to San Bernardino Ave
25. Mill Ave from San Bernardino Ave to Orchard St
26. Mills Ave from Orchard St to Holt Blvd
27. Ramona Ave from San Bernardino Ave to Orchard St
28. Ramona Ave from Orchard St to Holt Blvd
29. Ramona Ave from Holt Blvd to City Limits
30. Monte Vista Ave from City Limits to Moreno St
31. Monte Vista Ave from Moreno St to I-10
32. Monte Vista Ave from I-10 to San Bernardino Ave
33. Monte Vista Ave from San Bernardino Ave to Orchard St
34. Monte Vista Ave from Orchard St to Holt Blvd
35. Monte Vista Ave from Holt Blvd to City Limits
36. Central Ave from City Limits to Moreno St
37. Central Ave from Moreno St to I-10

38. Central Ave from I-10 to San Bernardino Ave
39. Central Ave from San Bernardino Ave to Orchard St
40. Central Ave from Orchard St to Holt Blvd
41. Central Ave from Holt Blvd to Phillips St
42. Benson Ave from City Limits to Moreno St
43. Benson Ave from Moreno St to San Bernardino St
44. Benson Ave from San Bernardino Ave to Orchard St
45. Benson Ave from Orchard St to Holt Blvd
46. Benson Ave from Mission Blvd to Phillips St

### 1.3 Analysis Scenarios

To identify potential significant project impacts, Fehr & Peers analyzed VMT under the following three scenarios:

- Existing Year (2019) Conditions – Roadway volumes were purchased from a big data provider, Streetlight Data. The data was collected using anonymized and aggregated GPS and cell phone data. The volumes represent the average daily traffic on Tuesdays-Thursdays throughout 2019 while schools were in session.
- Cumulative Year (2040) No Project Conditions – Consists of forecasted volumes to Year 2040 based on growth and travel forecasts contained in the San Bernardino County Transportation Analysis Model (SBTAM). This scenario assumes minimal change in existing land use for the City of Montclair.
- Cumulative Year (2040) Plus Project Conditions – Consists of forecasted volumes to Year 2040 based on the growth and travel forecasts contained in the San Bernardino County Transportation Analysis Model (SBTAM) and the land use projects proposed by the General Plan Update.

Roadway segment LOS is reported for these analysis scenarios; however, this information is not used to identify significant project impacts. As of August 3, 2020, the City of Montclair adopted CEQA thresholds consistent with Senate Bill 743, which identified that VMT would be used to evaluate significant transportation impacts under CEQA.

# 2. Analysis Methodologies

The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the roadway, bicycle, pedestrian, and transit components of the transportation system. All analysis presumes that future background travel conditions remain relatively constant and do not account for potential changes associated with disruptive trends such as increased use of transportation networking companies (TNCs), which include Uber and Lyft, internet shopping, other internet related activities, automated vehicles (AVs), and micro-transit services.

The San Bernardino County Regional Travel model (SBTAM) was used to forecast roadway segment volumes and estimate existing and future Vehicle Miles Traveled (VMT). This model is consistent with the 2016 SCAG RTP/SCS; it has a base year of 2018 and a forecast year of 2040.

The 2040 roadway network and land use inputs were revised to reflect the new General Plan conditions for the Cumulative Year Plus Project analysis.

## 2.1 Regulatory Setting and Significance Criteria

The significance criteria used to evaluate the project impacts to transportation are based on the *City of Montclair Traffic Impact Study Guidelines (August 2020)* and the *CEQA Appendix G Environmental Checklist (2021)*. Specific criteria to be used for identifying potential transportation impacts are:

**Table 1  
Significance Criteria**

Impact Categories	CEQA Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts <sup>1</sup>	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

Note: 1. Refer to Table 2  
Source: AEP, 2021

For plan conflicts addressing the circulation system, a review of transit, roadways, bicycle and pedestrian facilities are provided in Chapters 3 and 6. For VMT impacts, the Transportation Impact Study manual recommends detailed thresholds for project and cumulative conditions as shown in Table 2. In this case, the Project proposes the addition of 15,990 housing units and 3,529 jobs.

**Table 2: VMT Significance Thresholds**

Impact Categories	CSU Significance Thresholds
Project Level Impacts	<ul style="list-style-type: none"><li>➤ The baseline project-generated VMT per service population exceeds 15% below the County of San Bernardino VMT per service population, or</li><li>➤ The cumulative project-generated VMT per service population exceeds 15% below the County of San Bernardino VMT per service population</li></ul>
Cumulative Impacts	<ul style="list-style-type: none"><li>➤ The City of Montclair cumulative link-level boundary VMT per service population increases under the plus project condition compared to the no project condition.</li></ul>

Note: 1. Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

Source: *City of Montclair TIA Guidelines, 2020*

## 2.2 Existing Vehicle Miles Traveled (VMT) Analysis

SBTAM was used to estimate the existing VMT per Service Population for the City of Montclair and San Bernardino County.

VMT was estimated using the Origin/Destination method. This was completed by multiplying the OD trip tables and the final assignment skim matrices. The OD tables provided the number of trips between each Traffic Analysis Zone (TAZ), and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full length of all trips with an origin or destination in the TAZ representing the City of Montclair were used to estimate the City VMT, and likewise the full length of all trips with an origin or destination in any of the TAZs representing the San Bernardino County were used to estimate the County VMT. As noted in Table 3, the City of Montclair average VMT per Service Population and San Bernardino County VMT per Service Population were both 32.7, meaning that travel in Montclair is on average just as efficient as the County as a whole.

**Table 3: Existing Vehicle Miles Traveled**

Study Area	VMT Per Service Population
City of Montclair	32.7
San Bernardino County	32.7

Note: Service population includes residents and employees.

Source: Fehr & Peers, 2021

# 3. Existing Conditions

This chapter discusses the existing transportation conditions in the City of Montclair, including the roadway, transit, bicycle, and pedestrian networks.

## 3.1 Existing Roadway Facilities

### 3.1.1 Regional Roads

Interstate 10 (I-10) San Bernardino Freeway – I-10 freeway is an east-west facility beginning in the City of Santa Monica, California and terminating in the City of Jacksonville, Florida. Within the city limits, the freeway has ten lanes, including two high-occupancy vehicles lanes, with a posted speed limit of 65 miles per hour.

### 3.1.2 Local Roads

Arrow Highway – Arrow Highway is classified as a Major Roadway in the Proposed General Plan. Arrow Highway is an east-west facility with four lanes and a posted speed limit of 45 to 40 miles per hour.

Moreno Street - Moreno Street is classified as a Secondary Roadway in the Proposed General Plan. Moreno St is an east-west facility with two to four lanes and a posted speed limit of 35 to 40 miles per hour.

San Bernardino Street – San Bernardino Street is classified as a Secondary Roadway in the Proposed General Plan. San Bernardino Street is an east-west facility with four lanes and a posted speed limit of 40 miles per hour.

Orchard Street – Orchard Street is classified as a Secondary Roadway in the Proposed General Plan. Orchard Street is an east-west facility with four lanes and a posted speed limit of 40 miles per hour.

Holt Boulevard – Holt Boulevard is classified as a Divided Arterial Roadway in the Proposed General Plan. Holt Boulevard is an east-west facility with four lanes and a posted speed limit of 45 miles per hour.

Mission Boulevard – Mission Boulevard is classified as a Divided Arterial Roadway in the Proposed General Plan. Mission Boulevard is an east-west facility with four to six lanes and a posted speed limit of 45 miles per hour.

Phillips Boulevard – Phillips Boulevard is classified as a Secondary Roadway in the Proposed General Plan. Phillips Boulevard is an east-west facility with two lanes and a posted speed limit of 35 miles per hour.

Mills Avenue – Mills Avenue is classified as a Major Roadway in the Proposed General Plan. Mills Avenue is a north-south facility with two lanes and a posted speed limit of 40 miles per hour.

Ramona Avenue – Ramona Avenue is classified as a Collector Roadway in the Proposed General Plan. Ramona Avenue is a north-south facility with two to four lanes and a posted speed limit of 35/40 miles per hour.

Monte Vista Avenue – Monte Vista Avenue is classified as a Major Roadway north of Moreno Street, an Arterial north of San Bernardino Street, and a Secondary Roadway south of San Bernardino Street in the Proposed General Plan. Monte Vista Avenue is a north-south facility with four lanes and a posted speed limit of 35/40 miles per hour.

Central Avenue – Central Avenue is classified as a Divided Arterial Roadway in the Proposed General Plan. Central Avenue is a north-south facility with four to six lanes and a posted speed limit of 40 miles per hour.

Benson Avenue – Benson Avenue is classified as a Secondary Roadway in the Proposed General Plan. Benson Avenue is a north-south facility with two to four lanes and a posted speed limit of 35/40 miles per hour.

## 3.2 Existing Transit Facilities

There are eleven local bus routes and Metrolink service that currently operate within the City.

### 3.2.1 Local Fixed Bus Routes

- Route 188 (Montclair – Azusa)– Route 188 is a Foothill Transit Route from Montclair Transit Center to Claremont Transit Center, terminating at Azusa Transit Center. This route operates Monday through Friday between 5:00 AM to 9:00 PM with 20 to 30-minute headways. On weekends the route operates 6:00 AM to 12:00 AM with 30-minute headways.
- Route 197 (Pomona-Claremont-Montclair) – Route 197 is a Foothill Transit Route from Montclair Transit Center to Claremont Transit Center, terminating at Pomona Transit Center. This route operates Monday through Friday between 5:30 AM to 9:00 PM with 30-minute headways. On weekends the route operates 6:00 AM to 8:00 PM with 60-minute headways.
- Route 480 (Montclair-Pomona-West Covina) – Route 480 is a Foothill Transit Route from Montclair Transit Center to Pomona Transit Center, terminating at West Covina Transit Center. This route operates Monday through Friday between 5:00 AM to 12:30 AM with 30-minute headways. On weekends the route operates 5:00 AM to 11:00 PM with 60-minute headways.
- Route 492 (Montclair – Arcadia – El Monte via Arrow Hwy) – Route 492 is a Foothill Transit Route from Montclair Transit Center to Claremont Transit Center, terminating at El Monte Station. This route operates Monday through Friday between 4:30 AM to 11:00 PM with 20 to 30-minute headways. On weekends the route operates 6:00 AM to 10:30 PM with 30-minute headways.
- Route 690 (Montclair – Glendora) – Route 690 is a Foothill Transit Route from Montclair Transit Center to Claremont Transit Center, terminating at Citrus L Line Gold Station in Glendora. This route

operates Monday through Friday in the westbound direction between 5:00 AM to 9:40 AM with 15 to 20-minute headways, and in the eastbound direction between 4:00 PM to 9:00 PM with 20 to 35-minute headways. There is no weekend service.

- Route 699 (Montclair – Fairplex Park & Ride – Downtown Los Angeles Express)– Route 699 is a Foothill Transit Route from Montclair Transit Center to downtown Los Angeles. This route operates Monday through Friday in the westbound direction between 4:00 AM to 10:00 AM with 15-minute or less headways, and in the eastbound direction between 2:00 PM to 8:00 PM with 10 to 30-minute headways. There is no weekend service.
- Silver Streak – Silver Streak is a Foothill Transit Route from Montclair Transit Center to downtown Los Angeles. This route operates Monday through Friday all day with headways of 15-minutes or less during peak commute times, and headways of up to 60 minutes during off-peak times. On weekends the route operates with headways of 30-minutes or less during peak commute times, and headways of up to 60 minutes during off-peak times.
- Route 61 (Fontana - Ontario Mills -Ontario International Airport – Pomona) – Route 61 is an Omnitrans route from Fontana Metrolink Transit Center to Pomona Transit Center. In Montclair, the route serves multiple stops on Holt Boulevard. This route operates Monday through Friday in the westbound direction between 4:00 AM to 10:00 AM with 15-minute or less headways, and in the eastbound direction between 2:00 PM to 8:00 PM with 10 to 30-minute headways. There is no weekend service.
- Route 85 (Chino - Montclair - Chaffey College) – Route 85 is an Omnitrans route from Chino Transit Center to Chaffey Transit Center. In Montclair, the route serves Central Avenue to San Bernardino Avenue to Monte Vista Avenue to Montclair Transit Center to Arrow Highway. This route operates Monday through Friday between 4:30 AM to 10:00 PM with 30 to 60-minute headways. On weekends the route operates from 6:30 AM to 8:00 PM with 60-minute headways.
- Route 88 (Chino Hills - Ramona Ave – Montclair) – Route 88 is an Omnitrans route from Montclair Transit Center to Chino Transit Center to Chino Hills. This route operates Monday through Friday between 4:30 AM to 10:00 PM with 60-minute headways. On weekends the route operates from 6:30 AM to 8:30 PM with 60-minute headways.
- Route 290 (San Bernardino - ARMC - Ontario Mills - Montclair Transit Center) - Route 290 is an Omnitrans route from Montclair Transit Center to Fontana, terminating in San Bernardino Transit Center. This route operates Monday through Friday in the westbound direction between 4:00 AM to 8:00 AM and between 3:00 PM and 9:00 PM with 60-minute headways, and in the eastbound direction between 5:30 AM and 10:00 AM and between 4:00 PM to 8:00 PM with 30 to 600-minute headways. There is no weekend service.



### 3.2.2 Paratransit

Omnitrans and Foothill transit operate Access Service, a shared-ride paratransit service for qualified applicants. Access service is provided within ¾-mile of, and during similar hours as fixed-route service. Demand/response transit services to senior citizens and the handicapped are provided by dial-a-ride and medi-van.

### 3.2.3 Passenger Rail

Metrolink is the regional commuter rail service that links Southern California. The City has one Metrolink station. Average daily Metrolink ridership at Montclair Station is at least 8,000.<sup>1</sup>

The following transit improvements are currently planned within the City:

- SBCTA's West Valley Connector Bus Rapid Transit (BRT) Project – Phase 1 of this project (Milliken Alignment) will go through the City of Montclair and will have three stops on Holt Boulevard at the following intersections: S Mills Avenue/Holt Boulevard, Ramona Avenue/Holt Boulevard and Central Avenue/Holt Boulevard.
- Omnitrans' Short-Range Transit Plan proposes some transit improvements under the "unconstrained plan". Projects under this plan do not currently have enough available financial, capital and/or operating resources to provide the full complement of services described. Planned transit improvements under the unconstrained plan are outlined as follows:
  - Consolidation of transit routes from Holt Boulevard to Montclair Transit Center from three routes to two.
  - One future BRT corridor, in addition to the West Valley Connector, consisting of the Foothill Corridor which connects from Highland to Montclair and overlaps with Route 14.
  - Route 65 modifications include switching the Montclair and Chino portions of Route 65 and Route 68. The Arrow Highway section of the current Route 68 is moved onto the higher frequency Route 65 to maintain the level of service on Arrow Highway.
  - Route 68 proposal is a counterbalancing change to Route 65. Route 65 combined the higher performing sections of the two routes and provided them with higher 30-minute frequency. Route 68 took the lower performing sections of the two routes, primarily on Ramona Avenue, Chino Avenue and Grand Avenue, and delivers 60-minute service frequency.


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<sup>1</sup> <https://www.cityofmontclair.org/services/transportation>

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








Existing transit routes are presented in Figure 4-1.

Figure 3-1  
Existing Transit  
Routes in the  
City of Montclair






 Montclair Transit Center

 Existing Metrolink Line


Existing Foothill  
Transit Routes:

-  Route 188
-  Route 492
-  Silver Streak
-  Route 197
-  Route 690
-  Route 480
-  Route 699

Existing Omnitrans Routes:

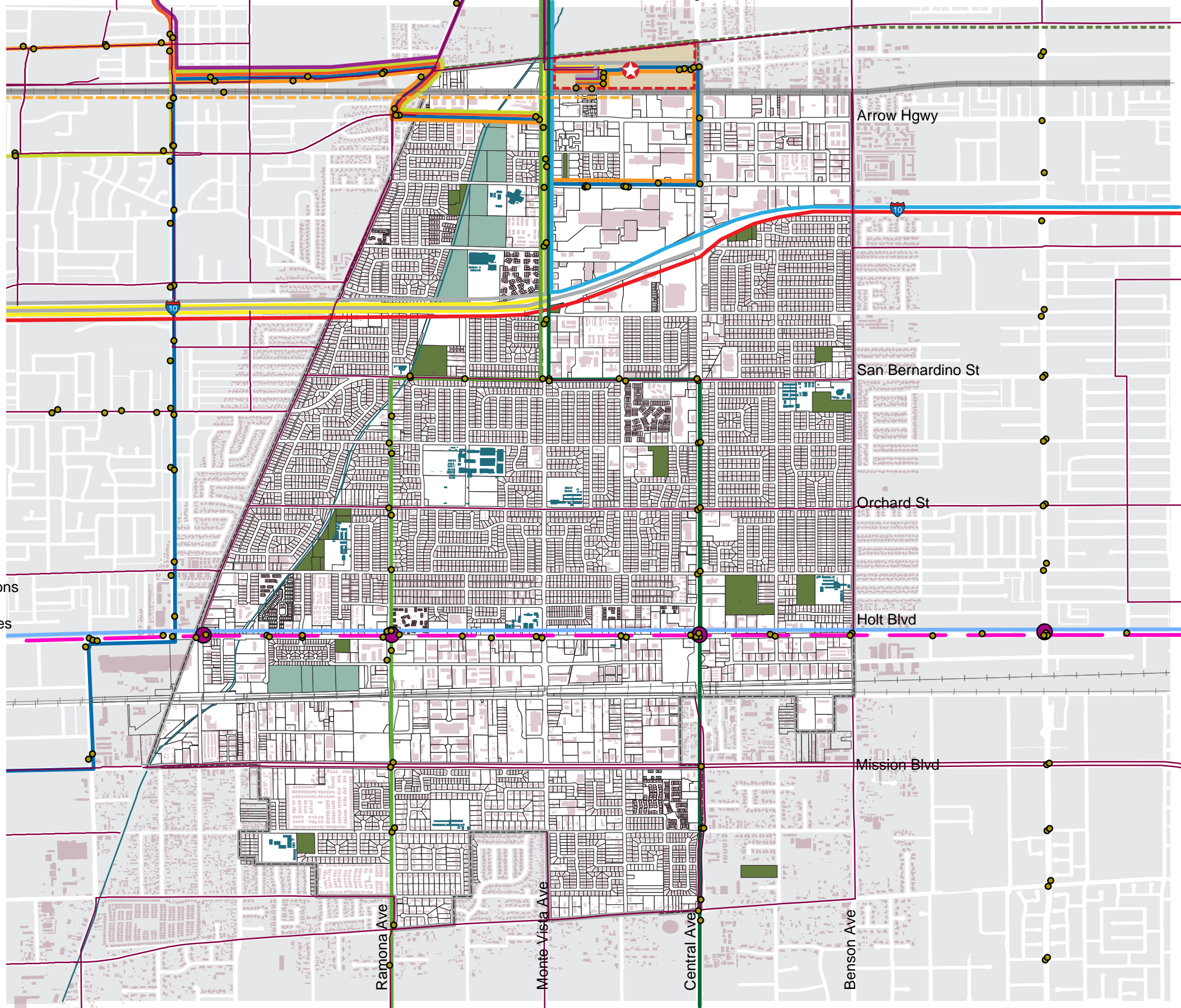
-  Route 61
-  Route 290
-  Route 85
-  Route FT 480
-  Route 88

Planned Facilities:

 SBCTA Planned BRT Stations

 SBCTA Planned BRT Routes

 Metro Gold Line Extension



Arrow Hgwy

San Bernardino St

Orchard St

Holt Blvd

Mission Blvd

Ramona Ave

Monte Vista Ave

Central Ave

Benson Ave

### 3.3 Existing Bicycle Facilities

Bicycle facilities are classified as follows:

#### Class I - Bike Path or Bike Trail:

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

#### Class II -

#### Bike Lane:



and

next to a curb or

Graded Shoulders Recommended

located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

#### Class II

#### CLASS I - Multi-Use Path

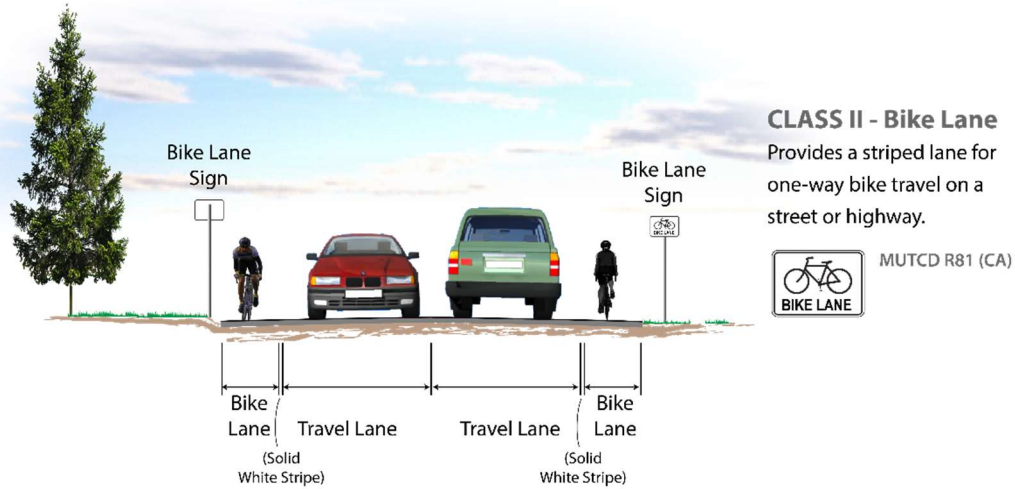
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

bicycle facilities

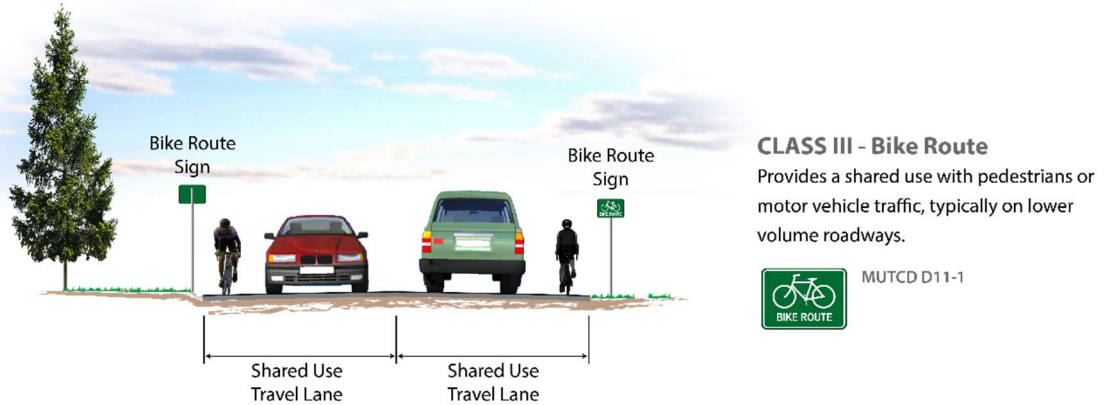
are striped lanes that provide bike travel can be either located parking lane. If



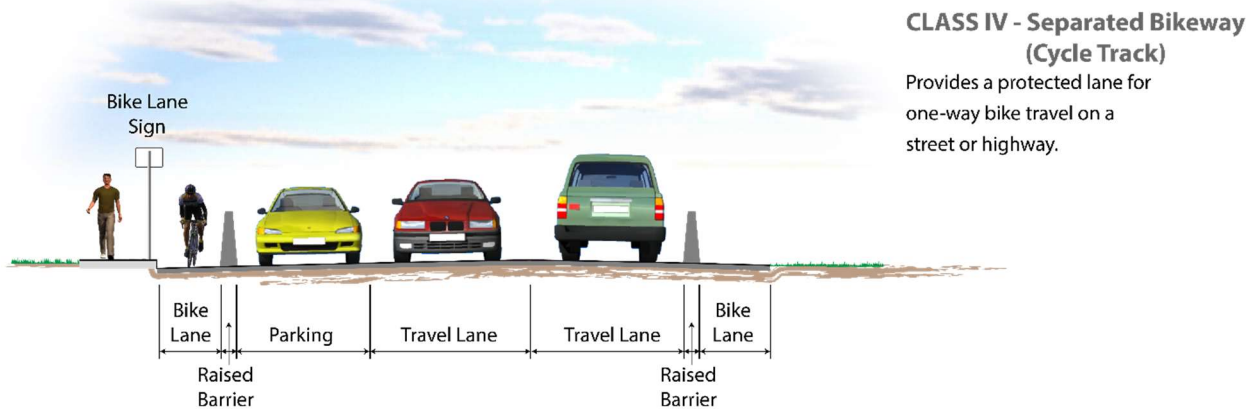
**Class III – Bike Route:**

Class III bicycle facilities are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

**Class IV – Separated Bikeway:**



Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking).



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

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

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

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

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

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

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

The General Plan update proposes a comprehensive Citywide bike network which is presented in Figure 4-2.

### 3.4 Existing Pedestrian Facilities

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

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

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

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











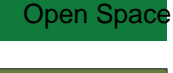
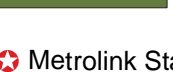

- Central Avenue/Benito Street – Install countdown pedestrian indicators at the signal.
- Monte Vista Avenue/Orchard Street – Install high-visibility crosswalk pattern and school crossing signage, curb extensions, ramp upgrades, and advanced stop bars.
- On Monte Vista Avenue: Narrow travel lanes to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

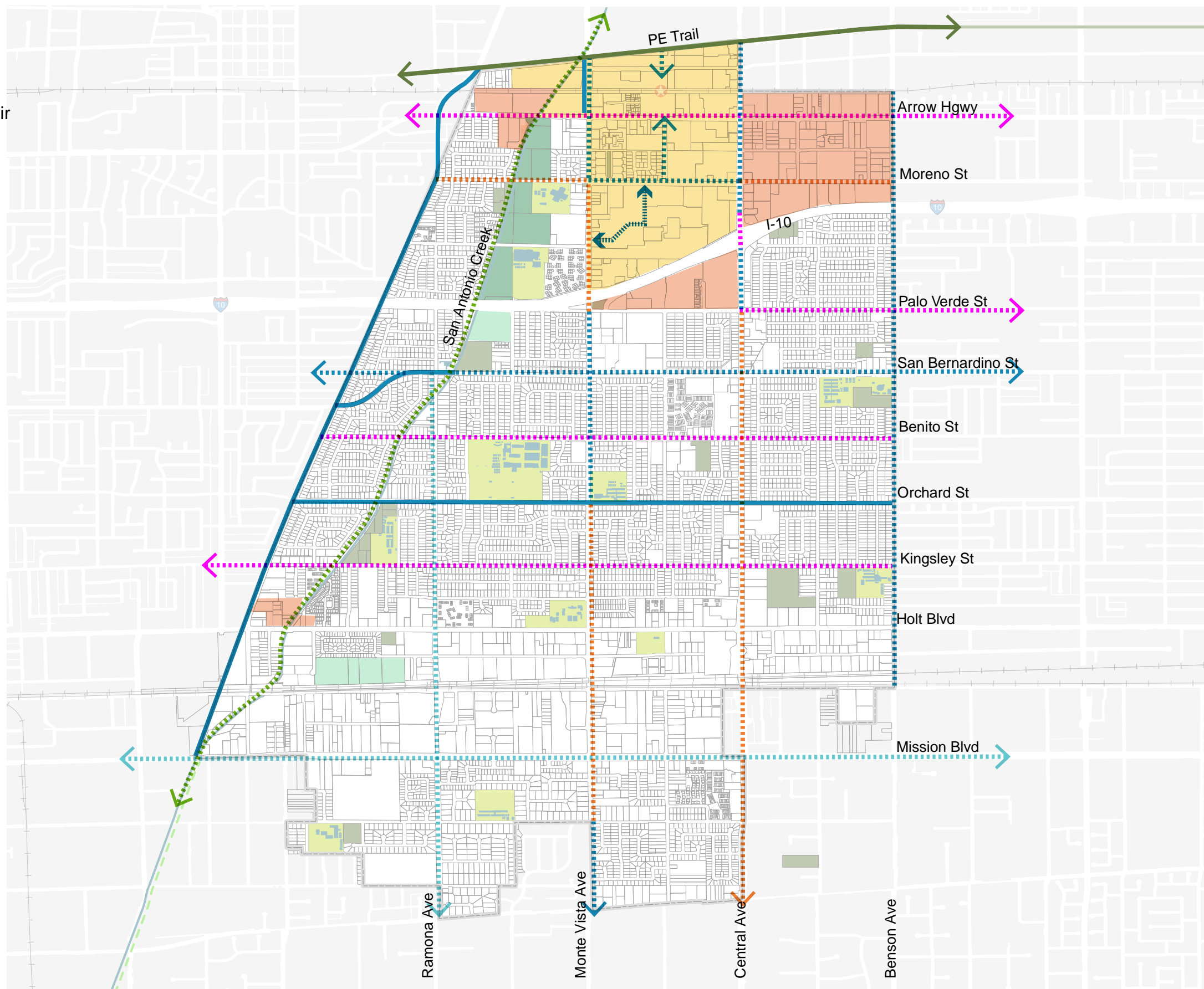
The following planned improvements are documented in the San Bernardino Countywide Transportation Plan:

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



Figure 3-2  
Existing and  
Proposed Bike  
Facilities in the  
City of Montclair

- Existing Bike Facilities
- Class I 
- Class II 
- Proposed Bike Facilities
- Class I 
- Class II 
- Class II (Buffered) 
- Class III 
- Class IV 
- Internal Connections 
- Public School Building 
- Public School Campus 
- Open Space 
- Parks 
-  Metrolink Station



# 4. Impact Analysis

This chapter evaluates potential transportation impacts under Existing Plus Project and Cumulative Plus Project conditions.

## 4.1 Vehicle Miles Traveled

The SBTAM model was modified to include the Project to evaluate the impacts of the Project. The addition of 7,580 housing units, 300 hotel rooms, and 2,500,000 non-residential square feet were added to the appropriate City of Montclair TAZs to assess the Project generated VMT per Service Population.

The City of Montclair and County of San Bernardino VMT per Service Population was calculated for the existing condition, future no project and future plus project using the SBTAM model to establish the citywide threshold. VMT was estimated using the Origin/Destination method. This was completed by multiplying the OD trip tables and the final assignment skim matrices. The OD tables provided the number of trips between each Traffic Analysis Zone (TAZ), and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full length of all trips with an origin or destination in the TAZ representing the City of Montclair were used to estimate the project generated VMT.

**Table 4: Project Generated Vehicle Miles Traveled**

	Existing No Project (2019) VMT Per Service Population	--
City of Montclair Daily OD VMT	2,011,538	--
City of Montclair Service Population	61,454	--
City of Montclair VMT/Service Population	32.7	--
County of San Bernardino Daily OD VMT	95,594,182	--
County of San Bernardino Service Population	2,927,114	--
County of San Bernardino VMT/Service Population	32.7	--
15% Below County of San Bernardino	<b>27.8<sup>1</sup></b>	--
	Future Year No Project (2040)	Future Year (2040) Plus Project
City of Montclair Daily OD VMT	2,429,638	2,745,835
City of Montclair Service Population	75,221	106,882
City of Montclair VMT/Service Population	32.3	25.7

Source: Fehr & Peers, 2021

Notes:

1. Per the City's adopted threshold of significance, 15% Below County of San Bernardino represents the threshold for all VMT impacts.

As shown in Table 4, the Project generated VMT per service population does not exceed the threshold of 15% below County San Bernardino VMT per Service Population. In fact, VMT per service population is forecast to decrease under general plan buildout conditions (25.7) compared to the existing condition (32.7) and the future no project condition (32.3), indicating that the population is expected to travel in a more efficient manner. The improvement in travel efficiency is the result of people making fewer trips and traveling shorter distances due to increase availability of active modes of transportation and better accessibility to destinations by all modes of transportation.

The 2040 SBTAM model was used to calculate the VMT Per Service Population for the City of Montclair in the Cumulative condition.

The 2040 SBTAM model was modified to include the Project to evaluate cumulative project effect on citywide VMT under the Cumulative Plus Project condition. VMT was estimated using the boundary method. This was completed by selecting all roadway segments in the SBTAM model within the City of Montclair boundary and multiplying the number of trips on each roadway segment by the length of that roadway segment.

**Table 5: Cumulative Vehicle Miles Traveled**

	Future Year No Project (2040) Cumulative VMT Per Service Population	Future Year Plus Project (2040) Project Effect on VMT Per Service Population
City of Montclair	13.17	9.08

Source: Fehr & Peers, 2021

As shown in Table 5, the Citywide VMT per Service Population under the “with project” condition does not exceed the Citywide VMT per Service Population under the “no project” condition.

As both the project generated VMT and the cumulative VMT are less than the City’s adopted VMT threshold, the Project has a ***less than significant impact***.

# 5. Roadway Analysis

This section evaluates existing and future roadway segment operations using the Chapter 16 of the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition* (Transportation Research Board (TRB), 2016). Roadway segments are evaluated using daily service volumes, which may be used to identify how much additional roadway capacity is available. The methodology assigns a qualitative letter grade range from C (stable operation) to E (unstable operation and congestion) that represents the operations of the roadway, as presented in Error! Reference source not found..

**Table 6: LOS Threshold for Roadway Segments**

Number of Lanes	LOS C	LOS D	LOS E
<b>Collector</b>			
2 (1 lane in each direction)	1,600	10,800	16,400
4 (2 lanes in each direction)	2,000	22,700	32,800
6 (3 lanes in each direction)	2,400	35,600	49,500
<b>Arterial</b>			
2 (1 lane in each direction)	7,100	14,500	16,800
4 (2 lanes in each direction)	15,100	30,800	33,700
6 (3 lanes in each direction)	23,400	47,400	50,700

Source: Highway Capacity Manual 6<sup>th</sup> Edition (TRB, 2016), Fehr & Peers.

## 5.1 Existing Conditions

This section provides the data collection methodology and the existing (2019) roadway segment operation analysis for locations in the study area.

Average annual roadway segment volumes were estimated using cellular device data (StreetLight Data) from 2019 on typical weekdays when school was in session and calibrated using historical count data. The use of cellular device and historic count data for the roadway segment analysis was necessary due to the ongoing COVID-19 pandemic which made gathering new counts impractical.

At locations where historical counts were available, StreetLight Data was used to determine if traffic volumes had grown since when the counts were originally collected, and then used to calibrate the cellular device data into roadway segment volumes. Roadway segment volumes were rounded to the nearest 10.


Extensive testing of this data collection methodology is documented in a White Paper titled *A Transformative Data Collection Solution* (Fehr & Peers, 2020). Nearly 90 percent of the study locations in our sample had counts that fell within our reasonableness range based on the StreetLight estimates. The

reasonableness range included locations where the count was within two standard deviations of the StreetLight estimate (almost 70 percent) or over-estimated the count in a consistent and repeatable manner across the sample, such that it could be corrected with calibration adjustments.







Locations in which StreetLight estimates were consistently higher than the one-day or two-day counts typically occurred in areas with high mobile device concentration. High-density urban areas with substantial transit service, walking, and bicycling are characteristics of these areas. We hypothesized that StreetLight scaling algorithms that convert device trips to vehicle trips do not fully account for device concentration in higher-density areas. Our study area is not located in a high-density urban area, therefore cellular device data is a valid replacement for counts or a valid source for factoring older counts, providing multiple days of observations for the price of two to three days of typical roadway counts.

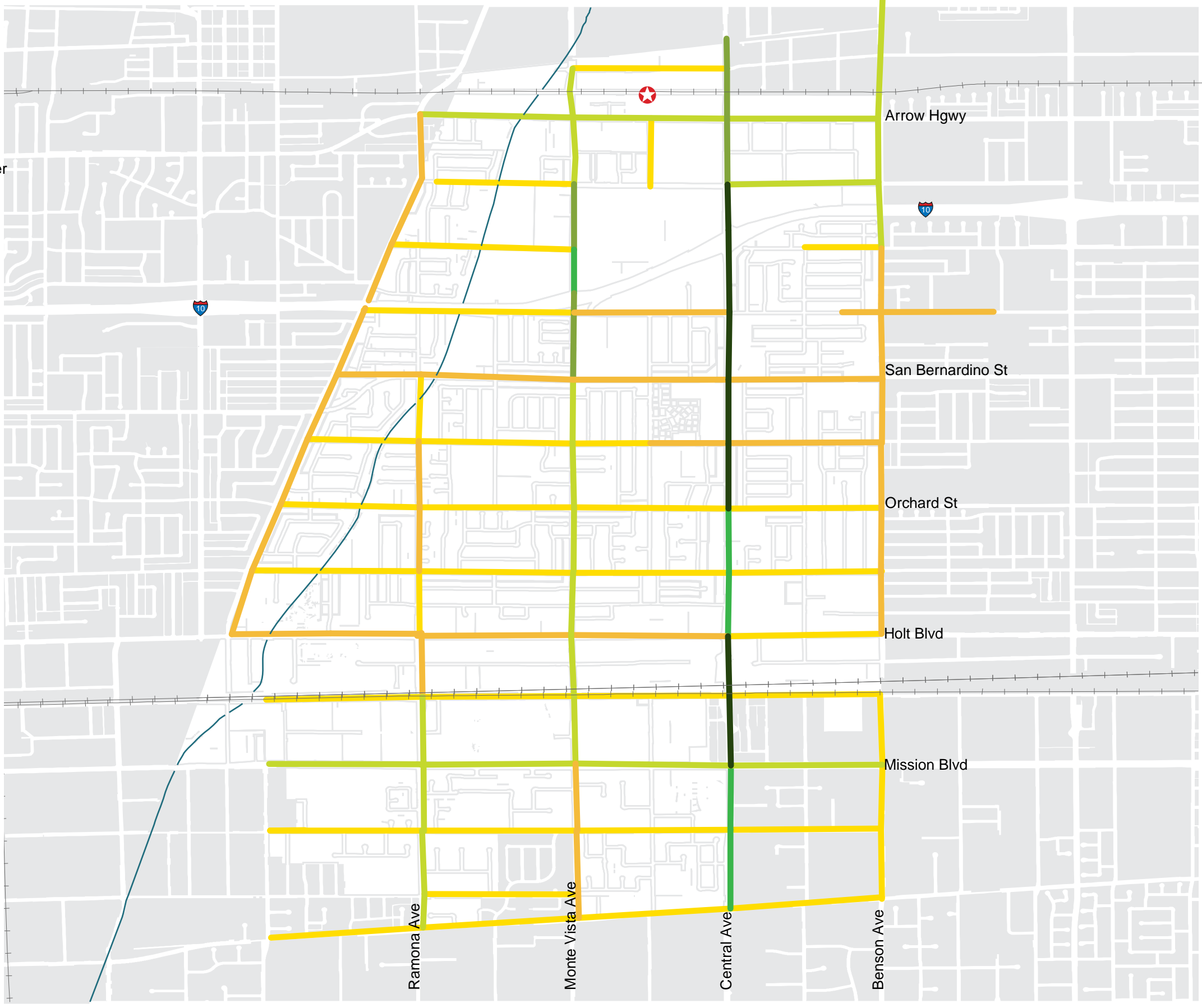
Existing (2019) average annual daily traffic (AADT) roadway segment volumes are shown in **Figure 5-1**. Roadway segment operations are presented in **Table** .

Figure 5-1  
Existing (2019)  
Daily Roadway  
Segment Volumes

 Montclair Transit Center

Average Daily Traffic  
(ADT)

-  Up to 5,000
-  5,000 - 10,000
-  10,000 - 20,000
-  20,000 - 30,000
-  30,000 - 35,000
-  Greater than 35,000



**Table 7: Existing Roadway Segment Operations**

Location	Facility Type	Number of Lanes	AADT	LOS
<b>Arrow Highway</b>				
Western City limits to Monte Vista Ave	Arterial	4	17,990	C
Monte Vista Ave to Central Ave	Arterial	4	17,050	C
Central Ave to Benson Ave	Arterial	4	14,730	C
<b>Moreno Street</b>				
Mills Ave to Monte Vista Ave	Collector	2	6,830	C
Monte Vista Ave to Central Ave	Arterial	4	14,830	C
Central Ave to Benson Ave	Collector	4	16,200	C
<b>San Bernardino Street</b>				
Mills Ave to Monte Vista Ave	Collector	4	11,760	C
Monte Vista Ave to Central Ave	Collector	4	17,800	C
Central Ave to Benson Ave	Collector	4	13,970	C
<b>Orchard Street</b>				
Mills Ave to Ramona Ave	Collector	4	4,650	C
Ramona Ave to Monte Vista Ave	Collector	4	5,180	C
Monte Vista Ave to Central Ave	Collector	4	6,070	C
Central Ave to Benson Ave	Collector	4	5,340	C
<b>Holt Boulevard</b>				
Mills Ave to Ramona Ave	Arterial	4	27,940	C
Ramona Ave to Monte Vista Ave	Arterial	4	24,270	C
Monte Vista Ave to Central Ave	Arterial	4	25,380	C
Central Ave to Benson Ave	Arterial	4	23,700	C
<b>Mission Boulevard</b>				
Western City Limits to Ramona Ave	Arterial	4	23,780	C
Ave to Monte Vista Ave	Arterial	6	23,550	C
Monte Vista Ave to Central Ave	Arterial	4	27,520	C
Central Ave to Benson Ave	Arterial	4	21,240	C
<b>Phillips Boulevard</b>				
Ramona Ave to Monte Vista Ave	Collector	2	5,000	C
Monte Vista Ave to Benson Ave	Collector	2	4,650	C
<b>Mills Avenue</b>				
Moreno St to San Bernardino St	Arterial	2	11,080	C
San Bernardino St to Orchard St	Arterial	2	9,640	C

**Table 7: Existing Roadway Segment Operations**

Location	Facility Type	Number of Lanes	AADT	LOS
Orchard St to Holt Blvd	Arterial	2	8,220	C
<b>Ramona Avenue</b>				
San Bernardino St to Orchard St	Collector	2	6,300	C
Orchard St to Holt Blvd	Collector	2	8,800	C
Holt Blvd to Southern City Limits	Arterial	4	18,120	C
<b>Monte Vista Avenue</b>				
Northern City Limits to Moreno St	Arterial	4	21,910	C
Moreno St to I-10	Arterial	4	33,170	D
I-10 to San Bernardino St	Arterial	4	29,950	C
San Bernardino St to Orchard St	Collector	4	18,520	C
Orchard St to Holt Blvd	Collector	4	15,120	C
Holt Blvd to Southern City Limits	Collector	4	9,890	C
<b>Central Avenue</b>				
Northern City Limits to Moreno St	Arterial	6	25,880	C
Moreno St to I-10	Arterial	6	38,370	C
I-10 to San Bernardino St	Arterial	6	41,830	C
San Bernardino St to Orchard St	Arterial	4	40,210	E
Orchard St to Holt Blvd	Arterial	4	35,550	E
Holt Blvd to Phillips Blvd	Arterial	6	40,770	C
<b>Benson Avenue</b>				
Northern City Limits to Moreno St	Collector	4	16,380	C
Moreno St to San Bernardino St	Collector	4	12,800	C
San Bernardino Ave to Orchard St	Collector	4	10,660	C
Orchard St to Holt Blvd	Collector	4	8,780	C
Mission Blvd to Phillips Boulevard	Collector	2	6,810	C

Source: Fehr & Peers, 2021.

## 5.2 Cumulative (2040) Year

This section provides the forecasting methodology and the Cumulative (2040) Year roadway segment operation analysis for locations in the study area under the No Project and Plus Project scenarios.



## 5.2.1 Cumulative (2040) Year Forecasts

San Bernardino County Traffic Analysis Model (SBTAM) is a regional model that is based on the traditional four-step sequential modeling methodology with “feedback loop” procedures to insure internal modeling consistency. The model incorporates multi-modal analytical capabilities to analyze the following modes of travel: local and express bus transit, urban rail, commuter rail, toll roads, carpools, truck traffic, as well as non-motorized transportation which includes pedestrian and bicycle trips. Regional transportation models, such as the SBTAM, use socioeconomic data to estimate trip generation, mode choice, as well as several sub-models to address complex travel behavior and multi-modal transportation issues. The model responds to changes in land use types, household characteristics, transportation infrastructure, and travel costs such as transit fares, parking costs, tolls, and auto operating costs.

SBTAM was used to develop the future traffic volume forecasts. Three model scenarios were utilized in the forecasting process: Base Year, Future Year No Project, Future Year Plus Project, as described below:


- Base Year Model – This scenario contains the base year (2018) land use and roadway network assumptions.
- Future Year Model No Project – This scenario contains the future year (2040) land use and roadway network assumptions. Additionally, TAZ’s in the City of Montclair were overwritten to represent the No Project land use scenario (e.g., account for regional growth in the region, but growth assumed in the City is consistent with the old General Plan).
- Future Year Model Plus Project – This scenario is identical to the Future Year No Project scenario, except the new General Plan proposed land use growth by TAZ was incorporated in the City of Montclair.

To develop Cumulative (2040) Year No Project scenario forecasts, the Future Year Model No Project was compared to the Base Year Model outputs using the difference method. Similarly, to develop Cumulative (2040) Year Plus Project scenario forecasts, the Future Year Model Plus Project was compared to the Base Year model outputs using the difference method. The difference method was done using standard techniques consistent with National Cooperative Highway Research Program (NCHRP) Report 255. The arithmetic difference was taken between the future year and base year model outputs and that difference was used to determine an annual growth.







That annual growth was then successively added to the existing roadway volumes collected in 2019 to reach the cumulative year of 2040. To provide a conservative analysis, negative growth was not allowed in the Cumulative (2040) Year No Project scenario volumes. If the model predicted negative growth over existing conditions, the existing conditions volumes were utilized.

Cumulative (2040) Year No Project and Plus Project average annual daily traffic (AADT) roadway segment volumes are shown in **Figure 5-2** and **Figure 5-3**, respectively. Cumulative (2040) Year Roadway segment operations are presented in **Table** .

Figure 5-2  
Cumulative (2040) Year  
No Project  
Daily Roadway  
Segment Volumes

 Montclair Transit Center

Average Daily Traffic  
(ADT)

-  Up to 5,000
-  5,000 - 10,000
-  10,000 - 20,000
-  20,000 - 30,000
-  30,000 - 35,000
-  Greater than 35,000

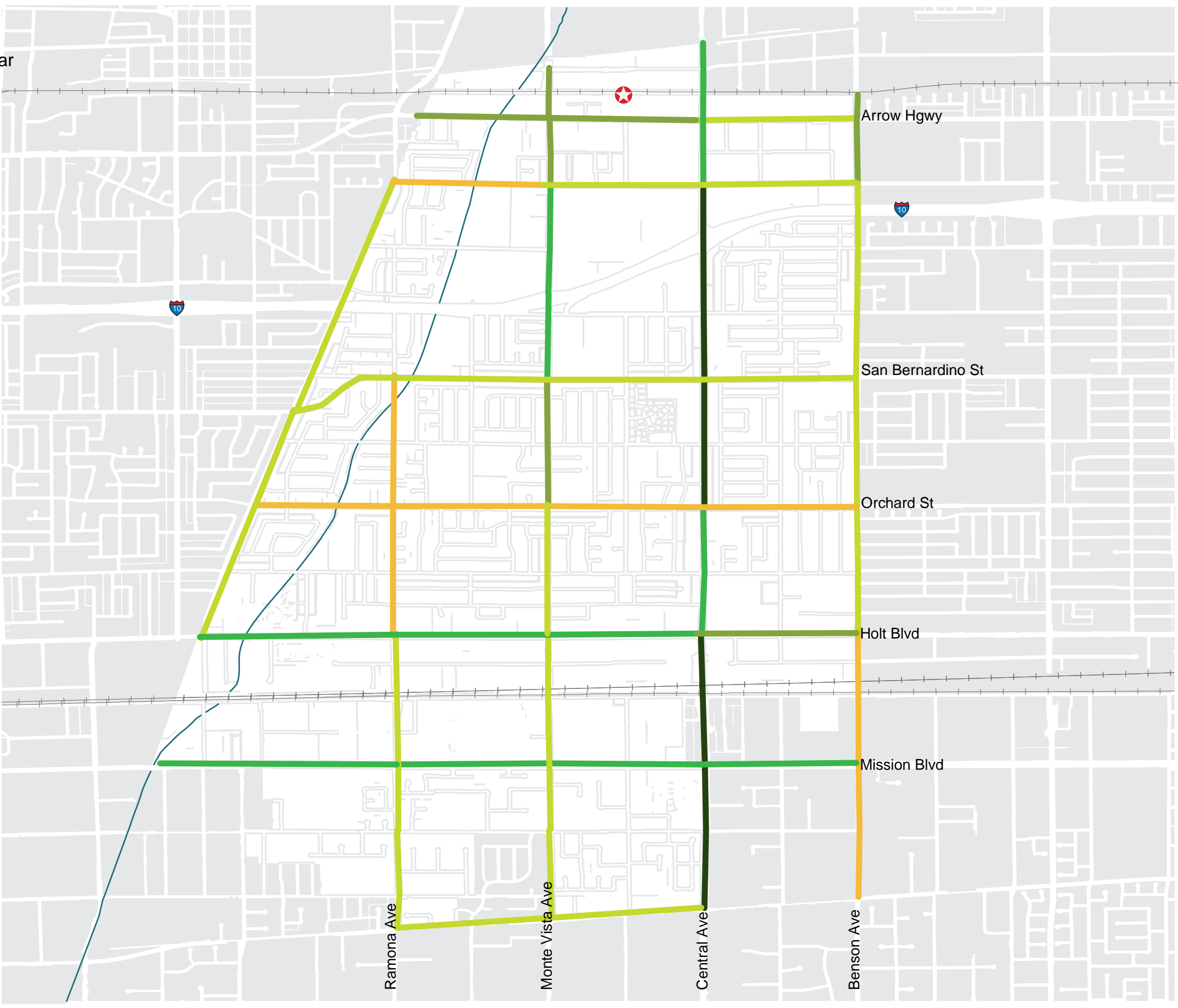







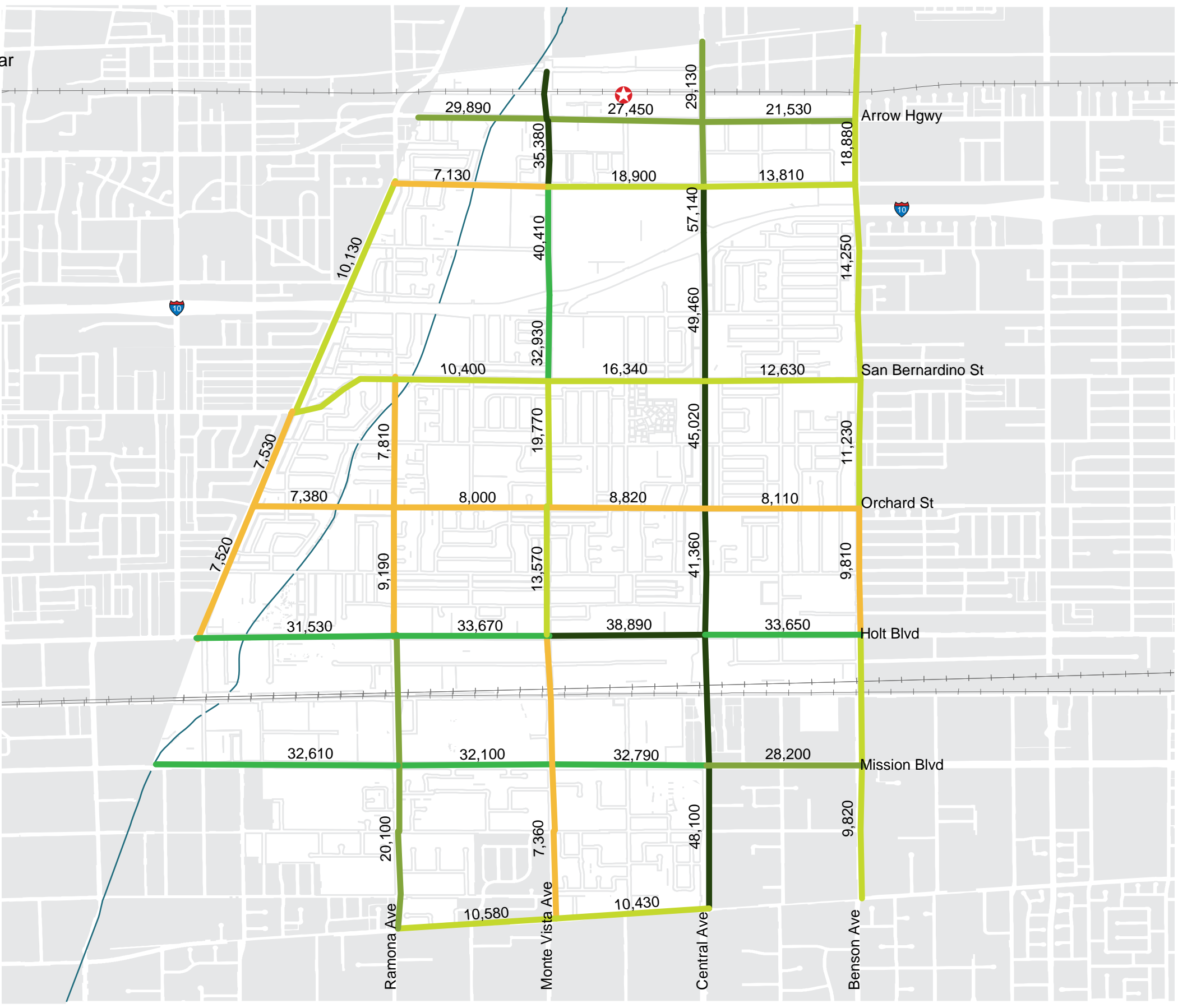


Figure 5-3  
 Cumulative (2040) Year  
 Plus Project  
 Daily Roadway  
 Segment Volumes

 Montclair Transit Center

Average Daily Traffic  
 (ADT)

-  Up to 5,000
-  5,000 - 10,000
-  10,000 - 20,000
-  20,000 - 30,000
-  30,000 - 35,000
-  Greater than 35,000



**Table 8: Cumulative (2040) Year Roadway Segment Operations**

Location	Facility Type	Cumulative (2040) Year No Project			Cumulative (2040) Year Plus Project		
		Number of Lanes	AADT	LOS	Number of Lanes	AADT	LOS
<b>Arrow Highway</b>							
Western City limits to Monte Vista Ave	Arterial	4	25,790	C	4	29,890	C
Monte Vista Ave to Central Ave	Arterial	4	25,440	C	4	27,450	C
Central Ave to Benson Ave	Arterial	4	18,680	C	4	21,530	C
<b>Moreno Street</b>							
Mills Ave to Monte Vista Ave	Collector	2	8,530	C	2	7,130	C
Monte Vista Ave to Central Ave	Arterial	4	16,840	C	<b>2</b>	<b>18,900</b>	<b>E</b>
Central Ave to Benson Ave	Collector	4	16,230	C	2	13,810	D
<b>San Bernardino Street</b>							
Mills Ave to Monte Vista Ave	Collector	4	11,830	C	2	10,040	C
Monte Vista Ave to Central Ave	Collector	4	17,840	C	2	16,340	D
Central Ave to Benson Ave	Collector	4	15,870	C	2	12,630	D
<b>Orchard Street</b>							
Mills Ave to Ramona Ave	Collector	4	6,740	C	2	7,380	C
Ramona Ave to Monte Vista Ave	Collector	4	7,250	C	2	8,000	C
Monte Vista Ave to Central Ave	Collector	4	7,660	C	2	8,820	C
Central Ave to Benson Ave	Collector	4	6,390	C	2	8,110	C
<b>Holt Boulevard</b>							
Mills Ave to Ramona Ave	Arterial	4	30,360	C	4	31,530	D
Ramona Ave to Monte Vista Ave	Arterial	4	31,650	D	4	33,670	D
Monte Vista Ave to Central Ave	Arterial	4	36,470	E	<b>4</b>	<b>38,890</b>	<b>E</b>
Central Ave to Benson Ave	Arterial	4	29,980	C	4	33,650	D
<b>Mission Boulevard</b>							
Western City Limits to Ramona Ave	Arterial	6	34,210	C	4	32,610	D
Ramona Ave to Monte Vista Ave	Arterial	6	35,420	C	4	32,100	D
Monte Vista Ave to Central Ave	Arterial	6	33,810	C	4	32,790	D
Central Ave to Benson Ave	Arterial	6	31,400	C	4	28,200	C
<b>Phillips Boulevard</b>							
Ramona Ave to Monte Vista Ave	Collector	4	10,710	C	2	10,580	C
Monte Vista Ave to Benson Ave	Collector	4	11,210	C	2	10,430	C
<b>Mills Avenue</b>							

**Table 8: Cumulative (2040) Year Roadway Segment Operations**

Location	Facility Type	Cumulative (2040) Year No Project			Cumulative (2040) Year Plus Project		
		Number of Lanes	AADT	LOS	Number of Lanes	AADT	LOS
Moreno St to San Bernardino St	Arterial	4	15,960	C	2	10,130	C
San Bernardino St to Orchard St	Arterial	4	13,340	C	2	7,530	C
Orchard St to Holt Blvd	Arterial	4	11,890	C	2	7,520	C
<b>Ramona Avenue</b>							
San Bernardino St to Orchard St	Collector	2	7,110	C	2	7,810	C
Orchard St to Holt Blvd	Collector	2	8,990	C	2	9,190	C
Holt Blvd to Southern City Limits	Arterial	4	19,820	C	4	20,100	C
<b>Monte Vista Avenue</b>							
Northern City Limits to Moreno St	Arterial	4	28,770	C	<b>4</b>	<b>35,380</b>	<b>E</b>
Moreno St to I-10	Arterial	4	38,300	E	<b>4</b>	<b>40,410</b>	<b>E</b>
I-10 to San Bernardino St	Arterial	4	32,140	D	4	32,930	D
San Bernardino St to Orchard St	Collector	4	21,800	C	<b>2</b>	<b>19,770</b>	<b>E</b>
Orchard St to Holt Blvd	Collector	4	15,870	C	2	13,570	D
Holt Blvd to Southern City Limits	Collector	4	10,110	C	2	7,360	C
<b>Central Avenue</b>							
Northern City Limits to Moreno St	Arterial	6	33,140	C	4	29,130	C
Moreno St to I-10	Arterial	6	42,620	C	<b>6</b>	<b>57,140</b>	<b>E</b>
I-10 to San Bernardino St	Arterial	6	41,850	C	6	49,460	D
San Bernardino St to Orchard St	Arterial	4	40,240	E	<b>4</b>	<b>45,020</b>	<b>E</b>
Orchard St to Holt Blvd	Arterial	4	37,010	E	<b>4</b>	<b>41,360</b>	<b>E</b>
Holt Blvd to Phillips Blvd	Arterial	6	50,360	D	<b>4</b>	<b>48,100</b>	<b>E</b>
<b>Benson Avenue</b>							
Northern City Limits to Moreno St	Collector	4	21,070	C	<b>2</b>	<b>18,880</b>	<b>E</b>
Moreno St to San Bernardino St	Collector	4	15,120	C	2	14,250	D
San Bernardino Ave to Orchard St	Collector	4	12,520	C	2	11,230	D
Orchard St to Holt Blvd	Collector	4	10,760	C	2	9,810	C
Mission Blvd to Phillips Boulevard	Collector	4	7,000	C	2	9,820	C

Source: Fehr & Peers.

**Bold** indicates operations below LOS D

# 6. CEQA Checklist Review

The following significance criteria, included in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), will determine the significance of a traffic impact. Impacts to traffic resources would be significant if the proposed project would:

## 6.1.1 Checklist Item A

*a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

### 6.1.1.1 Pedestrian and Bicycle Facilities

The Montclair Mobility Element provides a comprehensive system of bicycle lanes, trails, and pathways to enhance bicycle and pedestrian connectivity within the City. Additionally, the Mobility Element identifies a series of Goals, Policies, and Implementation Measures to ensure the integrity and service levels of these facilities are maintained. Mobility Element Action A4.10b, A4.10c, and A4.12c would create and improve pedestrian and bicycle infrastructure. Mobility Element Goals P4.5 through P4.9 seeks to provide Mobility Hubs and First Mile/Last Mile Connections for the City which would improve pedestrian bicycle connectivity throughout the community. Given this comprehensive planning effort, the project impact to bicycle travel is considered less-than-significant.

### 6.1.1.2 Transit Facilities

The Montclair Mobility Element provides a series of policies to enhance transit systems. Mobility Element Action A4.10a and the Mobility Hub goals noted above include several policies related to transit enhancement. Given this comprehensive planning effort, the project impact to transit travel is considered less-than-significant.

## 6.1.2 Checklist Item B

*b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Based on the analysis presented in Chapter 4, implementation of the proposed project would decrease project generated VMT per Service Population and cumulative Citywide VMT per Service Population.

As such, this impact is considered less-than-significant.

## 6.1.3 Checklist Item C

*d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The General Plan was developed to minimize conflicts between incompatible uses. Additionally, Policy P4.13 specifically identifies that the City will establish a Vision Zero Program that will aim to create safe and efficient movement for all modes of travel. As such, this impact is considered less-than-significant.

#### **6.1.4 Checklist Item D**

*e) Result in inadequate emergency access?*

In general, the Mobility Element improves connectivity and mobility throughout the City. This improved connectivity and mobility will also improve emergency access throughout the City. Since emergency accessibility will improve with implementation of the plan, this impact is considered less-than-significant.