

CIRCULATION

The Circulation Element envisions a comprehensive transportation system that provides a full range of mobility choices for all potential users. In many jurisdictions, vehicular travel has often been the focus of planning efforts with limited attention devoted to pedestrians, bicyclists, and transit users. The widest range of mobility choices is realized when all modes are treated equally, rather than prioritizing one mode of travel at the expense of others. Achieving a balance between travel modes requires an efficient roadway network complemented by an extensive system of facilities for alternative modes of travel.

Upland's transportation network cannot be implemented in isolation. There are regulations, guidelines, and design standards which can affect the design and construction of many transportation facilities. Additionally, development in Upland can create impacts on transportation facilities in adjacent jurisdictions, and the converse is often true. Successful implementation of a comprehensive transportation network requires extensive coordination and outreach with neighboring agencies.

OVERARCHING GOAL

A comprehensive, multimodal transportation system that provides all users with safe connections to homes, job centers, schools, community centers, open spaces, recreation areas and visitor destinations.

GOAL AND POLICY SECTIONS

- Roadway System
- Non-Motorized System
- Transportation Safety
- Parking
- Freight Movement

GENERAL PLAN FIGURES

- Figure CIR-1 (Roadway System)
- Figure CIR-2 (Bicycle Routes)
- Figure CIR-3 (Pedestrian Facilities)
- Figure CIR-4 (Designated Truck Routes)

BACKGROUND DOCUMENTS

- Upland General Plan Existing Conditions Report: Circulation White Paper

ADDITIONAL LINKS

- San Bernardino County Non-Motorized Transportation Plan

- San Bernardino Association of Governments
- Omnitrans
- Metrolink
- Complete Streets Guidelines (California Office of Planning & Research)
- California Bikeway Classifications

ROADWAY SYSTEM

Upland’s roadway system must meet multiple goals. It must be safe, provide convenient access, maintain free flowing traffic, be visually appealing, accommodate multiple modes of travel, and be designed in context with its surroundings. The roadway system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the Land Use Plan while maintaining Level of Service standards. The street right-of-ways also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing.

Goal CIR-1	A transportation network that provides mobility and access for all modes of travel including automobiles, transit, bicyclists, pedestrians, and freight vehicles.
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Policies

- Policy CIR-1.1 **Roadway system.** Require the City’s roadways to:
- a. Provide accommodations for transit, bicyclists, and pedestrians within the public right-of-way.
 - b. Comply with Federal, State, San Bernardino County, and local standards for roadway design, maintenance and operation.
 - c. Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.
 - d. Strive to maintain LOS E at all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways.
 - e. Provide future capacity as envisioned with the Future Roadway System map.
- Policy CIR-1.2 **Foothill Boulevard.** As shown on the Roadway System Map, maintain Foothill Boulevard as a four-lane roadway with necessary deceleration and acceleration lanes at intersections to facilitate an acceptable level of service.
- Policy CIR-1.3 **Transit Priority Roadways.** Designate certain roadways as Transit Priority Roadways, which are intended to prioritize high efficiency transit services such as Bus Rapid Transit (BRT). These transit priority roadways will be designated through cooperative activities between the City, Omnitrans, and SANBAG.

- Policy CIR-1.4 **Bus Rapid Transit on Foothill Boulevard.** Support Bus Rapid Transit (BRT) on Foothill Boulevard in a manner that does not require a dedicated lane.
- Policy CIR-1.5 **Future Development Impacts.** Require future development or redevelopment to disclose intersection traffic impacts in the City or adjacent jurisdictions as identified through the CEQA process and mitigate impacts where such mitigation measures are physically feasible. These shall be required to contribute to the implementation of mitigation measures, including but not limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions as required by the City.
- Policy CIR-1.6 **Intersection Improvements.** Evaluate impacts of intersection improvements on all modes of travel including bicyclists, pedestrians, and transit.
- Policy CIR-1.7 **Driveway Access Points.** Require that driveway access points onto arterial roadways be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.
- Policy CIR-1.8 **Regional Coordination.** Participate in the planning of regional roadway and transit improvements such as interchange improvements along I-10, other regional freeway and arterial improvements, and transit planning efforts such as the development of a regional Bus Rapid Transit (BRT).

NON-AUTOMOTIVE TRANSPORTATION SYSTEM

A transportation network that serves all users requires an extensive network of bicycle, pedestrian, and transit facilities. In addition to providing more travel options for residents, workers and visitors, alternative transportation modes carry significant co-benefits including reductions in fuel usage and emissions, increased levels of physical activity, less automobile traffic and other quality of life improvements.

Additional use of alternative travel modes requires more effort than merely building new facilities or expanding existing ones. Outreach and education is needed to further encourage these alternative modes and ensure safe use of these facilities.

Goal CIR-2 An interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes.

Policies

- Policy CIR-2.1 **Transit Facilities.** Incorporate transit facilities into the design of land use plans and capital improvement projects where appropriate, including:
- a. Attractive and convenient bus stops (shade/weather protection, seats, transit information); and,
 - b. Bus turnouts at transit stops.
- Policy CIR-2.2 **Coverage and Frequency of Transit Service.** Coordinate with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.

- Policy CIR-2.3 **Transit Access.** Locate community-serving facilities in transit-ready areas that are served by transit or can be made accessible to transit.
- Policy CIR-2.4 **Future Gold Line.** Support the future alignment of the Ontario Airport Extension of the Metro Gold Line to be located adjacent to the existing Metrolink rail line through Upland.
- Policy CIR-2.5 **Future Gold Line Station.** Support the location of the future station to be near the existing Metrolink station in downtown Upland.
- Policy CIR-2.6 **Accessible Transit.** Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.
- Policy CIR-2.7 **Regional Participation.** Actively participate in regional planning efforts related to transit service within Upland.
- Policy CIR-2.8 **Bicycle System.** Implement and maintain a comprehensive bicycle system pursuant to the City’s Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan and Caltrans standards to reduce slope, sharp curves, and interference from vegetation, pedestrians, and motor vehicle traffic.
- Policy CIR-2.9 **Bicycle Facilities.** Incorporate bicycle facilities into the design of land use plans and capital improvement projects, including:
- a. End of trip facilities (bicycle lockers, showers, where feasible, and changing rooms) within non-residential sites;
 - b. Bicycle parking within new multi-family and non-residential sites;
 - c. Publicly accessible bicycle parking; and,
 - d. Signage for all bicycle routes.
- Policy CIR-2.10 **Pedestrian System.** Maintain a network of sidewalks, crosswalks, and other pedestrian facilities throughout the City as specified in the County’s Non-Motorized Transportation Plan.
- Policy CIR-2.11 **Intersections and Crossing Locations.** Utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.
- Policy CIR-2.12 **Regional Bicycle and Pedestrian Connections.** Participate in regional planning activities related to development of regional bicycle and pedestrian facilities that connect to Upland.

SAFETY

In order to encourage non-motorized travel and protect all travelers, the Upland transportation system should provide the highest possible level of safety. Upland uses a combination of roadway improvements, urban

design strategies, quality bicycle and pedestrian facilities, and traffic enforcement to ensure a safe transportation network for all users.

Goal CIR-3	A transportation system that ensures safety for all modes of travel.
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Policies

- Policy CIR-3.1 **Connected Roadway Network.** Require future development or redevelopment to implement local street networks which allow travel by all modes and ensure connectivity with the larger City-wide roadway network.
- Policy CIR-3.2 **Complete Streets Roadway Standards.** Require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements.
- Policy CIR-3.3 **Safe Routes to School.** Collaborate with local school districts and private schools to identify and implement safety measures to improve safe travel to and from schools for students, parents, and school employees.
- Policy CIR-3.4 **Slow Traffic.** Use a combination of traffic calming measures, signage, speed limits, and traffic enforcement to slow traffic in areas where non-motorized travel is encouraged, particularly near schools and parks.
- Policy CIR-3.5 **Bicycle Education and Enforcement.** Maintain and promote a comprehensive safety awareness program for cyclists and drivers.

PARKING

Parking facilities are essential facilities for most types of land uses and their supply can influence travel choices. For example, reducing the level of available parking has been shown to reduce vehicle travel and increase biking, walking, and transit use. To ensure a balance between the provision of adequate parking to meet residential and business needs and the goal of improving non-motorized travel options, Upland strives to provide an appropriate level of “right-sized” parking facilities.

For example, shared parking concepts allow parking spaces to be used by more than one type of user at different times of the day. This can provide more efficient utilization of parking spaces over predictable cycles of the day, week or year. Another strategy is to provide comprehensive and routine management of parking in key destination areas of Upland, like the Historic Downtown.

Goal CIR-4	A parking system which provides an appropriate level of parking supply in public and private parking areas.
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Policies

- Policy CIR-4.1 **Shared Parking.** Require mixed-use and multiple use developments to implement shared parking techniques for complementary land uses.

- Policy CIR-4.2 **Parking Management.** Manage and regularly monitor and evaluate public and private parking resources in key destination areas within the City.
- Policy CIR-4.3 **Parking Demand.** Reduce parking demand by improving transit, bicycle and pedestrian mobility, particularly to and from key destination areas.
- Policy CIR-4.4 **Accessibility.** Ensure parking is accessible to persons with a range of abilities.

FREIGHT MOVEMENT

Freight vehicles are an integral aspect of the transportation network and are crucial to the economic vitality of any city. A key consideration for the City is the management of freight vehicles to limit any negative impacts to City residents and employees. Established truck routes allow truck traffic to flow efficiently and minimize the possible exposure of people in sensitive areas, such as residential neighborhoods and schools, to accidents involving trucks, high noise levels, and diesel emissions. In addition, guiding truck traffic to designated routes minimizes impacts and maintenance demands on our other non-designated roadways.

Goal CIR-5	A transportation system which accommodates the efficient movement of freight vehicles on appropriate routes.
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Policies

- Policy CIR-5.1 **Designated Truck Routes.** Identify, implement, and maintain a system of truck routes within the City that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
- Policy CIR-5.2 **Hazardous Materials Transport.** Coordinate with the State of California and other agencies to limit transportation of hazardous materials through the City.

Map Date: 07/31/12; Source: Fehr & Peers

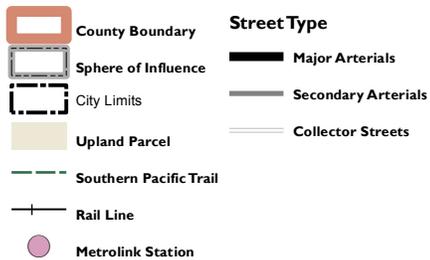
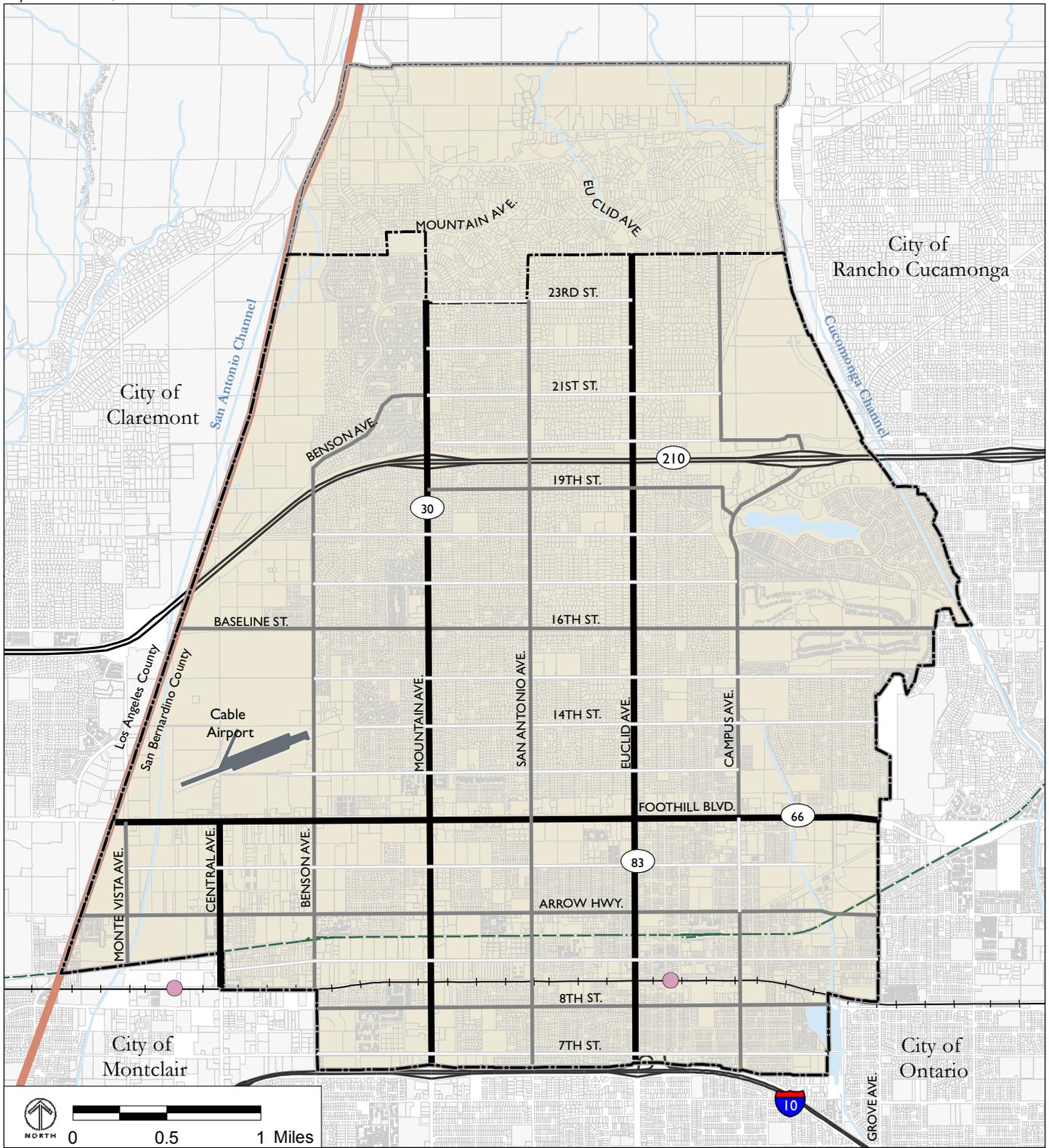
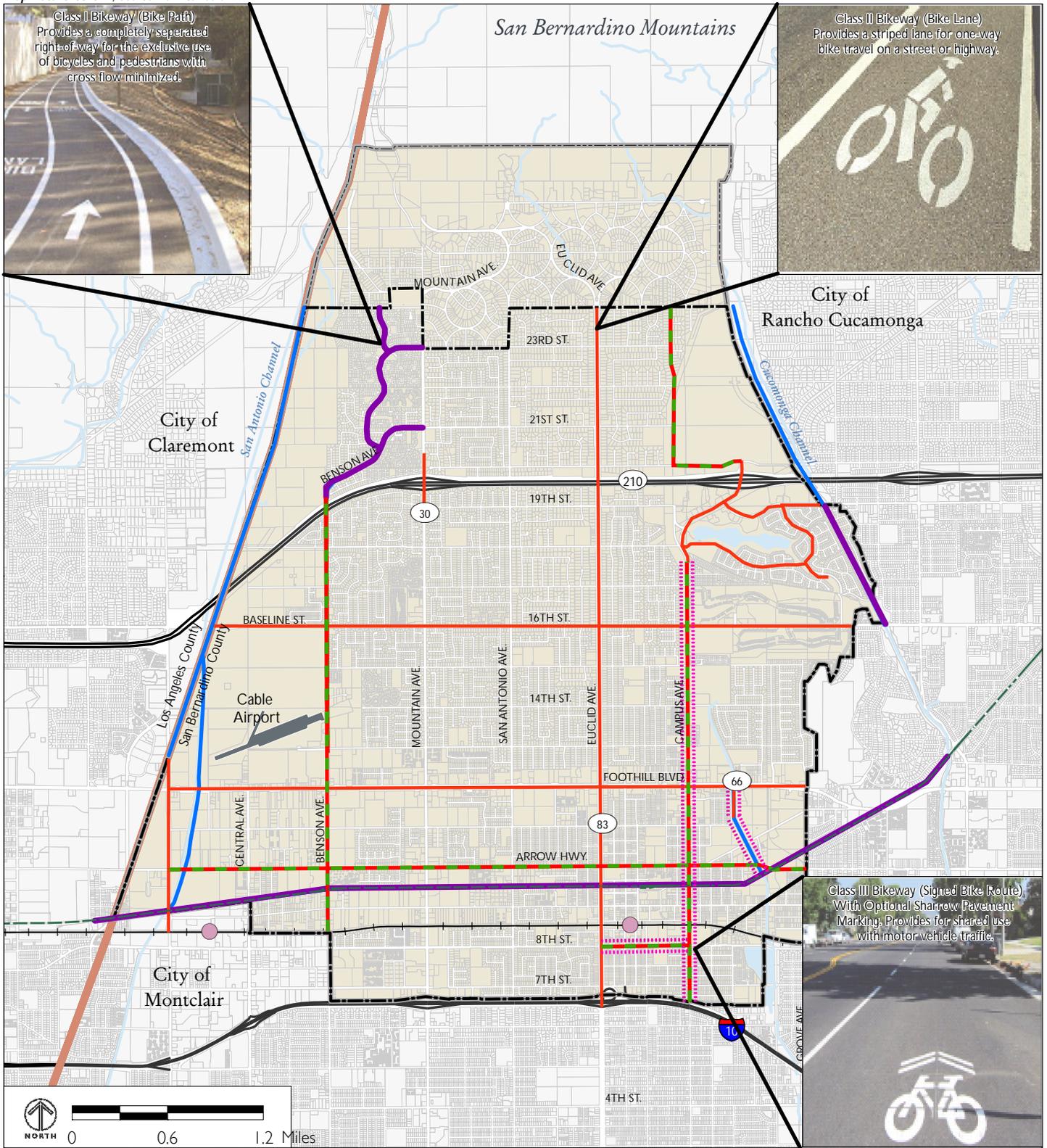


FIGURE CIR-1
ROADWAY SYSTEM

Map Date: 07/31/12; Source: Fehr & Peers



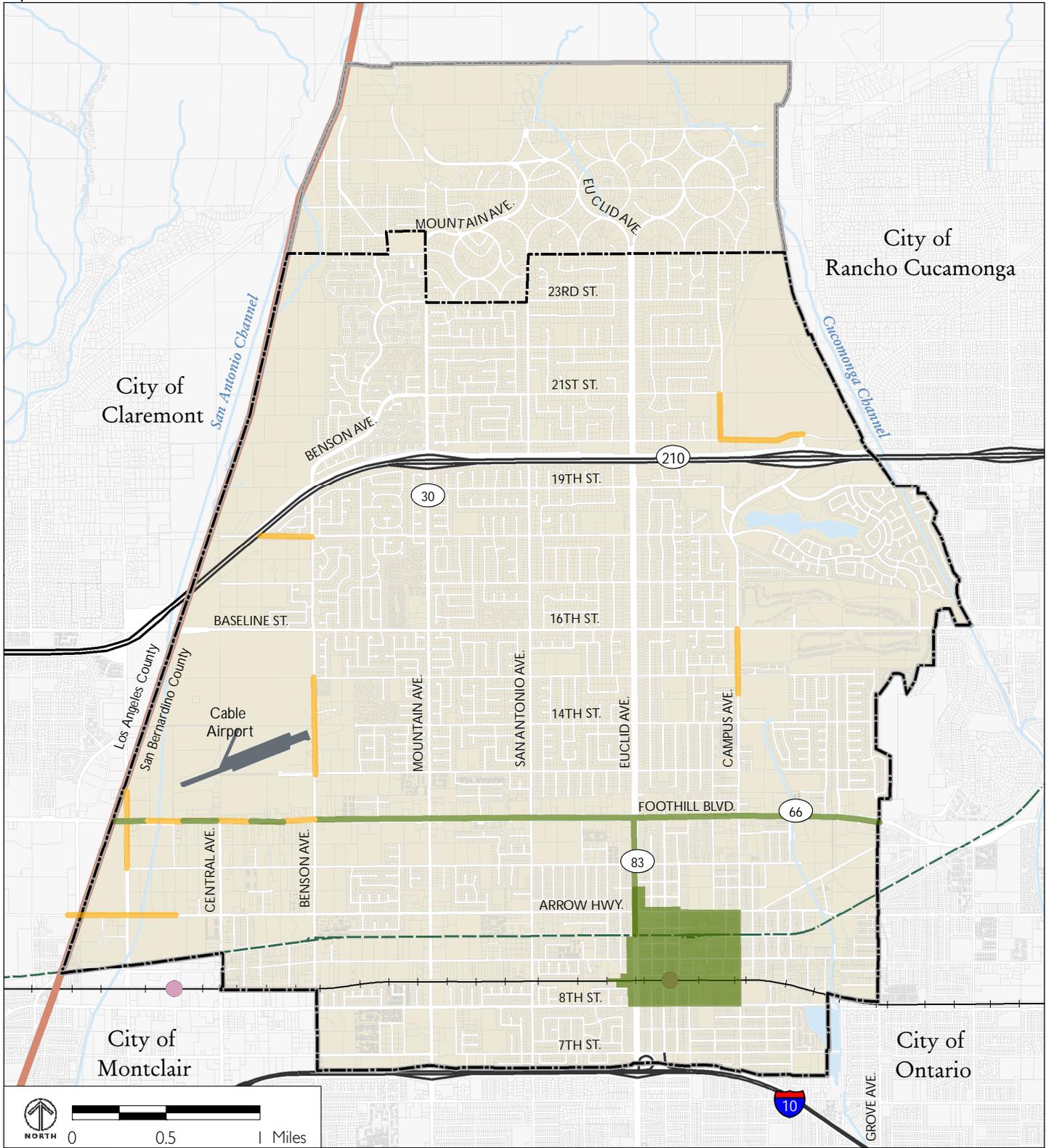
- City Limits
- Sphere of Influence
- County Boundary
- Metrolink Station
- Rail Line
- Southern Pacific Trail
- Existing Bicycle Routes**
 - Class I
 - Class II/III
 - Existing Class III; Upgrade to Class II
- Future Bicycle Routes**
 - Class I
 - Priority Bike Lanes*

*Priority Bike Lanes are bike lanes selected according to proximity to Downtown and to improve connections between Downtown and Memorial Park.



FIGURE CIR-2
BICYCLE ROUTES

Map Date: 07/31/12; Source: Fehr & Peers



- County Boundary
- Sphere of Influence
- City Limits
- Upland Parcel
- Pedestrian Multimodal Priority Area*
- Pedestrian Needs Priority Area**

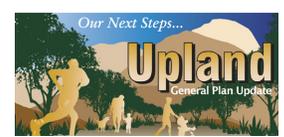
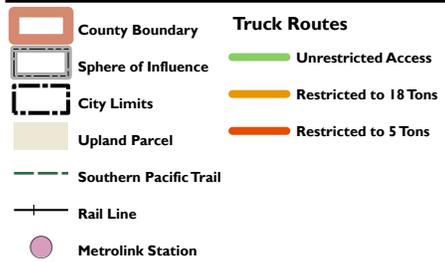
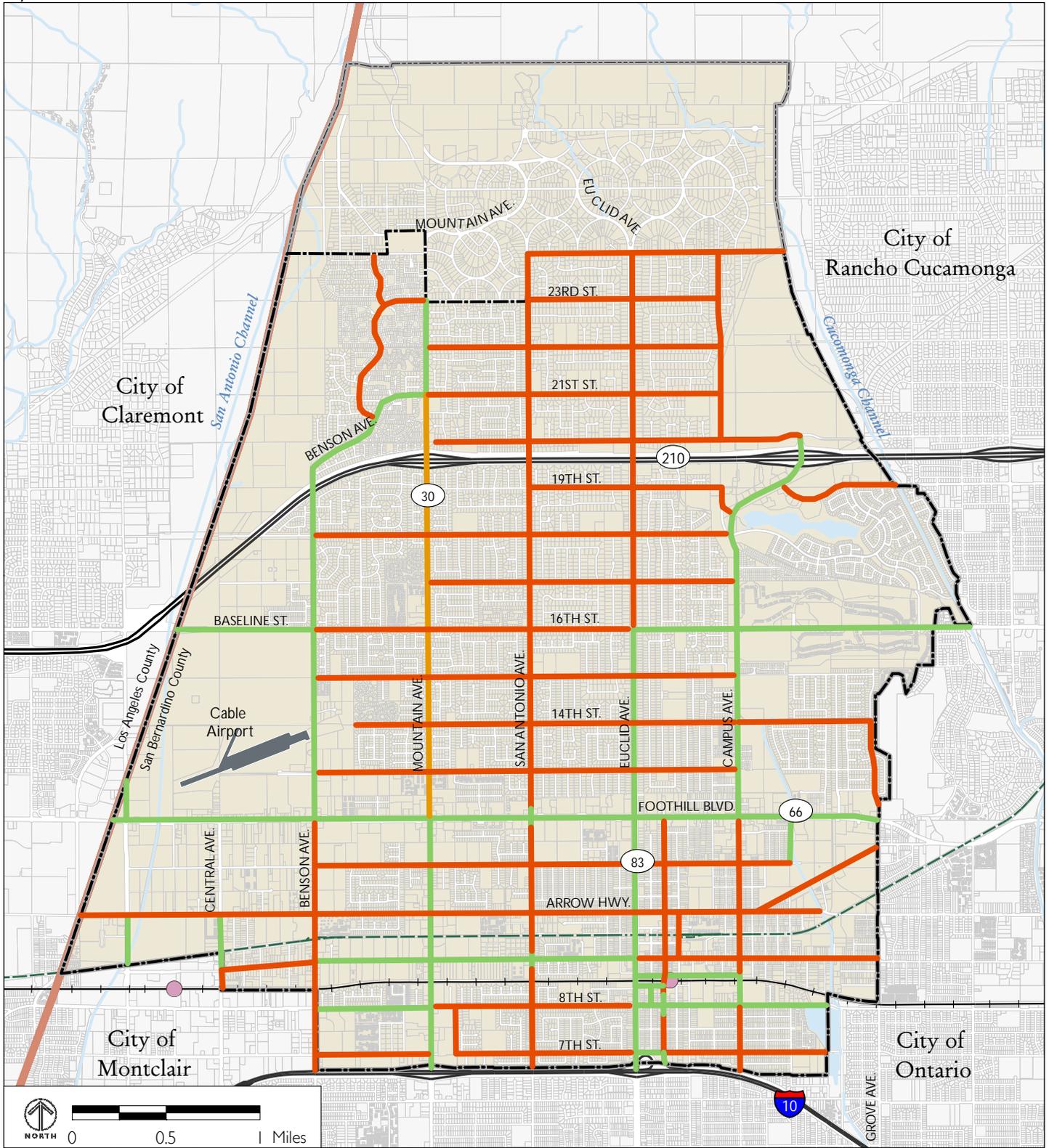
*Pedestrian Multimodal Priority Areas are areas where pedestrians will have a variety of transportation choices, including Metrolink, bike lanes, and bus stations.

- Southern Pacific Trail
- Rail Line
- Metrolink Station
- **Pedestrian Needs Priority Areas were identified based on visioning exercises and field work to determine where the sidewalk network is incomplete. Some areas that are not conducive to pedestrian use, such as areas with autorepair and wholesale stores, may not have complete sidewalks and were not identified as Needs Priority Areas.



FIGURE CIR-3
PEDESTRIAN FACILITIES

Map Date: 07/31/12; Source: Fehr & Peers



**FIGURE CIR-4
DESIGNATED TRUCK ROUTES**

