Chapter 4

Making the Connections: the Circulation Chapter

- A Plan for Our Streets
- Riding Rail and Bus Transit
- Accommodating Bicyclists and Pedestrians
- Goods Movement

Making the Connections: the Circulation Chapter

Introduction

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Due to the importance of a well-planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The current State mandate for a Circulation Element is found in Government Code section 65302(b), which states that the General Plan shall include:

> "... a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The anticipated level and pattern of development will generate demand for travel throughout the City that must be accommodated by the roadway system, public transportation, and non-motorized forms of transportation. In addition, Rialto's increasing prominence as a logistics hub will create a demand for goods movement throughout the City that must be accommodated by commercial vehicles and railroads. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element. 4-

Circulation and land use planning are intertwined. The nature, routing, and design of circulation facilities are among the major determinants of the form of human settlement and uses of land, and the intertie of land uses creates a demand for circulation facilities. State law requires consistency among all the elements of the General Plan.

The Circulation Chapter provides policy direction to create a system of Complete Streets. Complete Streets refers to a multi-modal transportation network designed and operated meet the needs of all users. Pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, and public transportation users of all ages and abilities are able to safely access and use streets and transportation modes to reach their destinations. Implementing a Complete Streets program involves:

- Identifying the hierarchy of travel corridors in the City;
- defining a Citywide Transit Plan;
- identifying a Citywide Bicycle Network;
- including provisions for bike lanes on many roadway types in the roadway design standards; and
- includes policies and implementation actions to encourage the use of transit, bicycling, and walking.

This Chapter implements the Complete Streets concept by identifying a hierarchy of travel corridors that accommodates car trips, bike trips, pedestrian movement, trucks, and transit.

Exhibit 4.1 establishes a hierarchy of street classifications that allows vehicles to move efficiently through Rialto, with arterials adapted to provide for safe pedestrian movement at intersections. Complementing the road network are designated routes for transit (**Exhibit 4.2**), including bus rapid transit along Foothill Boulevard, and a Citywide Bicycle network (Exhibit 4.4) that will make bicycling more convenient and safer. **Exhibit 4.5** shows routes for trucks.

Through the goals and policies of this Chapter, the City will strive to meet diverse mobility needs and reduce vehicle miles travelled, which will reduce greenhouse gas emissions, address climate change, and mitigate roadway congestion. Other benefits that come with implementation of Complete Streets will be a higher level of public safety.

Circulation Context

Rialto began as a railroad town. Rialto's historic core and Downtown developed around two historic rail lines that connected Rialto and the Inland Empire to the rest of Southern California. These rail lines allowed the movement of citrus, goods, and people into the region. But more importantly, they allowed people from elsewhere to be introduced to Rialto. And many found it to be a place to call home.

Today, major roadways and freeways move Rialto residents and visitors throughout the City and to regional destinations. However, the historical transportation roots are still planted in Rialto, serving Rialto residents with alternative methods of travel other than the automobile. One rail line is now used for commuter rail transit connecting to San Bernardino and Los Angeles and elsewhere via Metrolink. The former Pacific Electric line, now an abandoned rail line but currently undeveloped within Rialto, will emerge as a regional bike route, connecting designations throughout the Inland Empire.

Rialto is served by several major regional freeways, two major freight/commuter railroad lines, an extensive roadway network, and several transit lines. The regional and local roadway system is a hierarchal system of highways and local streets developed to provide regional traffic movement and local access. Interstate 10 (I-10) and State Route 210 (SR-210) traverse the City in an east-west direction, providing regional access to most of the City. Interstate 15 (I-15) also provides access to the northern portion of the City. The City's roadway network is generally based on a grid system, with major arterials spaced one to two miles apart. Along the northern City border, Riverside Avenue runs from northwest to southeast, paralleling the Lytle Creek Wash.

A Plan for Our Streets

Rialto has established a roadway classification system with the following five functional classifications: Major Arterial Highway, Major Arterial, Secondary Arterial, Collector Street, and Local Street. In addition, four modifications of the Major Arterial classification have been established for selected locations with special or unique characteristics.

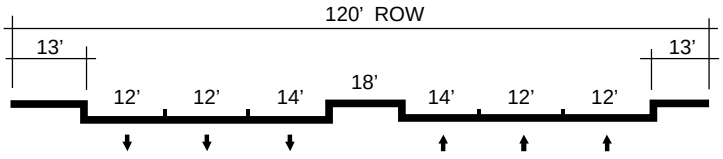
Freeways

Freeways are multi-lane, limited-access, high-volume, high-speed roadways constructed for regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways along their route. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

SR-210 freeway through Rialto

Major Arterial Highway

A Major Arterial Highway can accommodate six lanes of traffic and has a raised median. Driveway access to this roadway is typically limited to provide efficient high-volume flow. Bloomington Avenue is the only Major Arterial Highway in Rialto.

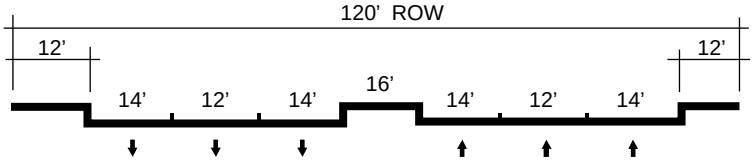


Major Arterial Highway

Major Arterial Highway

Major Arterial

Major Arterials are generally the largest of the local surface street roadways, linking freeways with local streets to accommodate larger volumes of through traffic moving at higher speeds than local streets. These facilities carry high traffic volumes and are primary thoroughfares that connect Rialto with adjacent cities and the regional highway system. Typically, Major Arterials have at least two lanes of travel in each direction, left-turn lanes at intersections, and parking lanes, and are designed to accommodate high speeds. To provide a sufficient level of safety and traffic flow, the number of driveways along Major Arterials is limited.



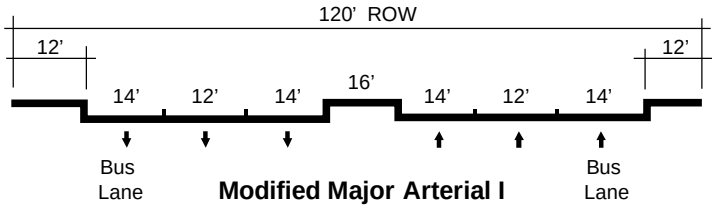
Major Arterial

There are four modified versions of the Major Arterial, each having slightly varying characteristics such a different number of vehicles lanes, widths, street parking, bike lanes, medians, or dedicated bus lanes.

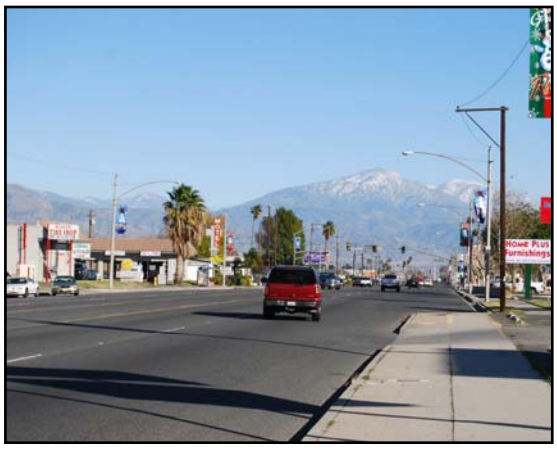
Major Arterial

Modified Major Arterial I

A Modified Major Arterial I has two lanes of travel in each direction, left-turn lanes at intersections, medians to accommodate high speeds, and two dedicated bus lanes. The Modified Major Arterial I only applies to Foothill Boulevard, where a planned Omnitrans Bus Rapid Transit line will operate.



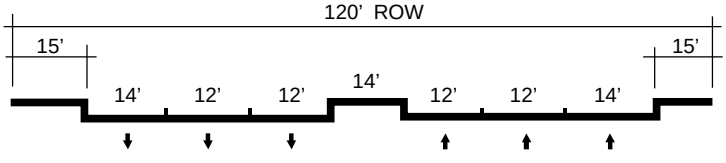
Modified Major Arterial I



Modified Major Arterial I

Modified Major Arterial II

A Modified Major Arterial II has three lanes of travel in each direction and medians. The extra travel lanes are meant to accommodate the heavy traffic flow on Riverside Avenue near the I-10 and I-15 freeway intersections.

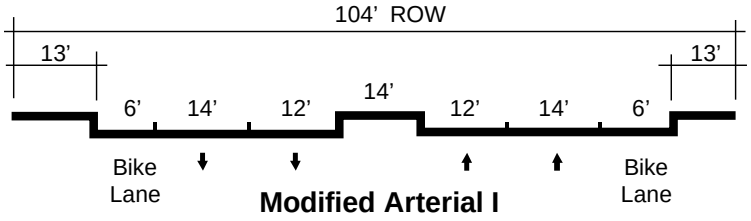


Modified Major Arterial II

Modified Major Arterial II

Modified Arterial I

A Modified Arterial I has two lanes of travel in each direction, medians, parking lanes, and bike lanes in both directions. The Modified Arterial I only applies to Riverside Avenue between Slover Avenue and the southern City boundary.

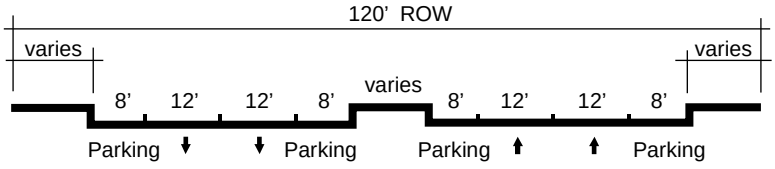


Modified Arterial I

Modified Arterial I

Modified Arterial II

A Modified Arterial II has at least two lanes of travel in each direction, medians, and on-street parking areas along the sidewalk and the median. These additional parking areas are meant to serve the Downtown area where this street classification applies. The wide sidewalks are meant to serve a pedestrian-friendly environment. Riverside Avenue through the Downtown is an example of a Modified Major Arterial II.

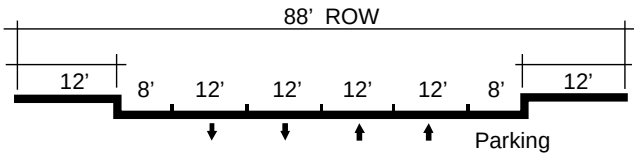


Modified Arterial II

Modified Arterial II

Secondary Arterials

Secondary Arterials have two lanes of travel in each direction and left-turn lanes, and typically accommodate or accommodate intermediate traffic speeds. Travel lanes must be narrower than on Major Arterials. Parking is often permitted along the curb. Although through traffic will utilize Secondary Arterials, their primary purpose is to link Local Streets with Major Arterials.

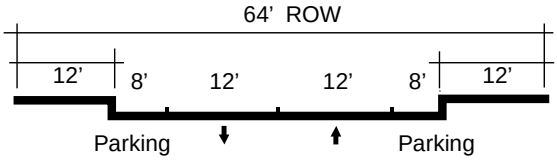


Secondary Arterial

Secondary Arterial

Collector Streets

Collector Streets provide a transition between Local Streets and higher-speed arterial roadways. These roadways typically have one travel lane in each direction and low design speeds. They provide parking along the curb as well. As their name implies, Collector Streets collect local traffic for delivery to Arterials.

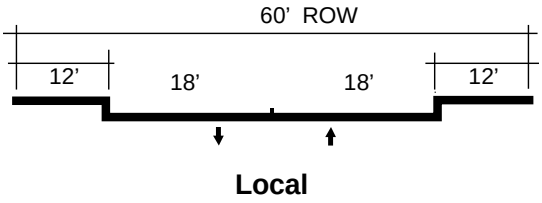


Collector

Collector Street

Local Streets

Local Streets are neighborhood roadways with one travel lane in each direction. They are narrower in width than Collector streets. Local Streets typically accommodate on-street parking and are designed for 25 mile-per-hour speeds. Through traffic is not encouraged on Local Streets.

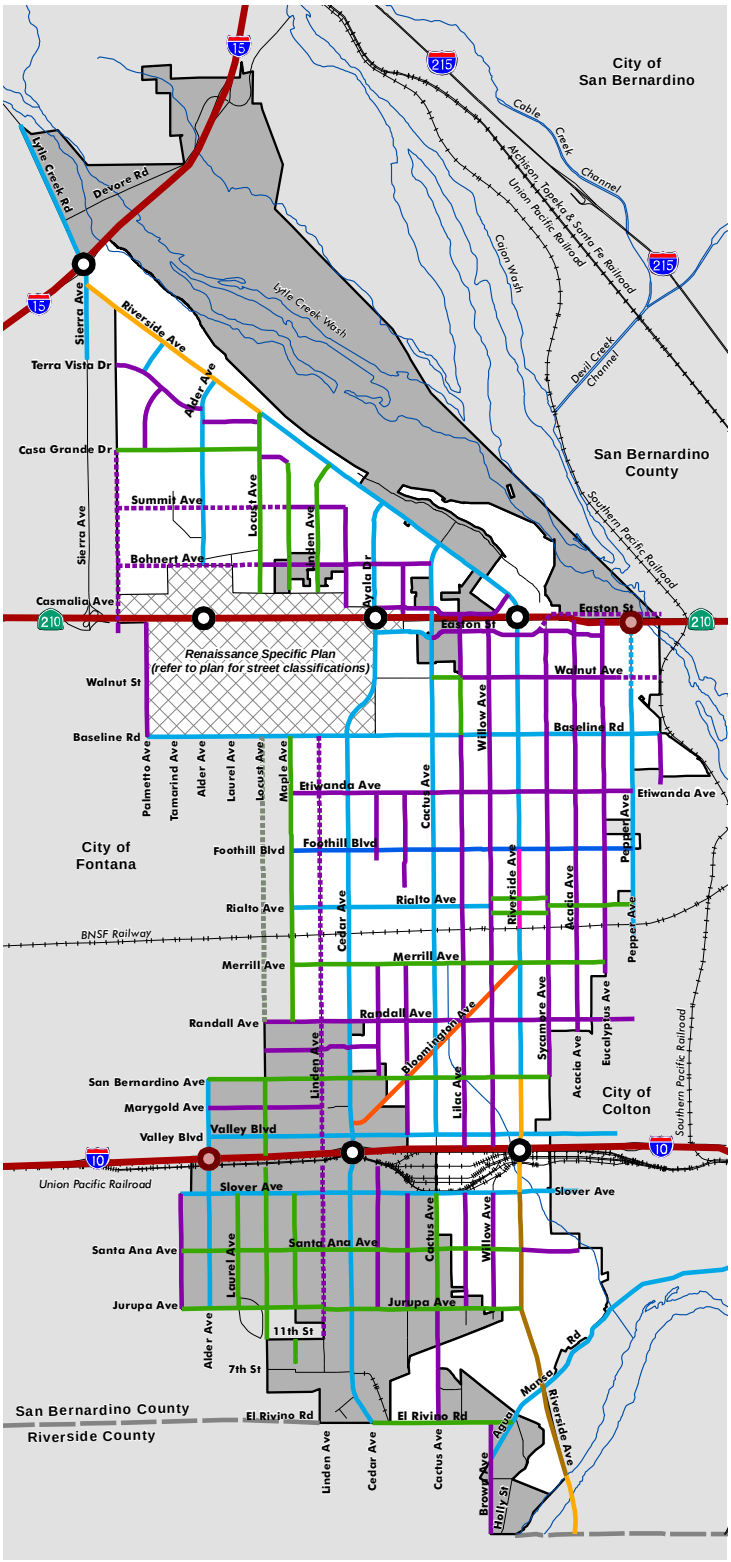


Local Street

Minimizing Local Congestion and Protecting Our Neighborhoods

The City of Rialto's Neighborhood Traffic Management Plan (NTMP) provides the City and its residents with options to address traffic-related impacts that involve local neighborhood streets. Such impacts include speeding, other vehicle code violations, high traffic volumes, and pedestrian and bicycle safety. The NTMP encourages the formation of traffic management associations in neighborhoods. The City's Capital Improvement Program (CIP) allocates annual funding for implementation of traffic improvements identified by the associations.

The NTMP includes the establishment of policy guidelines, opportunities for public participation, education and enforcement strategies, and the recommendation of traffic control devices and criteria for their use. The NTMP provides for traffic management that actively solicits resident involvement. Resident concerns that are recurrent around a specific issue would require the establishment of a more comprehensive plan to address the specific issue.



Street Classification

Existing right-of-ways are indicated with a solid line, proposed right-of-ways are indicated with a dotted line, and right-of-ways outside the planning area are indicated with a gray line.

- Freeway
- Major Arterial Highway
- Major Arterial
- Major Arterial
- Modified Major Arterial I
- Modified Major Arterial II
- Modified Arterial I
- Modified Arterial II
- Secondary Arterial
- Secondary Arterial
- Secondary Arterial
- Collector Street
- Collector Street

Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

Source: Iteris, Inc. (2008)

0 0.5 1 1.5 2 Miles

Exhibit 4.1 – Street Classifications

The traffic management strategies outlined in the NTMP follow the same steps for evaluation and implementation. In some cases, it may be necessary to follow every step, whereas some cases would only require certain steps to be followed. The steps include the following:

1. Input and identification of reported issue
2. Confirmation and investigation of reported issue
3. Consideration of potential alternative solutions
4. Review of selected solutions
5. Modification of selected solutions
6. Transportation Commission recommendations
7. City Council action
8. Polling of residents in the affected area
9. Design of solution to be implemented
10. Construction
11. Evaluation of effectiveness

This plan works effectively to allow residents identify concerns, and the City to investigate and resolve neighborhood traffic issues.

Unique Parking Conditions

Rialto permits on-street parking on most Local, Collector, and Secondary Arterial streets. Many Major Arterial streets do not have on-street parking available, as such parking can interfere with traffic flow. However, along Riverside Avenue through Downtown, on-street parking provides easy access to the shops and other business fronting on the avenue. Consistent with Downtown enhancement goals, unique on-street parking approaches will continue to be used on Riverside Avenue.

As Rialto encourages mixed-use development in certain areas to take advantage of nearby transit, non-standard parking requirements will be fully explored to respond to requests for shared parking facilities or parking districts.

Park-and-Ride Facilities

As the commuter population grows, so does the need for parking at park-and-ride facilities. Park-and-ride lots at the Rialto Metrolink Station and Cedar Avenue (to serve commuters using I-10) will be expanded as necessary in response to commuter demand, and the City will monitor the need for similar facilities near SR-210.

Riding Rail and Bus Transit

Public transit service in Rialto includes local fixed-route bus services provided by Omnitrans and Metrolink commuter rail service. Omnitrans also provides para-transit services to persons with disabilities.

Fixed-Route Services

Omnitrans is the transit operator for the San Bernardino Valley area. In 2010, Omnitrans operated five bus routes serving Rialto, with destinations to locations outside the City as well (**Exhibit 4.2**). As Exhibit 4.2 shows, Omnitrans and Metrolink routes generally provide most residents and businesses with ready access to bus or rail service. Underserved areas are along SR-210 and in the industrial areas at the southern end of the City.

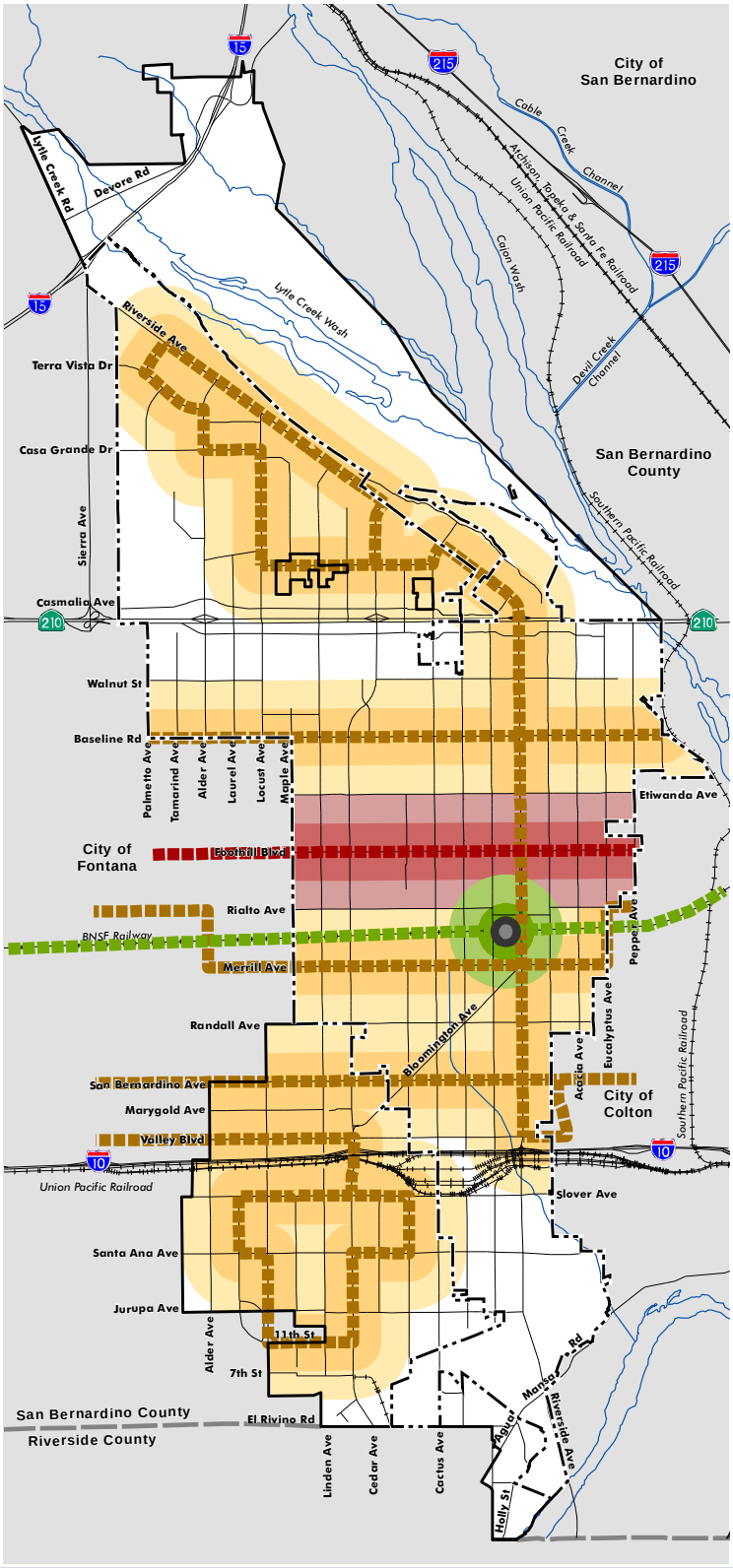
Omnitrans' *Systemwide Transit Corridor Plan* for the San Bernardino Valley identifies key transit corridors for the introduction of higher-quality transit service, such as higher frequency express, or Bus Rapid Transit (BRT) services. Corridor 2 (Foothill East) will include BRT service on Foothill Boulevard through Rialto. Another corridor being looked at for long-term growth includes San Bernardino Avenue.

Metrolink commuter ridership generally consists of people using the train to get to jobs in downtown Los Angeles or other job-dense areas. While the Rialto station serves mostly as an embarkation point, if a broader jobs base develops around the area, it may also become a commuter destination.

Rialto is fully committed to supporting transit that allows Rialto residents to easily travel within and beyond the City without a car, and to bring people into Rialto for work, shopping, and recreation.

Para-Transit Service

Omnitrans also provides persons with physical or cognitive disabilities specialized transit service through its Access program. Access is a service designed to meet the requirements of the Americans with Disabilities Act (ADA). Access provides curb-to-curb service to complement the Omnitrans fixed-route bus system. The Access service area is defined as up to three-quarter miles on either side of an existing bus route.



Bus Transit and Commuter Rail (Metrolink)
- Local Bus Route
- Bus Rapid Transit Route
- Metrolink
- Rialto Metrolink Station

Local Bus Line Service Area
- 1/4 Mile
- 1/2 Mile

Bus Rapid Transit Service Area
- 1/4 Mile
- 1/2 Mile

Metrolink Station Radius
- 1/4 Mile
- 1/2 Mile

Base Map Features
- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Freeway/Highway
- Local Road
- Railroad
- Hydrological Feature

Source: Iteris, Inc. (2007)

0 0.5 1 1.5 2 Miles

Exhibit 4.2 – Transit and Rail Routes

Accommodating Bicyclists and Pedestrians

Bikeway Classifications

Bikeways are classified in three categories as follows:

- A **Class I Bikeway (Bike Path)** is intended for the exclusive use of bicycles. While it may parallel a roadway, it is physically separated by distance or a vertical barrier.

- A **Class II Bikeway (Bike Lane)** shares the right-of-way with a roadway or walkway. It is indicated by a bikeway pictograph on the pavement and a continuous stripe on the pavement, or is separated by a continuous or intermittent curb or other low barrier.

- A **Class III Bikeway (Bike Route)** shares the right-of-way with a roadway or walkway. It is not indicated by a continuous stripe on the pavement or separated by any type of barrier, but it is identified as a bikeway with signage.

The schematic diagrams in **Exhibit 4.3** illustrate the width and features of each bikeway classification.

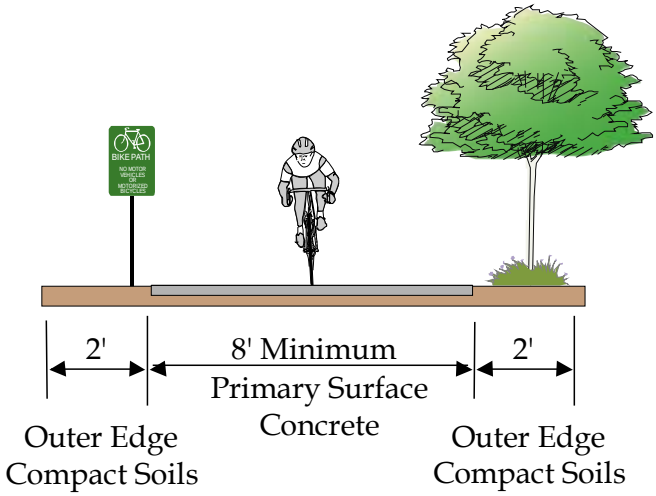
Bikeway Network

The Bikeway Master Plan illustrated in **Exhibit 4.4** promotes a safe and efficient network of bikeways for recreational and commuter use within the City. The planned bike network is not a contiguous network. Efforts should be made to expand the network and provide continuity within the City and to the networks of adjacent jurisdictions. Utility easements, flood control channels, and unused rail rights-of-way provide opportunities for locations of Class I bikeways. A "rails-to-trails" conversion of the former Pacific Electric Railroad right-of-way will be pursued once funding is acquired and all rail activities cease operation. The line is still active from the easterly city limits to Lilac Avenue. It serves a lumber yard at Lilac Avenue and Rialto Avenue. The rail line is inactive west of Lilac Avenue.

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 Rialto include improved crossings over the SR-210 freeway, improvements at intersections, and improved cross-town connections and routes to schools.

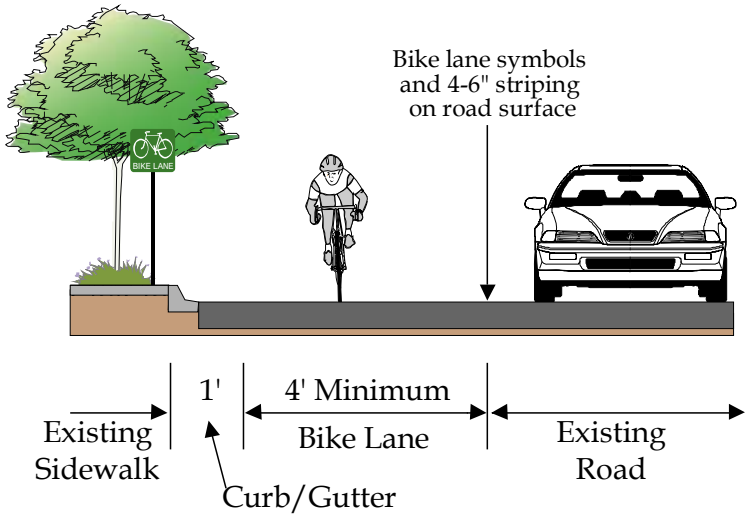
Class I (Bike Path)

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.

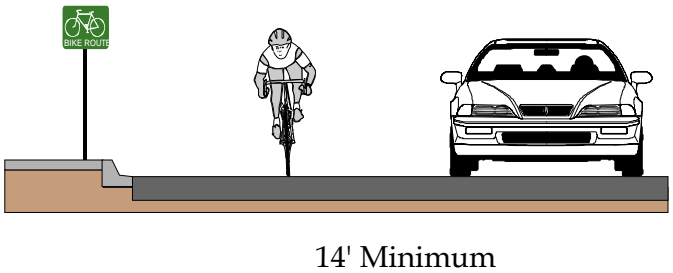
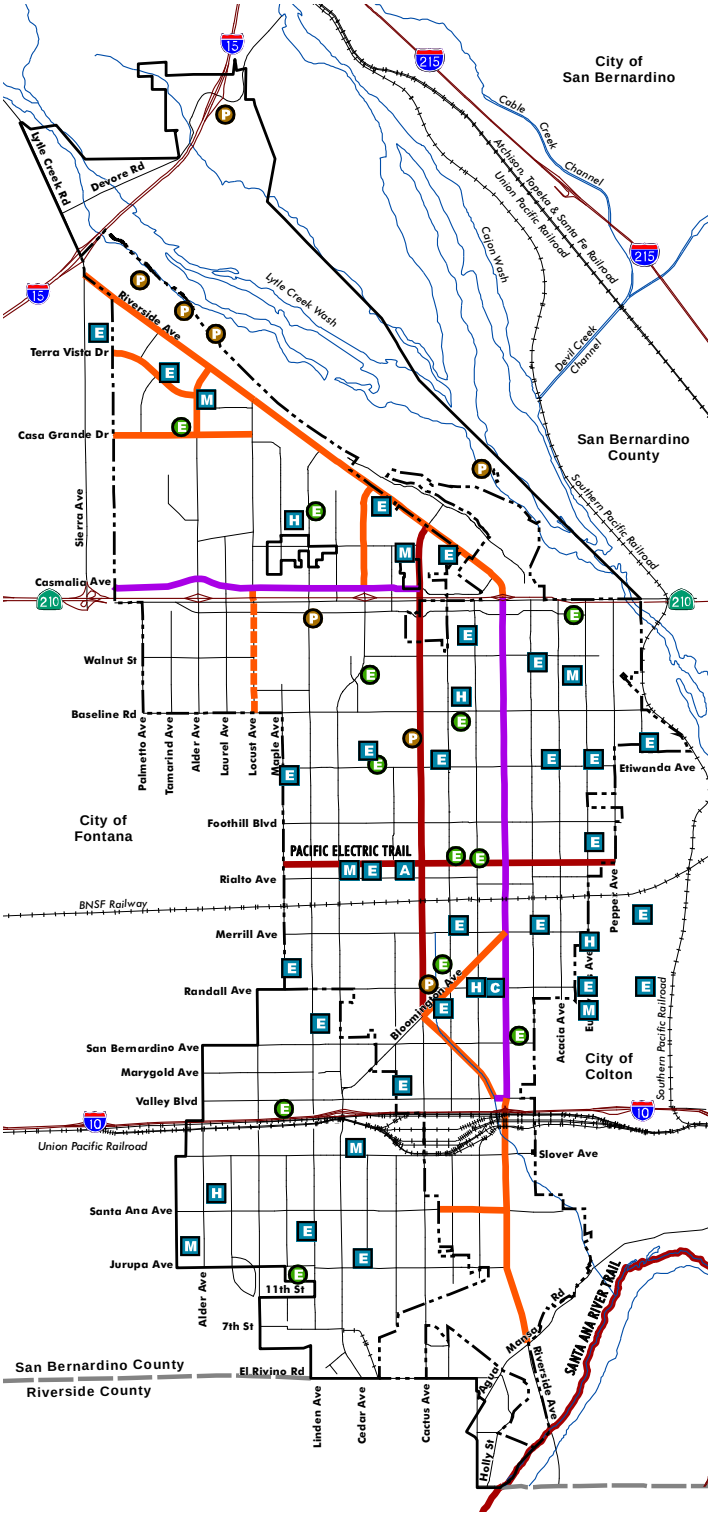


Exhibit 4.3 – Bicycle Facility Classifications



Bike Trails
- Class I - Bike Path
- Class II - Bike Lane
- Class II - Bike Lane (subject to change)
- Class III - Bike Route

Parks
- E Existing
- P Proposed

Education Facilities
- E Elementary School
- M Middle School
- A Alternative School
- H High School
- C Continuation High School

Base Map Features
- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Freeway/Highway
- Local Roads
- Railroad
- Hydrological Features

Source: Iteris, Inc. (2007)

0 0.5 1 1.5 2 Miles

Exhibit 4.4 – Bicycle Routes

Walking

Almost every trip begins and ends with a pedestrian trip. In addition, walking is often the only means of transportation that can satisfy the many short trips required in a city's central business district. The safety and convenience of pedestrians are important quality of life factors. A safe pedestrian system that links commercial, residential, and open space uses offers several benefits: improved health for those who walk, reduced vehicle emissions, and improved security with "eyes on the street" as people move within their neighborhoods to nearby destinations.

Pedestrian circulation and recreation are primarily provided for on the sidewalk. Sidewalk access is sometimes reduced by the intrusion of sidewalk impediments such as newspaper boxes, signs, plantings, and garbage cans. Sidewalk paraphernalia often appears in clusters at intersections, the most critical points in the pedestrian circulation system, where pedestrians wait for and potentially come into conflict with traffic.

To improve pedestrian safety and encourage walking, specific improvements can be made based on site-specific issues:

- Sidewalk widening
- Use of special paving or markings at pedestrian/vehicle interfaces
- Improve sidewalk signing
- Improve signal phasing and pedestrian flow patterns at intersections
- Use turning restrictions on vehicles at intersections
- Provide sidewalk curb cuts for the physically challenged
- Use auditory cross walk signals for the hearing impaired
- Increase the number of street trees along sidewalks to provide shade
- Provide for safe, well lighted rest areas such as shaded benches or planter boxes
- Countdown Pedestrian Signal

As part of all development proposals, the City will require developers to investigate and provide features that will enhance the pedestrian environment. Also, the City will conduct comprehensive audits of the following areas to identify strategies to create better pedestrian experiences:

- Riverside Avenue from Foothill Boulevard to Merrill Avenue
- Foothill Boulevard
- Downtown

Goods Movement

One of Rialto's great strengths is its location. With easy access to I-10 and SR-210, three major rail lines, and proximity to LA/Ontario International Airport, Rialto is attractive to goods movement businesses. Many logistics companies continue to locate in Rialto.

Truck Routes

To accommodate the large volumes of truck traffic associated with goods movement, ensure appropriate road construction and maintenance, and to protect the residential neighborhoods, certain arterials have been designated as truck routes. These arterial truck routes are illustrated in **Exhibit 4.5**.

Caltrans has designated two trucks route classes based on California legislation: National Network and Terminal Access routes. The truck routes in Rialto are defined as Terminal Access routes, which is a State or local road. These routes are portions of State routes or local roads that can accommodate Surface Transportation Assistance Act standard trucks. TA routes allow STAA trucks to: 1) travel between National Network (NN) routes, 2) reach a truck's operating facility, or 3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Freight Rail

Three railroad corridors traverse Rialto. The primary corridor, owned by Union Pacific Railroad (UP), parallels the I-10 freeway and carries large volumes of rail freight traffic, including traffic between the ports of Los Angeles and Long Beach and the Colton rail hub east of Rialto. This rail corridor is grade separated through the City, with crossings at Cedar Avenue and Riverside Avenue.

Union Pacific freight train locomotive

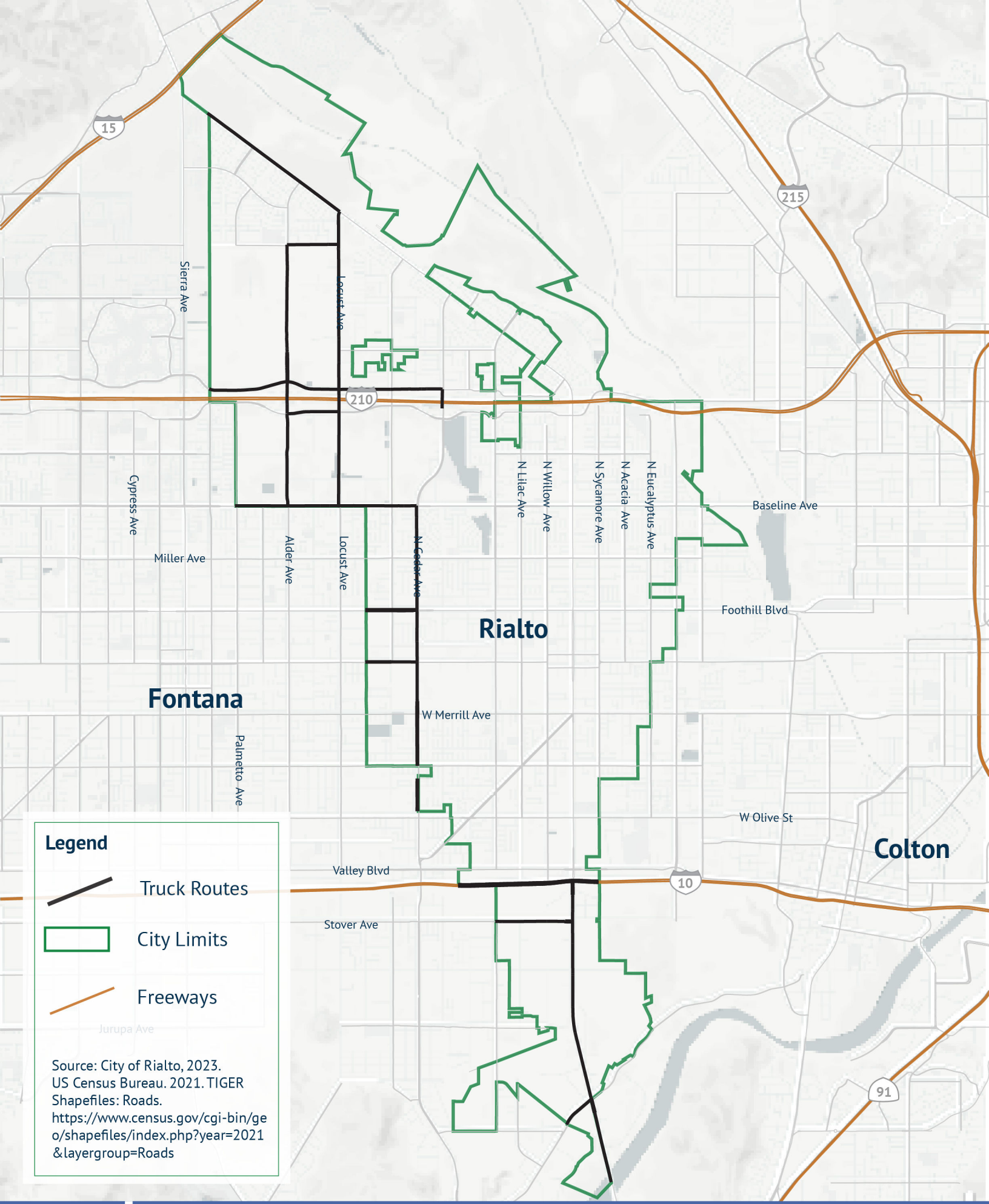


Exhibit 4.5 - Truck Routes

A second rail corridor traverses the City parallel to and one-quarter mile south of Rialto Avenue. This corridor is owned by the Southern California Regional Rail Authority, which operates the Metrolink commuter rail network. Burlington Northern Santa Fe Railway (BNSF) trains also utilize this corridor. Several at-grade rail/roadway crossings exist along this corridor.

The third rail corridor traverses the City parallel to and north of Rialto Avenue. This corridor was once used by the Pacific Electric Railway and is now owned by Union Pacific. No trains traverse this corridor, and neighboring cities have reinvented the corridor as a multi-use trail. West of Riverside Avenue, Rialto will pursue development of a similar "Rails-to-Trails."

Regional Airports

Several municipal and regional airports are near Rialto. The closest commercial airport is Los Angeles World Airport's (LAWA) LA/Ontario International Airport, located approximately 12 miles to the west. Ontario serves international travelers and is a significant shipping hub. San Bernardino International Airport, located eight miles east, has limited general aviation and cargo service but looks to expand its operations in the future. With the closing of Rialto Municipal Airport in late 2010 or early 2011, general aviation service will continue to be available at Cable Airport at Upland, Chino Airport, Riverside Municipal Airport, Flabob Airport in Rubidoux, and Redland Municipal Airport (see **Exhibit 4.6**).

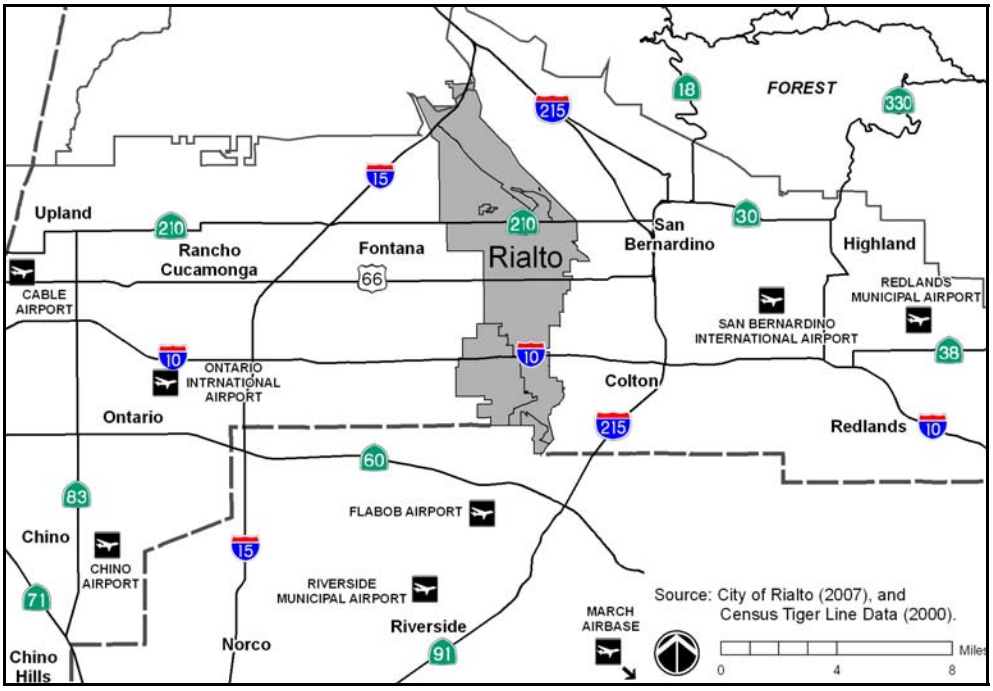


Exhibit 4.6 – Regional and Local Airports

Goals and Policies

Rialto's key objectives with regard to circulation are to:

- Expand Rialto's mobility
- Meeting our parking needs
- Increase rail and bus ridership
- Enhance the pedestrian and bicycle environments
- Facilitate goods movement

Foremost, through these goals and policies the City looks to minimize congestion on the local road network, create opportunities and incentives for people to avoid use of their cars for short trips, and maintain a circulation system that supports local businesses' needs. These efforts will contribute to reductions in greenhouse gas emissions pursuant to State mandates.

Expanding Rialto's Mobility

Goal 4-1: **Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.**

Policy 4-1.1: Establish and maintain standards for a variety of street classifications to serve both local and regional traffic, including Major Arterial Highways, Major Arterials, Secondary Arterials, Collector Streets, and Local Streets.

Policy 4-1.2: Establish standards for spacing between access driveways on roadways of each classification, and encourage shared access between adjacent parcels to minimize the number of access points and improve safety along adjacent roadways.

Policy 4-1.3: Establish and maintain standards for private roadways.

Policy 4-1.4: Close gaps in the City's roadway network by extending the roadway grid through the Rialto Municipal Airport site as per the Renaissance Specific Plan and by pursuing UPRR overcrossing replacement/widening south of Interstate 10.

Policy 4-1.5: Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.

Policy 4-1.6: Coordinate with the California Department of Transportation, San Bernardino County Transportation

Authority, and neighboring jurisdictions to accommodate growing volumes of east-west traffic. This Plan envisions Riverside Avenue, Baseline Road, and Foothill Boulevard to become six-lane arterials.

Policy 4-1.7: Cooperate with SBCTA in the implementation of Tier 1 through Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Plan.

Policy 4-1.8: Cooperate with SBCTA and Omnitrans in the implementation of the Inland Intelligent Transportation Systems Strategic Plan.

Policy 4-1.9: Work with Caltrans to improve coordination of traffic signals at freeway interchanges with those on City streets.

Policy 4-1.10: Complete Pepper Avenue to connect to the SR-210 freeway and Highland Street.

Policy 4-1.11: Pursue the replacement of the Riverside Avenue bridge over the Union Pacific rail lines with a wider structure to accommodate larger volumes of traffic or to increase safety of crossing traffic.

Policy 4-1.12: Support the County's efforts to improve the I-10 freeway interchange at Cedar Avenue to relieve regional freeway congestion.

Policy 4-1.13: Support the County's efforts to improve the I-15 freeway interchange at Sierra Avenue.

Policy 4-1.14: Support the construction of a new interchange on I-10 at Alder Avenue to relieve regional freeway congestion.

Policy 4-1.15: Support the construction of High Occupancy Vehicle (HOV) lanes on I-10 between Ontario and Redlands.

Policy 4-1.16: Work with the city of Colton to pursue the reopening of Slover Avenue east of the Rialto city limits in conjunction with improvements to the interchange on I-10 at Pepper Avenue.

Policy 4-1.17: Require new streets and improvements to connect to established streets.

Policy 4-1.18: Review the City's Development Impact Fee for traffic regularly to ensure compliance with the requirements of Measure I.

Policy 4-1.19: Review and update the Nexus Study project list in coordination with SBCTA.

Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS below that level. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E.

Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.

Policy 4-1.22: Pursue funding for the construction of Cactus Overcrossing at UPRR.

Goal 4-2: Protect residential neighborhoods from through traffic impacts.

Policy 4-2.1: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.

Policy 4-2.2: Discourage non-local traffic from using neighborhood streets.

Policy 4-2.3: Minimize new residential driveways on Arterial Roadways.

Goal 4-3: Protect residences, sensitive land uses, and pedestrians from activities along rail corridors.

Policy 4-3.1: Require that development projects within rail corridors provide protective fencing, landscaping, and/or walls between rail tracks and new residences or other new development sensitive to noise or danger from rail operations.

Policy 4-3.1: Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks.

Goal 4-4: **Protect school children and others from traffic hazards around schools.**

Policy 4-4.1: Designate and mark school bus stops at curbs within neighborhoods to create clear curbside boarding spaces for school bus passengers.

Policy 4-4.2: Review campus site plans to ensure that school bus bays, parking lots, automobile passenger pick-up and drop-off areas, bicycle sheds and paths, and pedestrian walks are designed to maximize separation of travel modes, and to minimize danger to arriving and departing students and school personnel.

Meeting Our Parking Needs

Goal 4-5: **Ensure the provision of adequate, convenient, and safe parking for all land uses.**

Policy 4-5.1: Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, van pooling, and other ride sharing opportunities.

Policy 4-5.2: Provide public parking facilities in Downtown, including potential shared parking with the Metrolink parking facilities.

Policy 4-5.3: Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.

Policy 4-5.4: Allow for joint use and the sharing of parking facilities in mixed-use developments and for other projects which demonstrate the benefits of alternative parking approaches.

Policy 4-5.5: Consider establishing parking districts at locations in addition to Downtown where such districts would assist with economic development and redevelopment objectives.

Policy 4-5.6: Investigate establishing angle parking in Downtown to increase the supply of public parking.

Encouraging Rail and Bus Ridership

Goal 4-6: **Provide for all residents and businesses to have equal access to reliable and convenient public transit services.**

Policy 4-6.1: Support the establishment of an east-west Bus Rapid Transit line through the Valley along on Foothill Boulevard.

Policy 4-6.2: Establish new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' master plan of stops.

Policy 4-6.3: Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate.

Policy 4-6.4: Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire.

Policy 4-6.5: Encourage clean, lighted, and convenient bus shelters and transit stops that are within walking distance of major activity areas and residential neighborhoods and along arterial roadways.

Policy 4-6.6: Provide reliable and convenient paratransit services and other transportation service for individuals with disabilities and seniors who are unable to use fixed-route transportation systems.

Goal 4-7: Achieve optimum use of regional rail transit.

Policy 4-7.1: Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services.

Policy 4-7.2: Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station.

Policy 4-7.3: Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown.

Policy 4-7.4: Support the High Speed Train project sponsored by the California High Speed Railroad Authority.

Accommodating Bicyclists and Pedestrians

Goal 4-8: **Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.**

Policy 4-8.1: Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2: Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3: Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4: Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-8.6: Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

Goal 4-9: **Promote walking.**

Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.2: Require sidewalks and parkways on all streets in new development.

Policy 4-9.3: Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.

Policy 4-9.5: Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6: Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.

Facilitating Goods Movement

Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.

Policy 4-10.1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Policy 4-10.2: Coordinate truck routes with adjacent jurisdictions.

Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

Policy 4-10.5: Work with appropriate law enforcement agencies to regulate speed on Riverside Avenue to minimize conflicts between high-speed private vehicles and lower-speed truck traffic.

Policy 4-10.6: Review all at-grade rail crossings for compliance with California Public Utilities Commission and Federal Highway Administration guidelines.