



September 25, 2014

**TO:** Honorable Mayor and City Council

**FROM:** Edward C. Starr, City Manager 

**SUBJECT:** WEEKLY REPORT: September 19-25, 2014

---

➤ ***CITY MANAGER/ADMINISTRATIVE SERVICES DEPARTMENTS***

- This past weekend, Governor Brown signed into law two measures (SB 1183 and AB 1193) aimed at helping local governments to expand and improve bike paths. Both measures were promoted by sponsors as effective means to provide a transportation alternative to driving cars on congested streets and roads.

Under SB 1183, local agencies could place proposals on local ballot that, with a two-thirds vote, would impose a motor vehicle registration surcharge of up to \$5, with proceeds to develop and maintain bikeway networks. The surcharge can be assessed until January 2025. The Legislative Analyst's Office estimates the measure will cost the Department of Motor Vehicles \$200,000 annually to administer, and could raise million for local bike facilities, depending on how many local jurisdictions approve the fee. Opponents argue that drivers should not be required to subsidize the construction of bike paths; rather, cyclists should pay for bike paths through annual registration fees. If presented to Montclair voters for consideration, the surcharge could generate approximately \$30,000 to \$35,000 in annual proceeds for bike path development and maintenance.

AB 1193 allows local communities to plan bike lanes that may not meet state standards, provided designs meet guidelines set by a national association of public transportation officials. The bill allows the construction of cycle tracks—bike lanes separated from roads by posts or other physical barriers—and moves California closer to bike path designs common in

European countries where cycling is a common mode of transportation for commuters.

Both bills recognize the movement in California toward "Complete Streets"—a transportation policy and design approach requiring that streets be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

- The American Public Transportation Association (APTA) recently released a survey showing the number of Americans that support increasing federal public transit investment grew to nearly 68 percent. The survey, conducted by the Mineta Transportation Institute (MTI) for APTA, also found that nearly 74 percent of Americans support the use of tax dollars for creating, expanding, and improving public transit options in their communities—public investment is seen as a catalyst to transforming communities, creating job opportunities, providing greater access to medical care and education facilities, and paving the way for a stronger economy. In effect, Americans realize that everyone benefits from public transit investments through economic growth in their communities, even if they do not use public transit services.

A compatible survey, conducted by the Transit Center, and released earlier this month, reports that young people in the millennial generation (18 to 33) are twice as likely to take public transit than middle-aged Americans, and seven times more likely than those over age 60—31 percent of millennials report using transit on a weekly basis.

The report indicates dramatic shifts between millennials and baby boomers at the same time: Millennials do not buy cars as frequently, delay learning to drive, marry later in life, and prefer living in mixed-use, transit-friendly neighborhoods over single-family homes. Millennials will also make up 50 percent of the American workforce by 2020.

The report notes that Los Angeles County, with its investment of approximately \$50 billion in transit improvements, including construction of 5 rail lines, is outpacing every other area in the nation, earning the County a rating of "transit progressive." Neighboring regions are considered "transit deficient" or "transit underserved."

Recognizing the trend, in 2005, the Montclair City Council pushed forward with its North Montclair Downtown Specific Plan—an approach that promises to create a pedestrian-friendly, transit-oriented district from the I-10 Freeway, north to the Montclair Transcenter. The City is currently leading an effort to bring the Gold Line light-rail system into San Bernardino County to expand Montclair's transit offerings; and, with the successful launch of The Paseos at Montclair North residential project, City leaders anticipate future residential, commercial, and mixed-use development that

will fully achieve the City Council's ambition within the Montclair Plaza district.

- Last week, Mayor Pro Tem Ruh, Planning Commissioner Martinez, Administrative Analyst Fuentes, and I attended a Caltrans/SANBAG Transportation Projects workshop hosted by Assembly Member Freddie Rodriguez, 52nd District. Mayor Pro Tem Ruh served on a panel of local representatives and presented the City's concerns regarding a number of regional transportation and transit issues.

Caltrans provided an update of planned freeway improvement projects for District 8—Montclair is in District 8's jurisdiction. Of particular concern to Montclair are the following Caltrans freeway projects:

1. I-10 Freeway from Montclair, east to Redlands—perform slab replacements on mainline and connectors, mill and overlay Hot Mix Asphalt (HMA) on ramps and shoulders. The \$51 million project is scheduled to be performed from February 2015 to November 2016.
2. I-10 Freeway in Montclair—resurface bridge decks and replace joint seals at various bridges including Bridge No. 54-0448 at Benson Avenue; Bridge No. 54-0450 at Monte Vista Avenue; Bridge No. 54-0453 at Mills Avenue; and Bridge No. 54-0451 at San Antonio Wash. The \$2 million project is scheduled to be performed from the fall of 2014 to early 2015.
3. State Route 60 at Central Avenue in the City of Chino—construct an auxiliary lane at the Central Avenue entrance and exit ramps, both directions, to improve the operation of the interchange and improve north-south traffic flow on Central Avenue. The \$46 million project is scheduled to be performed from November 2019 to June 2021.

SANBAG representatives provided a brief overview of a proposed preferred alternative related to the construction of express or toll lanes on the I-10 Freeway from Montclair east to Redlands. The project proposes widening the I-10 Freeway to convert the existing High Occupancy Vehicle (HOV) lanes to High Occupancy/Toll (HOT) lanes, with the addition of two HOT lanes for east-west traffic.

HOT lanes represent a road pricing scheme that gives motorists in single-occupant vehicles access to HOV lanes, for a fee or toll. Tolls would be collected via an electronic transponder system. Typically, tolls increase as traffic density and congestion within the tolled lanes increases—a policy known as congestion pricing, designed to minimize traffic congestion within the tolled lanes.

Vehicles carrying two or more riders and qualified "green" vehicles would continue to use the HOT lanes without paying a toll. In Montclair, Monte Vista Avenue, at the I-10 Freeway, would be widened to accommodate construction of HOT lanes. Widening of Monte Vista Avenue would improve traffic circulation in and around Montclair Plaza and promote development within the North Montclair Downtown Specific Plan/Transit Oriented District.

➤ ***FIRE DEPARTMENT***

- On September 22, 24, and 25, Deputy Fire Marshal Sherwood conducted familiarization tours of the Paseos for all three shifts from the combined six stations with the Montclair/Upland Fire Department. The purpose of the tours was to familiarize suppression crews with the layout of the complex, fire protection equipment locations, and practice accessibility with the apparatus. Each tour took approximately one and one-half to two hours and provided valuable information regarding fire protection features within the complex.

All buildings, with the exception of the podium building, have been certified for occupancy and are currently 50 percent leased. The podium building, which is a three-story residential unit with two levels of parking underground, is scheduled to be completed within the next week.

This complex is the cornerstone of the North Montclair Downtown Specific Plan, and one of many planned developments within the City.



*The podium building at Paseos*



*Deputy Fire Marshal Scott Sherwood briefing the crew*



*Deputy Fire Marshal Scott Sherwood and Fire Engineer Orestes "Rusty" Vidal*

➤ **HUMAN SERVICES DEPARTMENT**

- The L.A. County Fair ends this Sunday, so this is your last chance to buy your discounted tickets. The Recreation Center and Senior Center will be selling them through Saturday for City employees and the community. Tickets are good any day the Fair is open. Adult tickets are \$11 and child tickets (6-12 years old) are \$6. Children 5 and under are free. Tickets must be purchased with cash only.

- Starting next Wednesday, October 1, the Montclair Community Certified Farmers Market will be moving to the Montclair Town Center (on Central Avenue between Benito Street and San Bernardino Street, next to First Dental and east of Dollar General). The move will allow more parking, easier community access and visibility from Central Avenue and center patrons. The market will still be open from 4-8 p.m. every Wednesday.

## ***POLICE DEPARTMENT***

- The Montclair Police Department has officially launched its new Traffic Safety Division. The mission of the Traffic Safety Division is to reduce traffic related deaths, injuries, and financial losses through high visibility enforcement, educational programs, and public awareness campaigns. Members of the Division are commanded by a Lieutenant and work closely with the Community Relations Division to carry out the mission.

Specially trained "Motor Officers" are assigned to the Traffic Safety Division. Motorcycles provide the Officers with enhanced acceleration, increased visibility, better maneuverability, and quicker response times in heavy traffic. In addition to three weeks of motorcycle training, officers receive specialized training in traffic enforcement, traffic collision investigation, and other traffic-related topics. The Officers utilize current traffic collision data, empirical data, and input from the public to direct traffic enforcement efforts. In addition to high-visibility traffic enforcement, the Officers are responsible for developing and presenting public education programs. Motor Officers will be working high-visibility enforcement around the City's schools to help ensure the safety of our community's children.



*Officer Michael Lang*

The Traffic Safety Division relies on members of the public to provide information on traffic-related issues. To report a problem or to provide traffic-related input, send your comments to the Traffic Safety Division at the email address provided below. The Division will make every effort to respond to your comments expeditiously. Please include your name and phone number if a response is desired.

[traffic@cityofmontclair.org](mailto:traffic@cityofmontclair.org)

Officers assigned to the Traffic Safety Division are certified Child Passenger Safety (CPS) technicians. National CPS Certification Training is a program of Safe Kids Worldwide, which is the certifying body and responsible for managing all aspects of the program. CPS technicians can conduct child safety seat checks by appointment. Parents and caregivers receive education and hands-on assistance from CPS technicians to enhance the safety of child passengers. To schedule an appointment for a child safety seat check, or to schedule a group presentation on occupant safety, send a request to the below email address. Please include your name and phone number.

[childsafety@cityofmontclair.org](mailto:childsafety@cityofmontclair.org)

To receive detailed up-to-date information via email and/or text directly from the Montclair Police Department, sign up for Nixle alerts at [www.nixle.com](http://www.nixle.com) and register for "Montclair Police Department." Messages from the local sheriff, police, and firefighters are available throughout the U.S. To stay informed, be sure to register for updates near your home, work, children's schools, and family members.

➤ **SUCCESSOR REDEVELOPMENT AGENCY/MONTCLAIR HOUSING CORPORATION**

- Last week, the American Public Transportation Association reported that 74 percent of people support more mass transit spending. But, only 5 percent of commuters travel by mass transit. This support, in other words, is largely for others. What's striking about the support-usage gap is that it doesn't just exist on paper. In addition to saying they support transit funding, Americans back up that support with their own pocketbooks. At the polls, people are generally willing to raise local taxes to maintain or expand the transit service that few of them actually use. According to the Center for Transportation Excellence, there were 62 transportation measures on ballots across the country in 2012—many with a considerable transit component—and nearly 80 percent of them succeeded.

Transit investments do not necessarily pay off in greater transit usage over time. Recently, transit scholars Michael Manville and Benjamin Cummins analyzed 21 local transportation funding ballots from 2001 to 2003, and found that, on average, these tax increases were approved by 63 percent of the vote. Yet a decade later, the share of commuters who drove alone in

these places had fallen just 2 points, from 87 to 85 percent, while the share of transit commuters had stayed the same, at 5 percent. At best, the behavioral shifts were modest; at worst, they didn't exist. However, people believe transit has collective benefits that don't require their personal usage. One of the clearest examples of this disparity comes from Los Angeles County. In 1980, about 7.5 percent of commuters used transit. That year, voters approved a permanent half-cent sales tax increase to pay for transportation initiatives, including lots of transit upgrades, but by 1990, the share of transit commuters had declined to 6.5 percent. That year, voters again approved a half-cent increase by a two-to-one margin, with nearly all the money going to transit. But the transit commute share was still at 7 percent come 2008, when yet another transportation ballot, Measure R, was passed by two-thirds of the vote.

Why do so many people support transit—not just with their voices but their wallets? The conclusion reached by Manville and Cummins: people believe transit has collective benefits that don't require their personal usage. Maybe voters believe public transit will reduce traffic congestion, improve the environment, help low-income residents, or translate into economic development. So long as someone uses transit right now, everyone else will win in the end. This outcome may seem obvious, but the data behind it are truly staggering. In one analysis Manville and Cummins perform on a transportation survey conducted by the National Resources Defense Council in 2012, they found no statistical connection between respondents who supported transit funding and those who wanted to drive less, or even those willing to use transit if it were more convenient. But respondents who believed "the community would benefit" had a *700 percent* increase in odds of being a pro-transit voter.

Some transit scholars say that a pro transit attitude is a sign of societal maturity. But problems will arise if voters stop agreeing to devote their taxes to transit, if the broader benefits they've hoped for fail to materialize. Of course, the reason these benefits don't emerge is that the many of the people supporting transit aren't riding it: traffic congestion isn't going to get any better, if every driver waits for someone else to shift to the train or the bus.

Where all these trends converge is the realization that truly supporting transit requires more than just voting to support transit. To make a real dent in mobility trends, cities will need to make driving more expensive at the same time that they make transit more appealing. "So long as many transit supporters prefer to drive, new transit spending may neither increase transit ridership nor reduce driving," write Manville and Cummins.

ECS:spa

*Winter is an etching, spring a watercolor, summer an oil painting, and autumn a mosaic of them all.*

~ Stanley Horowitz

# SEPTEMBER 2014

 <p>HAPPY FALL</p>		
27	Drug Take Back Event Montclair Police Department, 4870 Arrow Highway	10:00 a.m. - 2:00 p.m.
30	City Manager's Staff Meeting City Hall Conference Room	9:00 a.m.

# OCTOBER 2014



1	Community Action Committee Meeting Council Chambers	7:00 p.m.
6	City Council Meeting Council Chambers	7:00 p.m.
8	State of the City and Taste of Montclair Montclair Community Center	11:30 a.m.
8	Oversight Board Meeting Council Chambers	6:00 p.m.
13	Columbus Day – Observed City Offices Open	
13	Planning Commission Meeting - <b>Canceled</b>	
14	City Manager’s Staff Meeting City Hall Conference Room	9:00 a.m.
15	Candidates’ Forum Senior Center	7:00 p.m.
16	Safety Committee Meeting City Hall Conference Room	9:00 a.m.
16	Public Works Committee Meeting Council Chambers	2:00 p.m.
16	Lights On After-School Community Center	7:00 p.m.
20	Code Enforcement Committee Meeting - <b>Canceled</b>	
20	City Council Workshop – David Turch & Associates Council Chambers - <b>Canceled</b>	
20	City Council Meeting Council Chambers	7:00 p.m.
21	Montclair Community Health Fair Community Center	9:00 a.m. – 12:00 p.m.
25	Montclair Community Fruit Park First Anniversary Celebration and Dedication of the Statement of Hope Sunset Park	10:00 a.m.
27	Planning Commission Meeting Council Chambers	7:00 p.m.
28	City Manager’s Staff Meeting City Hall Conference Room	9:00 a.m.
31	Children’s Halloween Party Community Center	5:30 p.m. – 8:00 p.m.