

FAT TIRE & LACBC PRESENT

# BIKE MONTH

ALONG THE

## PACIFIC ELECTRIC PATH

DISTANCE  
OPTIONS  
**12, 20, 35  
& 42 MILES**

Starts in Claremont and  
heads east towards Rialto.

SELF GUIDED  
AUDIO TOUR  
AVAILABLE



Celebrate Bike Month & learn more  
about recent developments that affect  
cycling at the federal and state levels.



*Intersections* is a series of self-guided rides exploring connections underneath LA's surface curated by LACBC.

## Logistics

izi.Travel audio guide with turn-by-turn directions:

<http://bit.ly/lacbcbike2021>

Ride with GPS route:

<http://bit.ly/RidewithGPSLACBC2021BikeMonth>

Cue sheet: see last page

## Overview

Our self-guided ride this month starts in Claremont and takes you to the beginning of the Pacific Electric Path. The end of the path is 21 miles away from the starting point, so if you plan to make it to the path's end at Cactus Ave in Rialto, plan for a 42 mile ride.

We include turnaround points along the route for a 12 mile, 20 mile and 35 mile ride. This route is relatively flat, with very little shade. Aside from our start in Claremont, the route sticks to the bike path.

For this ride, we take a look at some local history while spending most of our time looking at the present. We focus on bicycle policy taking shape today at the federal, state and local levels.

This ride is on Tongva/Kizh/Gabrielino land. This route takes a mostly east-west direction. As you ride, you'll have a view of the San Gabriel and San Bernardino mountains to the north. Taking up the landscape in this part of town is Mount Baldy, also known as Mount San Antonio also known as Joat.

Claremont, our starting location, was named Torojoatngna, "the place below Joat" by the Tongva/Kizh and Serrano peoples. People have lived in this area for thousands of years, since around 1500 BCE.

Wherever you choose to turn around, once you arrive back at your starting point, we recommend Heros Bar & Grill as a spot to grab a well-deserved meal (and maybe a beer).

THIS RIDE IS ON TONGVA/KIZH LAND.  
TAKING UP THE LANDSCAPE IN THIS PART OF TOWN  
IS MOUNT BALDY.

**aka Mount San Antonio**  
**aka Joat**



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PHOTO BY CLARISSE MEYER ON UNSPLASH

# Some Crust Bakery



Some Crust Bakery is the official starting location for this ride. If you need a pick me up before getting started, this is a great place to go.

Some Crust Bakery has an espresso bar and savory & sweet eats. Located at 119 Yale Ave, It's open 7 days a week. Monday through Friday they're open 6:30AM-6PM, Saturdays 7AM-6PM and Sunday 8AM-2PM.

As you make your way through Claremont's streets, count how many stop signs come across your path. Under current California law, a cyclist is legally required to make a full stop at a stop sign, even if no other traffic is present at the intersection. If you're caught rolling through a stop sign at an intersection, you can still be cited and face legal consequences.

Currently, there is a bill being considered by the California Senate that would address this very issue. The reality is that cars and bikes are simply not the same and the laws that govern them should reflect that. While coming to a complete stop at "STOP" signs is easy for a car, for a cyclist, the process of stopping to put a foot down and restarting can be rather time and energy consuming. In fact, the folks at the SF Bike Coalition helped to stage a protest that really demonstrates this point:

<https://www.sfgate.com/bayarea/article/S-F-bike-riders-Wiggle-protest-could-stop-6413072.php>.

That is why Assembly Bill 122 is so important. It proposes CA's own version of the Idaho Stop, a law that allows bicyclists to treat stop signs as yield signs. This change would not only dramatically improve traffic flow, but would reflect the reality of what most cyclists do already, which is approach a stop sign-controlled intersection with caution, yielding to cars and pedestrians, and then proceed through without a complete stop. By updating the law to reflect reality, our roads actually become safer.

You can learn more about the Safety Stop and find out how you can support this important legislation by visiting our partners at CalBike:

<http://bit.ly/CalSafetyStop>



**It's Time for California to Legalize the Safety Stop**

From Some Crust Bakery, head south along Yale St towards 1st Street. Make a left onto 1st Street and keep an eye out on your right for the Claremont Train Depot. In 1.5 miles we'll pass by the Montclair Metrolink station and talk a little more about this historic building.

Continue straight along 1st Street and you'll find yourself on the path after crossing Claremont Blvd.

## Montclair Metrolink

Both the Claremont and Montclair Metrolink stations are part of Metrolink's San Bernardino line that goes from Union Station to the Inland Empire. While Metrolink was founded in 1992, Claremont's train depot has been standing since 1927, when it replaced the original wooden station. Claremont itself was founded by railroads. According to a plaque at the Claremont depot, "[t]he Atchison, Topeka & Santa Fe Railroad and its subsidiary, the Pacific Land Improvement Company, founded the town of Claremont in 1887."

Metrolink's San Bernardino line fills a gap left behind by Pacific Electric's red car service from downtown LA all the way to Pomona, Claremont, Upland and through San Bernardino to Rialto. This red car service was discontinued in the 1950s. In 2005, advocates started spreading the word on the development of the abandoned property into a walking and cycling trail, which is what we'll be riding today!

We are witnesses to the way things change in our built environment and the way they stay the same. We're able to celebrate Bike Month this May, but last year in 2020 Bike Month was moved to September due to a worldwide pandemic. This pandemic brought with it a surge in cycling's popularity and an impetus for government bureaucracies to think on their feet and enact quick change.

And yet, there are changes local leaders cannot or will not make due to something called the Manual on Uniform Traffic Control Devices.

The Manual on Uniform Traffic Control Devices sets many of the standards that are used by our local governments to create new and update existing road infrastructure. The existing manual sets many of the standards that allow our traffic signs to be recognizable anywhere in the country, but was written in an era where automobiles were believed to be the future of transportation. This means that the document is riddled with assumptions that place the car as king, a reality that we know is quickly changing as more people seek more sustainable means of transportation.

For the first time in many generations, the Federal Highway Administration is currently looking to update the Manual and they are asking the public for feedback. This is a rare opportunity to share your thoughts on how the Manual can be improved to help prioritize the safety of pedestrians and bicyclists. It is a dense document with nearly 1,000 pages so we do not expect anyone to take the time to read the entire thing, but we would love for everyone to offer your input by going to the link below and sharing that you support making our city streets safer for walking and biking.

[http://bit.ly/MUTCD\\_submitcomment](http://bit.ly/MUTCD_submitcomment)

## HELP MAKE STREETS SAFER FOR ALL AMERICANS



You can also check out PeopleforBikes' call to action here:

<https://action.peopleforbikes.org/mutcdalert/>

Continue along the trail for 4.8 miles and you'll find yourself at Route 66 Trailhead Park.

## Route 66 Trailhead Park

This is a good spot to use the restroom, take a break and recharge or, if you're opting to do a total of 12 miles today, this would be your turnaround point. In order to get to the park you will cross Foothill Blvd via an overhead bridge. While not visible from your perspective, this bridge hosts the art installation, "Route 66 America's Main Street."

Whether you're choosing to head back or pedal on, take some time to think about what it would be like to get some miles in on an e-bike (if you aren't already). You might have an e-bike already or you would like one but are hesitant due to cost. Legislation at the federal level aims to address just that.

The Electric Bicycle Incentive Kickstart for the Environment (E-BIKE Act), which was proposed this past February by Representatives Jimmy Panetta of California and Earl Blumenauer of Oregon would offer up to a 30% tax credit, capped at \$1,500, for the purchase of an e-bike. At the same time, the CA State Assembly is also looking at legislation that would create a subsidy program to help make e-bikes more affordable. This sudden interest in making e-bikes more affordable to a broader audience is a recognition of the important role that e-bikes will play in the future of sustainable transportation.

If you have not had the opportunity to experience e-bikes before, they provide assist that can not only extend the range and speed that an individual can ride under their own power, they also are able to extend the capabilities of older riders to stay on two wheels. E-bikes can be used for a variety of purposes from commuting, to carrying cargo, to long distance touring and the increasing variety of choices of e-bikes shows that the market is not only growing, but that more people are seeing e-bikes as a viable alternative to driving a personal automobile alone.

We at LACBC support the continued growth of e-bikes if it means more folks riding bikes instead of driving cars. We also recognize that it is important to encourage riders of e-bikes to take safety seriously as we want everyone to be able to enjoy our communities safely.

If you're heading back now, just turnaround and head back the way you came along the bike path. We invite you to stop by Heros Bar & Grill on your way back for some lunch and maybe a beer. While you're at it, make a toast to our sponsor, Fat Tire.



If you're continuing on, our next stop, Rancho Cucamonga Central Park, is in 4.3 miles.

## Rancho Cucamonga Central Park

This is your turnaround point for a 20 mile ride. You've made it to Rancho Cucamonga! Home to the Kukamongan, Kukomonga is a Tongva/Kizh word meaning "sandy place."

The work to create a path on former railroad property isn't singular to the Pacific Electric Path we're riding today. Known as a rail-trail, this path along with many others nationwide, are multipurpose public paths created from former railroad corridors. If you're interested in learning more, consider visiting the Rails-to-Trails Conservancy website at [railstotrails.org](http://railstotrails.org). According to their website, rail-trails are "flat or gently sloping, making them easily accessible."

If you're going to continue on, the turnaround for a 35 mile ride is in 8 miles, at Cypress/Seville Parks.

## Cypress Park/Seville Park

If you're planning on doing 35 miles today, this is the place to turnaround. In 3.4 miles we'll get to the end of the line.

## Cactus Avenue: The End of the Line

This is the end folks. Congratulations if you made it this far, you're gonna be the lucky winner of a 42 mile ride.

Or, you can ride to the Rialto Metrolink station 1 mile away and head back to Claremont that way....



Either way, congratulations and we hope you take some time to treat yourself for getting outside and riding.

If you're 21 and over and partake in alcohol, we'd like to invite you to make a toast later today with a Fat Tire. Our ride's sponsor, Fat Tire has its own history with cycling.

Fat Tire was born on a bike. When their co-founder pedaled his way through Europe, sampling beer along the way, the tires on his mountain bike garnered glances and comments that inspired the name of a craft beer icon. The flavor profiles he discovered on that ride sparked the recipe for a beer he would begin



to brew in his Colorado basement. Learn more on their website, <https://www.newbelgium.com/beer/fat-tire/>

From here, turn around and head straight back. You're halfway there.



## Heroes & Legends Bar & Grill

Just up the street from our starting point at Some Crust Bakery, you'll find Heroes Bar & Grill.

They're open Sunday/Monday/Tuesday 11AM-9:30PM, Wednesday/Thursday 11AM-10PM, and Friday/Saturday 11AM-12AM.

Make sure to stop in for a treat and say hello.

Now that you're back on city streets, take a look to see if you spot any jaywalkers. If you did not already know, jaywalking was a law created by the automobile industry to try to force pedestrians and other road users off of the roads to make them the exclusive territory of the car. The show *Adam Ruins Everything* does a

great job of summarizing how we got to this place, especially focused on the derogatory origins of the law. Check it out here:

[https://www.youtube.com/watch?v=-AFn7MiJz\\_s](https://www.youtube.com/watch?v=-AFn7MiJz_s).

CA Assemblymember Phil Ting introduced a bill earlier this year, AB 1238, that would eliminate jaywalking as a citable offense of the CA vehicle code. While it may not seem like that big a deal, the jaywalking law is frequently used as an excuse to harass people of color, making its history of bias all the more poignant. Eliminating this law will help ensure that its sordid history no longer taints our laws and does not decrease traffic safety one bit. If anything, it helps to make sure that our communities feel safer from harassment for a law that was intended to force communities off the streets to make way for automobiles.

LACBC supports AB1238 as we believe that our roads should always prioritize people first and that the safety of our communities comes in many forms, not just what antiquated laws say that they should be. Support this important legislation by visiting our friends at CalWalks to learn more:

<https://www.calbike.org/assembly-transportation-committee-supports-freedom-to-walk-act/>



Leg	Dir	Type	Notes	Total
	→	Right	Turn right onto 1st Street	0.8
0.0	→	Slight Right	Keep right	0.8
2.5	→	Right	Turn right onto Pacific Electric Trail	3.3
0.0	→	Right	Turn right onto Pacific Electric Trail	3.4
0.0	←	Left	Turn left onto Pacific Electric Trail	3.4
1.7	←	Left	Turn left	5.0
0.0	→	Right	Turn right onto East Arrow Highway	5.0
0.0	←	Left	Turn left onto Pacific Electric Trail	5.0
0.7	↑	Straight	Continue onto Pacific Electric Trail	5.8
1.5	↑	Straight	Continue onto Pacific Electric Trail	7.3
4.0	←	Left	Turn left onto Pacific Electric Trail	11.3
0.0	←	Left	Turn left onto Pacific Electric Trail	11.3
0.1	→	Right	Turn right onto Pacific Electric Trail	11.4
4.6	↑	Straight	Continue onto Pacific Electric Trail	16.0
2.0	←	Left	Turn left onto Emerald Avenue	18.0
0.0	→	Right	Turn right onto Pacific Electric Trail	18.0
2.8	←	Left	Turn left onto Cactus Ave Side Path	20.9
0.0	→	Right	Turn right onto Pacific Electric Trail	20.9
2.8	←	Left	Turn left onto Emerald Avenue	23.7
0.0	→	Right	Turn right onto Pacific Electric Trail	23.7
6.6	←	Left	Turn left onto Pacific Electric Trail	30.3
0.1	→	Right	Turn right onto Pacific Electric Trail	30.4
0.0	→	Right	Turn right onto Pacific Electric Trail	30.4
4.0	↑	Straight	Continue onto Pacific Electric Trail	34.4
2.0	←	Sharp Left	Turn sharp left onto Pacific Electric Trail	36.5
0.2	→	Right	Turn right onto East Arrow Highway	36.7
0.0	←	Left	Turn left	36.7
0.0	→	Right	Turn right onto Pacific Electric Trail	36.7
1.7	→	Right	Turn right onto Pacific Electric Trail	38.4
0.0	←	Left	Turn left onto Pacific Electric Trail	38.4
0.0	←	Left	Turn left onto Pacific Electric Trail	38.4
2.5	←	Slight Left	Turn slight left onto Huntington Drive	40.9
0.0	←	Slight Left	Keep left onto Huntington Drive	40.9
0.0	→	Slight Right	Keep right onto 1st Street	40.9